



Maritime Administration's Safety Corner



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Hurricane season started June 1st in the Atlantic and runs until November 30th. NOAA National Weather Service forecasters at the Climate Prediction Center predict a below-normal hurricane season in the Central Pacific and **above-normal hurricane activity in the Atlantic basin this year**. The above-normal activity in the Atlantic is due to a confluence of factors, including near-record warm ocean temperatures in the Atlantic Ocean, development of La Nina conditions in the Pacific, reduced Atlantic trade winds and less wind shear, all of which tend to favor tropical storm formation. Eight to thirteen of the storms are forecast to become hurricanes (winds of 74 mph or higher), including four to seven major hurricanes (category 3, 4 or 5; with winds of 111 mph or higher). I encourage all mariners to read NOAA's "Tropical Cyclone Guide" ([marinersguide.pdf](https://www.noaa.gov/marinerguide) ([noaa.gov](https://www.noaa.gov))). This manual covers the latest science and best practices for mariners. NOAA's Climate Prediction Center will update the 2024 Atlantic seasonal outlook in early August, prior to the historical peak of the season.



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Stay Safe!

The Power of Why: Giving Work Assignments with Purpose

Assigning tasks is a fundamental part of any workplace. But simply delegating duties without context can lead to trouble. Also, if an assignment is given with a safety precaution, but the importance of the safety precaution is not given, that precaution may be overlooked.

For example, a ship was getting ready to come out of a shipyard period. A lifeboat was removed for repairs during the shipyard period. In preparing to leave the shipyard, the lifeboat was returned to its cradle by shipyard workers. The chief mate directed a third mate to lower the lifeboat to the embarkation deck and return it to the stowed position if all is well. He added not to get in the lifeboat. The third mate and an able-bodied seamen went to the lifeboat and decided the best way to do this assignment was to get in the lifeboat and lower it from inside. When the boat started to lower, the releasing gear was set improperly and released the lifeboat. The lifeboat fell over 50 feet injuring both onboard.

This is where explaining the "why" behind a task becomes crucial. The chief mate told the third mate not to get in the lifeboat, but he did not explain the why. The chief mate could not give the third mate his years of experience, but he could have given him more insight into the potential hazards he perceived. Had the chief mate explained "why" he did not want personnel in the lifeboat, injuries may have been avoided.



