Belief and training in mandatory equipment
Introduction

• Mandatory equipment needs to be used and used effectively

• Belief in the usefulness and benefits of mandatory equipment motivates users to learn and adopt such equipment

• Effective use depends on training

• Focus:
  o Bridge watch alarm
  o Oily water separator
  o ECDIS
  o Lifeboat
Bridge watch alarms

Have you ever switched off the bridge watch alarm when you were on duty?

- Yes, with captain’s permission: 41%
- Yes, without captain’s permission: 5%
- No: 54%
Bridge watch alarms

• Positive – good for safety
  “I am okay with that for the safety of the ship because at night especially only the officer on watch is awake while the rest are sleeping. So he should really be awake because the life of the people on board rests on him.”

• Negative – annoying
  “If you let it on, it is annoying and you have to reset it in every few minutes. If you forget to reset it, the alarm would go off on the whole ship which makes everybody nervous. It is not a good thing to create tense situations.”
Bridge watch alarms

• Nuanced view

“At night time it is compulsory to have it, even with an A/B we still use this dead man alarm. I don’t know what is the reason for this. It is necessary if only one person, but if we have two people, why do we use it still? It is just disturbing.”
Oily Water Separator

Have you ever been on board a ship where a magic pipe was in use?

- Yes, often: 4%
- Yes, but not often: 10%
- Yes, but only once: 9%
- No, never: 77%
Oily water separator

- Regulatory enforcement – impossible to falsify

“Practically nobody does this [use a magic pipe]. What for? ...No. **Because inside the oily water separator we have a memory card.** Every time when we start it’s all recorded. And ...inspector can take out this card and check the record [...] I never see somebody do bypass really. ... **First of all to do bypass it will be visible for any inspector [...] It is very easy to recognise on my new vessel where this magic pipe is, very easy.** For this reason, my opinion, to fabricate this, to do this is useless.”
• Bypassing OWS was more common in the past

“Many years back, yes, seafarers used to do that, primarily during the times when regulations were still lax and not very many countries pay attention to issues related to marine pollution. [...] It’s a way out for seafarers when they had no more room for bilge waste primarily when you had a principal who can’t provide an adequate tank to store your bilge waste or when in port they didn’t want to spend money for waste disposal. You really had to find ways.”
Oily water separator

• Improvement in OWS design
  “Regarding the design of the oily water separator itself and the quality of the filter, there is a big improvement. There is a big improvement, I can see it.”

• Good for environment
  “Yes, it is reliable. It keeps our sea clean. And we need that equipment to do that.”
ECDIS

- Fast and automated passage planning and chart updating
- Improved spatial awareness

“It is really helpful because when we are in very restricted waters, like the Singapore Straits, you have no time to look at the charts or anything. ECDIS is very important in such areas. [...] Because that is a real time picture you are seeing.”
Do you think it is safe to discard paper charts if there is a backup ECDIS system on board?

- Yes: 43%
- No: 52%
- Don't know: 5%
“The previous captain did not allow officers to use it [ECDIS]. ... I just had one day training on ECDIS, not very long. ECDIS operations are simple. ... You have seen that we explored it together among all deck officers and that we trained ourselves up together. Frequent practice familiarizes us with it. ... We depend on paper charts. At the moment, we ask the company to buy a few e-charts from time to time. The main reason for this is to get familiar with the whole process of e-charts selection and ordering.”
• **Benefit of practice**

“We had one chief officer who was very, very keen on launching the lifeboat. [...] He really pushed to have it done every month. He would always grab a crew, saying ‘you’re coming with me, you’re coming with me.’ [...] They’d go in the boat with him and they’d be launched. [...] I think it made you less wary of the boat and [...] because of course we were doing it so often, we knew all the things that went wrong, to the point where towards the end we’d launch it no problem, come back no problem whereas at the start we may struggle to get hooks on and all these sort of things. So I think that was a good thing, I mean admittedly [in the beginning] I was even a bit wary of getting into the boat, but ...”
Lifeboat drills

• Fear due to accidents

• Inadequate training at school

“The school that I went to lacked facilities for the training of use of equipment. Most of the time, training is based on books, you are shown pictures and you read instructions on how to use equipment but you don’t get the chance to use them.”
Lifeboat drills

- Fear due to accidents
- Inadequate training at school
- Lack of time due to work intensification

“Our only problem in this company is that there are so many drills that they want us to accomplish. On the other hand, our workload is too much which compromises the quality of training because we tend to be in a hurry since there is so much work to do.”
Lifeboat Drills

• Lack of practice resulting in problems

“Six months passed and nobody did [a drill]. Only paperwork. [...] Then one Captain came and told that we were going to have one [drill] in the port. Okay, he started lowering the lifeboat. It was not possible to slowly lower because that's not working properly, [...] Afterwards when we were trying to retrieve it, it was difficult. Too much, one hour, two hour, three hour, very problematic. Not coming up.”
Conclusion

- Views from mixed to positive

- Underlying factors
  - Design
  - Training and education