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SCHAT HARDING

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Topic of today: ABANDON SHIP

Lifeboat drills during port visits and, as part of delivery trials, in shipyards, are becoming increasingly difficult to arrange.

•What concerns do port authorities, ship managers, ship masters and crews have and how can they be allayed?

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ACCIDENTS!

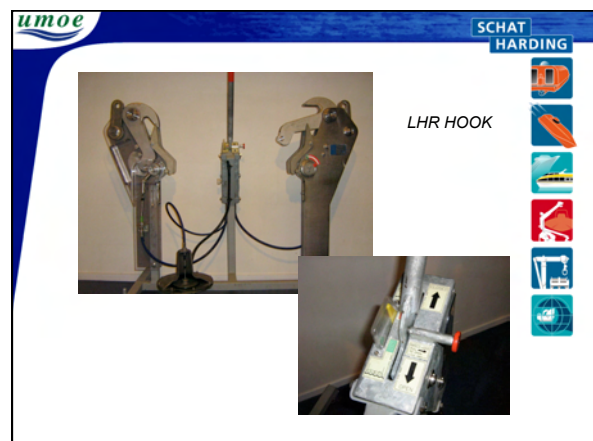
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To have boats you can trust and use you need:

1. The equipment has to be designed right
2. The equipment has to be maintained properly
3. The crew has to know how to use it properly





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From MSC.1/Circ.1206

..... considered the issue of the unacceptably high number of accidents with lifeboats in which crew were being injured sometimes fatally while participating in lifeboat drills and/or inspections and noted that most accidents fell under the following categories

- 1 failure of on-load release mechanism;
- 2 inadvertent operation of on-load release mechanism;
- 3 inadequate maintenance of lifeboats, davits and launching equipment;
- 4 communication failures;
- 5 lack of familiarity with lifeboats, davits and associated controls;
- 6 unsafe practices during lifeboat drills and inspections; and
- 7 design faults other than on-load release mechanisms.

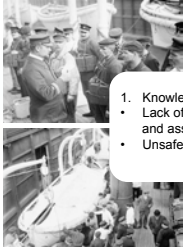
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From speech by Mr. W.A. O'Neill, former Secretary-General of IMO at International Lifeboat conference :

We are constantly reminded that most accidents at sea are due to human error.


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KNOWLEDGE



1. Knowledge
 - Lack of familiarity with lifeboats, davits, equipment and associated controls.
 - Unsafe practices during lifeboat drills and inspections.

From accident report: ... a safe indication to those operators familiar with the special features of the system...
 ...As the operating person had not participated in any complete drill with this lifeboat up to the time of the accident, the investigators are of the opinion that he was unpractised in this respect.....



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Lack of familiarity with lifeboats, davits and associated controls



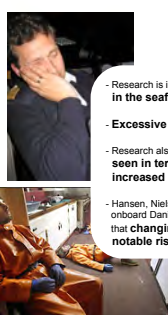

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UNSAFE PRACTICES




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FATIGUE




2. Fatigue
 - Inadvertent operation of on-load release mechanism.


- Research is increasingly revealing **fatigue to be a significant problem in the seafaring industry.**
- **Excessive working hours**, an area of particular concern.
- Research also suggests that **the impact of fatigue on seafarers may be seen in terms of health, psychosocial consequences and increased risk of accidents.**
- Hansen, Nielsen and Frydenberg, 2002, looked at Accidents onboard Danish merchant ships between 1993 and 1997 and found that **changing ship and the first period spent onboard were notable risk factors for crew members.**

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COMMUNICATION



From accident report:The officers evidently discussed the problem that had occurred. No further information was given to the master and he was not informed of the further intentions...

The most common form of communication problems are language barriers and raising of voice when giving orders.


Results show that some of the predominant problems encountered aboard, as far as communication with multicultural crews is concerned, are rooted in cultural and linguistic incompatibility, as well as in inadequate and inappropriate training.

Experience show that some of the problems encountered aboard, are also rooted in being afraid of losing their job when recognising or communicating problems with a system

sou de Nā ora mā mā pō y ehe c
 Mā mā o y & mānageme
 Aotahi āpō

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But what if
I fail?


We all get
to laugh
at you.

ugh



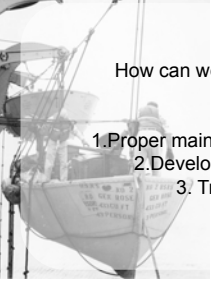
Like Einstein said:

*"The definition of insanity is doing the same thing
over and over and expecting different results."*













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How can we improve safety?


1. Proper maintenance (MSC1206)
2. Development of hooks
3. Training of crew members






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Training of crewmembers:

- How people learn
- Principles of learning
- Culture & language



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How do people learn?

Dr scoll (2002) proposes the following principles for how people learn

- **Learning occurs in context:** Learning must happen within certain context. Without an appropriate setting, learning is unlikely to succeed.
- **Learning is active:** "Tell me, I forget. Show me, I remember. Involve me, I understand." This Chinese proverb suggests that learners have to be mentally active during learning activities, make connections between the new knowledge and existing knowledge, and construct meaning from their own experiences.
- **Learning is social:** Learners benefit from working collaboratively in groups so that they can hear different perspectives and accomplish the learning tasks with the help of their peers and experts.
- **Learning is reflective:** Learning is facilitated when learners are given chances to express and evaluate on their own thinking.

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Tested principles of human learning:

- Students cannot recall and apply knowledge unless they practice retrieval and use.
- Better learning (more easily recalled and applied) results when we vary the conditions of learning.
- When students integrate knowledge from both verbal and visual representations, they can recall it and apply it with greater ease.
- Trial & Error is a poor teacher because corrective feedback is rare.
- Old fashioned training fails to promote understanding, because understanding is an interpretive process in which students must be mentally involved.
- Remembering is a creative process that influences what students will and will not be able to recall and apply.
- What students do in a course will determine what they will learn.

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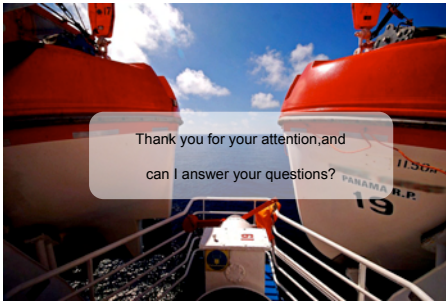
- Culture management can enhance crew team cohesion, upgrade communication at all levels, and, improve the quality of the working environment, the safety of the workplace and the overall performance of the team.

Ship owners should improve the linguistic capabilities of their seafarers in English and familiarize their seafarers with other languages commonly encountered on board.

Development of a cultural awareness training program to cope with common cultural problems on board.

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Thank you for your attention, and
can I answer your questions?

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