

# Marine industry



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Marine industry is somewhat one of the biggest industries in the world today. Considering the fact that 75 percent of the earth is covered by waters, this industry is a must for massive transport of passengers, goods and services. However, we cannot deny the fact that hazards concerning the operation of this industry are a threat to be considered while navigating the seas. During the primitive years, this industry was often used as the major means of transportation. There are accounts that this industry experienced shipwreck during the earlier years due to storms, tsunamis and of course human error. However, most of the critics and specialists in marine science claim that most of these accidents on seas are due to human error. Credible statistics and claims were uttered in line with this phenomenon. Perhaps, one might say such things are inevitable, we cannot deny the fact that these things could happen without the leniency and negligence of people working with regards to their duties plus the fact that these things could be avoided. Dr. Anita Rothblum of the United States Coast Guard research and development center stressed that over 40 years, the shipping industry focused on improving ship structures and reliability of ship systems to reduce casualty and ensure proficiency and reliability. However, the casualty is still high. She further pointed out that " Maritime system is a people system" and people do play a big part with regards to these errors. Moreover, she explains that 75-96% percent are caused by human errors and tanker accidents, collision, fires and explosions cause some of these incidents. This claim is not new to marine authorities 1.

At present, if we are to base on the biggest of perhaps one of the most tragic disasters of ship industries in the world, the tragedy of MV Doa Paz in the Philippines is perhaps the perfect example of human error to date. It

happens on December 20, 1987 when the aforementioned mobile vessel collided with MT Vector carrying petroleum products 2. All of the 59-crew members of MV Dona Paz died. It carries a total passenger of 1, 493 passenger if we are to base on the coast guard clearance. However, after further studies, it was found out that it carries more than 4, 000 passengers and upon analyzing these statistics, one might conclude that the vessel is overloaded. In this incident, only 24 of them managed to survive-to add to that, the two survivors (crews) of MT Vector claimed that they were sleeping when the incident happened.

Sandra I. Erwin in her October 2000 article claimed that the U. S. Navy is indeed serious in reducing human errors 3. This claims is reflected on her article Navy Aims to Curtail Aviation Mishaps Caused by Crew Error, she further explained that if the said institution could lessen the human errors of its members, then it is more likely to save 250 lives and could have at least save 1 Billion dollars. If we are to analyze, Human error is still a big factor in a developed country such as the United States, a country having advanced equipment with regards to its Naval defense. If we are to consider the trainings that these people in service undergoes, one cannot deny the fact that human error is indeed a big factor to consider in terms of having accidents and untoward incidents in maritime scene in the United states. Human errors can be reduced through proper orientation of the people behind this industry. They should undergo series of trainings and sense of responsibilities should be instilled in their minds. They should also bear in mind that traveling by means of water is perhaps the most dangerous trip to be made so meticulous and careful execution of duties with regards to this industry should be made. After all, a saying an ounce of prevention is better

than a pound of cure is indeed an unsurpassed saying up to present with regards to safety.

#### References

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