

# Welcome to the Hard Hat Training Series!



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Welcome to the Hard Hat Training Series. Today you will learn fundamentals of safety aboard a marine vessel, also known as personal safety and social responsibility. Today's training will give you the knowledge and skills you need to maintain a safe work environment, establish and maintain quality relationships onboard, and protect the environment.

On December 14, 2002, the MV Tricolor, with a load of thousands of BMWs, Volvos, and Saabs, collided with a container ship called Kariba. The Kariba was luckily able to continue and saved the entire crew of 24 people from the MV Tricolor, which had capsized.



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Then, on January 1, 2003, after ignoring several warnings, the Nicola, a cargo ship carrying 70,000 tons of flammable oil, collided with the wreckage of the MV Tricolor. Unfathomably, on January 23, 2003, a salvage tug collided with the Tricolor, knocking off a safety valve. As a result, a massive oil spill occurred, which caused significant marine pollution and over \$32 million in damages.



Cases like this are not uncommon. In fact, in 2018 alone, there were more than 23,000 vessels involved in incidents. Over 6,800 sailors were injured, and almost 700 of those resulted in fatalities. 58% of the incidents were the result of human error.



People tend to accept their environment as it is and fail to recognize potential hazards. With the appropriate training, these accidents can be avoided and save lives. Today, you will think critically about your personal responsibility to stay safe and keep your fellow crew members protected.





We will address various important topics, including protecting the environment, effective communication, safe work practices, emergency procedures, and sanitation.



**HARD HAT**  
TRAINING SERIES

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PERSONAL SAFETY AND SOCIAL RESPONSIBILITY  
MARITIME TRAINING





## Definitions

Before we begin, let's take the time to define some important terms that will be helpful in this course.



## PPE

The first term is **Personal protective equipment**. This refers to any equipment that will protect users against health and safety risks.





## PFDs

**Personal Flotation Devices (PFDs)** are life-saving equipment like life jackets, life slings, and life rings.



## NLS

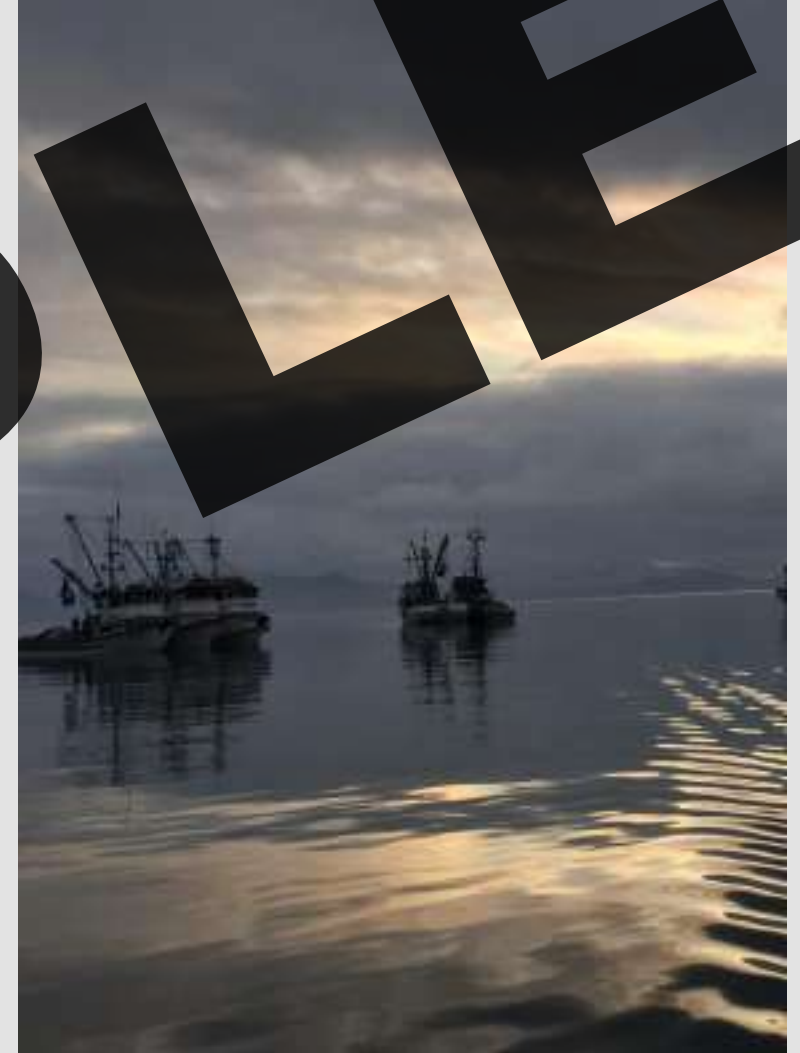
**Noxious Liquid Substances (NLS)** are materials defined by MARPOL as a hazard to the environment. They are separated into four categories according to their hazard level.





## MARPOL

**MARPOL** stands for marine pollution. The MARPOL policy is an act established by the International Maritime Organization (IMO) to limit pollution of the oceans. This can include pollution from day-to-day ship operations or accidental causes.





The Environmental Protection Agency (EPA) and the United States Coast Guard (USCG) enforce MARPOL through inspections (including onboard inspections) and investigations. They also oversee marine fueling facilities and ensure compliance through record reviews.



## WHO

The last term to know is the **World Health Organization (WHO)**. The WHO created a guide to ship sanitation to prevent the spread of disease and comply with international health regulations.





# STANDARDS

STCW 95 – Standards of Training, Certification and Watchkeeping for seafarers

MARPOL - Prevention of pollution from ships

29 CFR 1910.134 – Personal Protective Equipment

29 CFR 1915 – Standards for Shipyard Employment

29 CFR 1915.12 – Confined & Enclosed Spaces and Other Dangerous Atmospheres in Shipyard Employment

29 CFR 1910.146(c)(5)(ii)(C) and (d)(5)(iii) – Permit-Required Confined Spaces

These are the main standards that apply to personal safety and social responsibility in the maritime industry. These may change depending on the type of ship you are working on and where it is operating. It is your responsibility to know all federal, state, provincial, local, and company regulations that apply to your equipment and vessel.





Initial training and refresher training, as well as any written and practical evaluations, must be documented and filed. At the very least, in the case of an investigation, OSHA will want to see proof of proper and consistent training (in the way of training outlines, class lists, training goals, tests, certificates, and so on.) These documents should include the name of the person who taught the class or conducted the evaluation.

## Workers are required to receive refresher training when...

- 1 There are changes in their assigned duties.
- 2 There are changes regarding potential exposure to hazards for which the employees have not received training.
- 3 There is any deficiency noted in an employee's work performance that is related to the safety and health of themselves or other workers.
- 4 If an accident or anytime an employee is injured or nearly injured during operations.

**NOTE:** In some areas, refresher training is required at least every three years (if not sooner).

Training is not just a one-and-done occurrence; it is ongoing. In fact, similar to the guidelines set down for when initial training is required, OSHA is specific when it comes to "refresher training." More specifically, OSHA acknowledges the need for "refresher" or "follow-up" training whenever there is a demonstrated need for it. The graphic to the left illustrates a few of these demonstrated needs. Can you think of any others?



The extent of training will be determined by the employer, but at the very least, it should include classroom instruction, followed by a written and practical examination that prove continued competency.

No amount of experience replaces the need for training. It is important to be trained regularly to be reminded of safety procedures that could be the difference between a fatal accident and your life. Even if it seems inconvenient, you won't regret taking the time to put your safety and the safety of your crew members in first place.





# Environmental Concerns

SAMPLE



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