

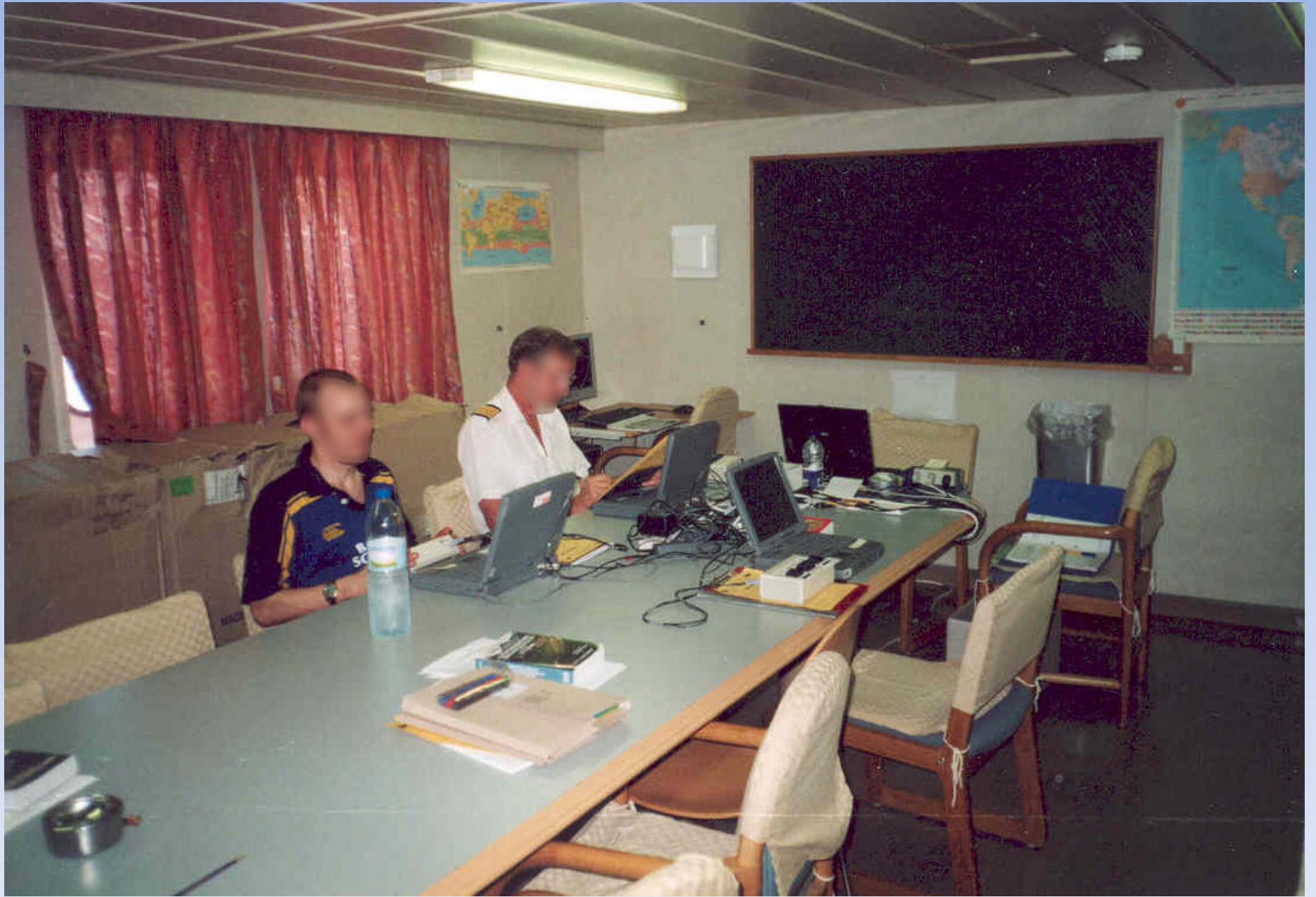
Using Video To Disseminate Research On Seafarers' Fatigue

Paul Allen, Cardiff University

Introduction

- 5 year study looking at seafarers' fatigue
- Industry where great potential for fatigue:
 - Regulation (compared to other transport sectors) & challenge to police
 - Long working hours, Minimal manning, Shift systems
 - Competition – for employment & between flag states
 - Weather, noise, port turn-arounds, vigilance e.g. bridge at night
- 3 phases:
 - Offshore
 - Short sea and coastal
 - Deep sea
- Variety of methods. Onboard testing & surveys
- Completed in 2006.









Introduction

- The debate continues...



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ASF says seafarer fatigue is a problem

Tuesday, 26 October 2010 08:08

The Asia Shipowners Forum raised the issue of seafarer fatigue and shortage of qualified seafarers at their recent commit meeting in Qingdao.

The ASF committee urged delegate governments attending MSC 88 to approve the proposed resolution on the Principles of Safe Manning with a view to submission to the meeting of the IMO Assembly for adoption. In the meantime the ASF urged Asian governments to adopt the revised 'Guidelines for the Application of Principles of Safe Manning' as soon as possible.

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Apr 22, 2010

Reducing Fatigue in Seafarers - MCA Three-Year Theme

The Maritime and Coastguard Agency (MCA - United Kingdom) are warning shipping companies that action will be taken if they are found to be flouting hours of rest requirements.