From: OSHA.gov

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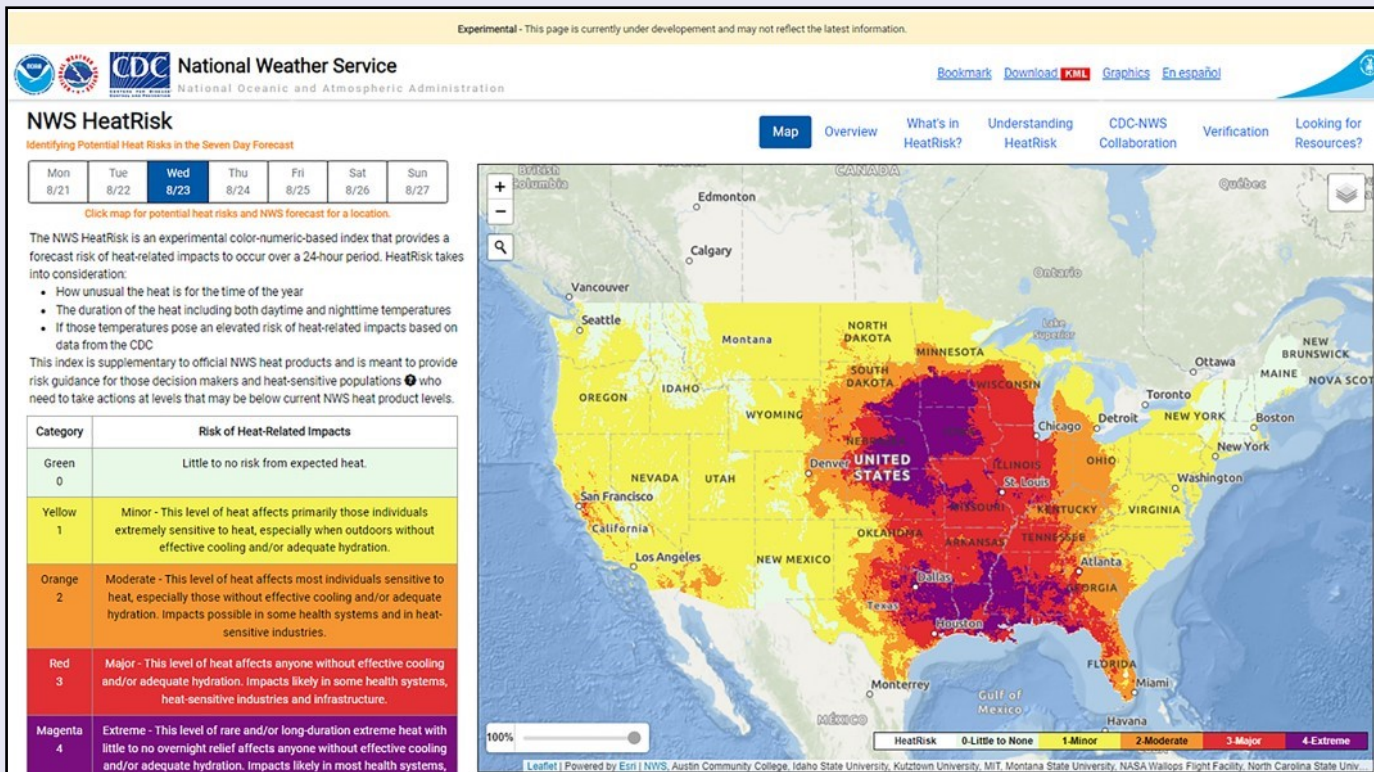
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NOAA Heat Stress Tool

NOAA is expanding the availability of a new experimental heat tool called [HeatRisk](#) ahead of the hot summer months. A collaboration with NOAA’s National Weather Service (NWS) and the Centers for Disease Control and Prevention (CDC), HeatRisk provides information and guidance for those who are particularly vulnerable to heat and may need to take extra precautions for their health when the temperature rises.

HeatRisk provides historical context for high temperature forecasts, identifying how unusual the heat will be for any given time of year across a spatial area with coverage across the contiguous U.S. It also identifies temperatures that are expected to bring increased heat impacts over a 24-hour period, up to seven days in advance.

The tool takes into account cumulative impacts of heat by identifying the expected duration of the heat, including both daytime and nighttime temperatures. HeatRisk is divided into a number and color-coded scale — ranging from zero to four and minor to extreme — that identifies the risk of heat-related impacts.



“Climate change is causing more frequent and intense heat waves that are longer in duration, resulting in nearly 1,220 deaths each year in the U.S. alone,” said NOAA Administrator Rick Spinrad, Ph.D. “Last year was the [warmest year on record for the globe](#), and we just experienced the warmest winter on record. HeatRisk is arriving just in time to help everyone, including heat-sensitive populations, prepare and plan for the dangers of extreme heat.”

NWS developed the first HeatRisk prototype for California in 2013 and expanded it to the Western U.S. in 2017. While HeatRisk thresholds in the first prototype were based on local climate trends, the thresholds now also include heat-health impact information from the CDC. HeatRisk is available across the contiguous U.S. as an experimental product while NWS accepts feedback from the public. Customers can [submit feedback through September 30, 2024 by completing this survey](#).

The NOAA heat stress website can be accessed at <https://www.wpc.ncep.noaa.gov/heatrisk/>

Keeping a Grip on Safety—Hand Protection

Working at sea exposes mariners to a unique set of hazards that may lead to personal injury. However, these injuries are largely preventable with proper precautions and the correct personal protective equipment (PPE).

