

Behind the Scenes – Educating to work as done or work as imagined

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Purpose

The article calls for attention to the risk of maritime education and training's if focusing only on best practice and regulation will contribute to compounding the gap between practice (WAD) and theory (WAI). Thus, supporting a development where companies appears to provide a high safety standard, while in fact it is only safe on paper.

Methodology

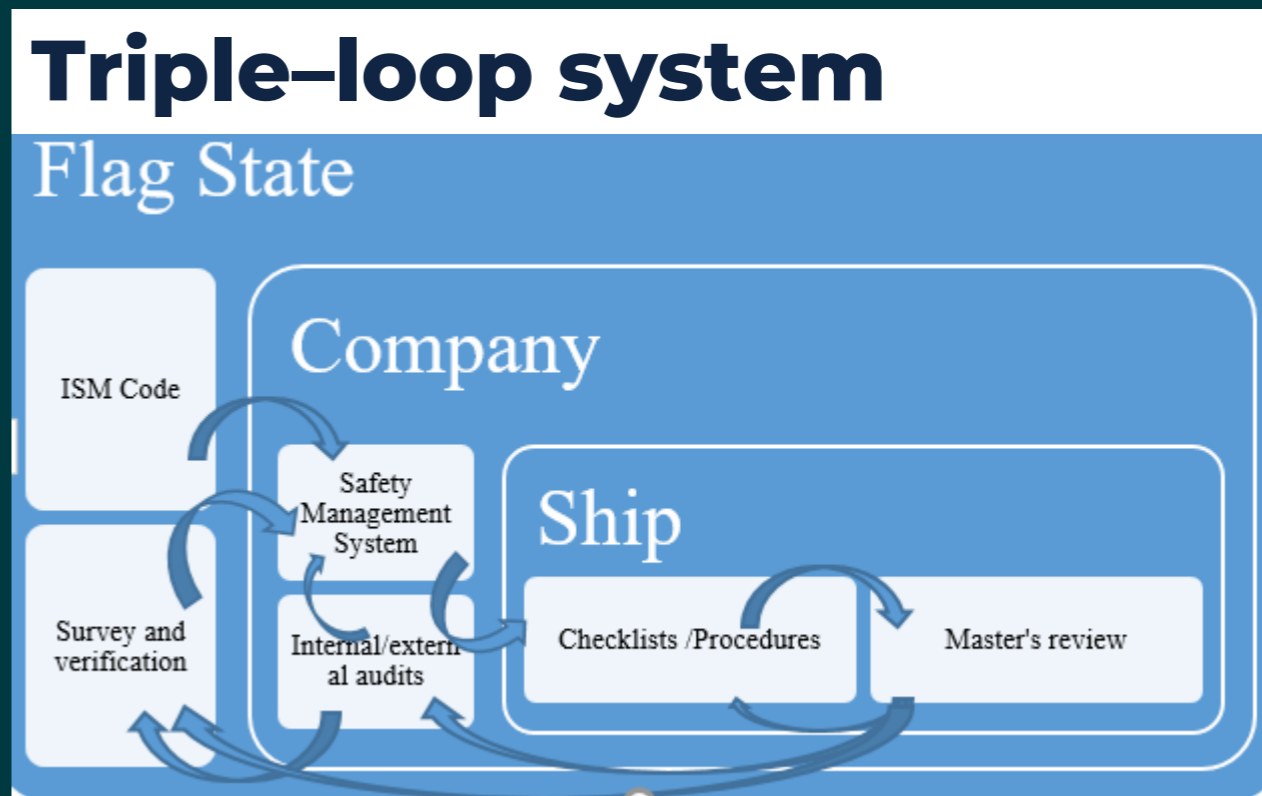
The study is based on a qualitative case study conducted in two Danish companies operating tankers. Analyses of WAI is based on IMO regulation, company SMS and best practice guide. Analyses of WAD is based on observation field notes and follow up interviews. The study is part of a larger Ph.D.-study regarding the ISM Code.

Results

Regulation (WAI)	Best practice (MET) (WAI)	Practice onboard (WAD)
<p>MLC 2006: minimum requirement for rest hours.</p> <p>ISM Code: Mooring Procedure</p>	<p>Risk assessment; 5-step (mapping, assessment, action plan, risk assessment document, and follow-up)</p> <p>Pre-mooring meeting; equipment, procedure, risk assessment, communication.</p> <p>Safety culture: tools to improve.</p>	<p>Lack of resources</p> <p>Lack of communication</p> <p>Documented compliance with relevant regulations such as rest hour.</p> 

Work as Imagined (WAI) refers to the assumptions, that people have about how work should be done. Those are described in best practice and regulation and basis for MET.

The study has shown that do to lack of resources and communication there is a gap between the WAI and the way the mooring operation is conducted. The triple-loop system introduced by the ISM Code however provide an opportunity to document that operation comply with WAI, despite of the existing gap.



Conclusion

If MET depart only from WAI and do not reflect the conditions onboard (WAD) it support a backstage/frontstage behavior onboard. Safe behaviors are documented by procedures, checklists and audits, but due to lack of resources, the seafarers do there utmost to get the jo done and consequently operations are conducted in an unsafe manner.