To this purpose MCA had developed a strategy for reducing fatigue in seafarers. The strategy has three elements:

- Placing greater emphasis on e
- Securing recognition internatic seafarer manning levels;
- Seeking to achieve a cultural hours are no longer acceptable

In the MCA's letter sent to all UK detailed their course of action as:

"One change we will be making inspection of hours of rest/hours regulations. This has generally tal port state control inspections. We will target both UK and non-U operating on routes with frequent

Moller-Maersk Fined For Sleepy Seafarers



At a hearing in Newcastle Magistrates Court, AP Moller-Maersk, owner of the UK-registered container ship *Maersk Patras* pleaded guilty to eight charges of failing to provide adequate hours of rest for the crew and one charge of failing to improve the situation.

In September 2009, the Maritime & Coastguard Agency, MCA, conducted an audit on board the *Maersk Patras* at Bremerhaven.

It was noticed that the captain, officers and other crew members had not been having the required periods of rest as laid down by international agreements.

The company, AP Moller-Maersk A/S of Denmark, was informed of these concerns but failed to correct matters and the breaches of the regulations continued. On the 25th January 2010, the MCA issued the company with an improvement Notice which required them to rectify the position by the 28th February 2010. They also failed to comply with that notice.

Fighting Fatigue

January 6th, 2011 | [email this](#) | [dig it](#)

Posted by **Skapper** [Leave your comment](#)
 Published in All Latest Headlines, Safety

Jeppesen has integrated fatigue risk management (FRM) functionality with its Crew Management System solution suite, as part of its work to prevent and reduce fatigue risk in crew planning and operation.

The FRM solution takes into consideration crew members' predicted levels of fatigue when generating and maintaining crew schedules.

Predictions of crew alertness and fatigue risk are based on the

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Introduction

Also since publication of the report in 2006....

Introduction

- The rise of video as a means of communication
- Launch dates:



Feb 2005



Dec 2007

- Usage: YouTube videos watched daily: 2006 = 100 million. 2010 = 2 billion
- Researcher training in video production
- New video technology (digital, HD). Cheaper. Better quality.

Introduction

- Concept: Use video to disseminate earlier work.
- Two objectives:
 1. Subject: Increase awareness of the issue of fatigue in seafarers
 2. Methodology: Explore the use of video in a research domain
- Pilot. Internal grant. Familiarised with interview technique. Importance of high production value.
- Application to ESRC. Knowledge Exchange Grant. Successful.

The Project

- Funding:
 - Purchasing of video production equipment.
 - Travel
- Structure:
 - Seafarer interviews
 - Expert interviews
 - Onboard footage
 - Dissemination of research findings
- Timescale
 - Awarded July 2010. Completion: April 2011
- Interviewees
 - Used contacts from the original study. Nautilus advertisement.

The Project

- Research findings from report used to design interview questions.
- Semi-structured approach.
- Key interview questions:
 - How would you define fatigue?
 - To what extent is fatigue a problem in the seafaring industry?
 - Whose fault is fatigue at sea?
 - Are there any ways in which the industry has changed over the past 30 years to make fatigue potentially more of a problem?
 - Which factors do you feel are most likely to lead to fatigue? (e.g. watch systems, types of trade, ship types..)
 - What do you think about the current system for recording seafarers working hours?
 - What would be the most effective way for the industry to address fatigue at sea?
 - Are there any specific areas where you feel more research needs to be done?

The Project

- Final footage collected:
 1. Marine Accident Investigation Branch
 2. Maritime and Coastguard Agency
 3. Nautical Institute
 4. Michael Grey
 5. International Federation of Shipmasters' Associations
 6. Deep sea pilot
 7. Retired master mariner
 8. Nautilus International
 9. Prof Andy Smith
 10. Prof Tony Lane
 11. (Myself)
 12. Milford Haven Deputy Harbour Master
 13. SEAFISH
 14. National Federation of Fishermen's Organisations
 15. 8mm Onboard footage
 16. Ferry onboard footage
 17. 3 day container trip onboard footage
 18. Margareta Lützhöft – Seafarers' fatigue specialist

The Project

- Production challenges faced
 - Seafarers speaking out. Fear of losing job. Anonymity options.
 - Reticence about appearing on camera
 - Some people are better than others at being interviewed. Sticking to topic, intonation for editing etc.
 - Minimal crew - Keeping an eye on both technical and interview elements.
 - Bias, especially when added pressure from camera and lights.
 - Challenge of 'containing' a project. Keeping to the brief – very time consuming, especially editing.

The Project

- Lessons learnt about Seafaring
 - Can-do nature of seafarers.
 - Difficulty of flag states addressing fatigue unilaterally.
 - 6-on/6-off watch system. Variability within the industry.

The Project

- Lessons learnt about making a research film
 - Documentary vs. Research film. Driven by research findings, or by contributors.
 - Importance of production values.
 - Positive reception to a new approach
 - Research as well as dissemination – can add insight into the topic being disseminated....
 - The power of editing. Transparency needed.

The Project

- Questions for the future / discussion topics raised:
 - Is video ‘dumbing down’ research?
 - ...or an essential means of dissemination in a video age? Keeping up with the times (comparison with electronic vs paper journals).
 - Will involving researchers in this dissemination phase avoid results being misinterpreted? (e.g. climate research case)
 - In difficult financial times, impact is an important measure of success. Video is more accessible to a wider audience.
 - University tuition fees shortly rising. Video as a means of making research and research departments more appealing / attracting students.

Moving forward

- Due for completion in April. Currently at rough-cut stage
- Release: DVD and Online. Freely available
- Possible collaboration with HORIZON project in terms of screening to industry.
- Will appear at: www.seafarersfatigue.com
- Potentially valuable in seafaring industry where multi-national and sometimes low literacy (e.g. fishermen).
- More lessons to be learnt when the film is released....

Moving forward

Watch clip from the film...
(...then 5 mins for questions)