Common Hand Injuries at Sea

- **Cuts and lacerations:** Sharp objects like knives, wires, and metal edges can cause cuts.
- **Crush injuries:** Heavy equipment or cargo can crush fingers or hands.
- **Punctures:** Sharp objects like hooks or fish spines can puncture skin and underlying tissues.
- **Burns:** Exposure to hot steam, flames, chemicals or engine parts can cause burns.
- **Repetitive strain injuries (RSIs):** Long periods of gripping or forceful exertion can lead to RSIs.

Preventing Hand Injuries

- **Wear the right gloves:** Different tasks require different gloves. Use cut-resistant gloves for handling sharp objects, impact-resistant gloves for heavy lifting, and chemical-resistant gloves for handling hazardous materials.
- **Inspect gloves regularly:** Replace worn or damaged gloves to ensure proper protection.
- **Mind your grip:** Use proper lifting techniques to avoid straining your hands.
- **Be aware of your surroundings:** Watch where your hands are at all times to avoid getting them caught in machinery or pinched between objects.
- **Remove jewelry:** Rings, bracelets, and watches can get caught in machinery and cause serious injuries.
- **Report hazards:** If you see a safety hazard, report it to your supervisor immediately.

Choosing the Right Gloves

There is no single glove that will protect against all hazards. The type of glove you need will depend on the specific task you are performing. Here are some common types of gloves used by mariners:

- **Cut-resistant gloves:** These gloves are made from materials like Kevlar or Dyneema and offer protection against cuts and lacerations.
- **Impact-resistant gloves:** These gloves are padded to protect your hands from bumps and impacts.
- **Chemical-resistant gloves:** These gloves are made from materials that are resistant to chemicals. Make sure to choose gloves that are rated for the specific chemicals you will be working with.
- **Gripping gloves:** These gloves provide extra grip in wet or oily conditions.
- **Thermal gloves:** These gloves protect your hands from heat or cold.

Additional Tips

- Keep your hands clean and dry to prevent infection.
- Apply lotion to your hands regularly to prevent them from drying out and cracking.
- Report any hand injuries to your supervisor immediately, even if they seem minor.

By following these tips, mariners can help to keep their hands safe and avoid injuries. Remember, your hands are essential for your ability to do your job. Protect them!



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Maritime Safety Meetings

- August 14-16, 2024: **AWO Summer Safety Meeting** in Chicago, IL ([Safety Committees' Summer Meeting | The American Waterways Operators](#))
- September 30– October 4, 2024: **IMO Marine Environmental Protection Committee** in London, U.K. ([PROG-132-Preliminary-Rev.1 - Preliminary Programme Of Meetings For 2024 \(Secretariat\) final.pdf \(imo.org\)](#))
- November 12-15, 2024: **International Workboat Show** in New Orleans, LA ([International WorkBoat Show | Conference and Expo for Commercial Vessels](#))
- November, 2024: **Waterborne Transport Group** meeting in New Orleans, LA ([Waterborne Transports Group - National Safety Council \(nsc.org\)](#))
- Dec 2-6, 2024: **IMO Maritime Safety Committee** in London U.K. ([PROG-132-Preliminary-Rev.1 - Preliminary Programme Of Meetings For 2024 \(Secretariat\) final.pdf \(imo.org\)](#))
- December 11-12, 2024: **ASTM F25 Committee on Ships and Marine Technology** in Orlando FL ([ASTM International](#))
- January 27-30 2025: **Passenger Vessel Association (PVA) Annual Convention** in Savannah, GA ([Meetings and Events Calendar | Passenger Vessel Association](#))

Safety Tip:

It is difficult to estimate the impact of poor nutrition on occupational accidents. However, the connection between fatigue and nutritional deficiency (iron and vitamin B) is well known. Iron deficiency accounts for loss in productivity and results in fatigue and loss of dexterity. Being hungry can induce drowsiness and is a risk onboard ship. Hypoglycaemia (low blood sugar) can shorten attention spans and slow down the processing of information. Snacking on sugary foods and drinks, gives a short surge in energy but can leave the body more tired afterwards.

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