

MARITIME STUDIES TITLES IN STOCK

BASIC FIRE FIGHTING

R2 000.00

There is no more terrifying hazard that confronts commercial seamen and commercial ships than fire at sea. To prevent this catastrophic emergency, every seaman is trained in Basic Fire Fighting. Each is expected to pay constant attention to fire prevention, and to be capable of serving as an effective member of a fire response team. These realities are reflected in the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) that have been adopted by the International Maritime Organization (IMO) and its member nations. Competence in Basic Fire Fighting is one of four core elements of the Basic Safety Training that all ships are now required to provide, and all seamen are obligated to achieve

MARINE FIRE FIRST RESPONSE

R2 000.00

In coping with fire, time can be your principal ally or your worst enemy. This videotape is designed to provide the entire crew, beginning with the green hand, with a set of procedures to follow if fire is detected. If you discover a fire, your first job is to sound the alarm, both to alert others who may be in danger and to convey critical information to the bridge. Once the alarm has been issued, the circumstances of the emergency may dictate initial actions you can take to help control the damage until the official fire party is on the scene. This videotape stresses the importance of early detection, and four critical terms: alarm, rescue, extinguish, contain. DVD-Video

SHIP SAFETY OREINTATION

R2 000.00

A component of *The Ship Safety Suite*, *Ship Safety Orientation* begins with a discussion of the goal of modern vessel operations: to serve the shipping marketplace by providing marine operations that cause no accidents, no injuries to personnel and no environmental damage. The program describes the importance of a *safety culture* extending from top management through the ranks of onboard personnel. It discusses the importance of ship familiarization training for new crewmembers and goes on to cover maritime security, the HSSE (health, safety, security and environmental) management system, safety and survival at sea, safety on the job, basic seamanship, accident and injury reporting, onboard emergencies, zero tolerance for controlled substances and an introduction to shipboard environmental management. DVD-Video

THE PROGRAM OF SHIPBOARD SAFETY

R2 000.00

A component of *The Ship Safety Suite*, *The Program of Shipboard Safety* offers a formal approach to accident and injury prevention that applies to all crew personnel as well as to vendors and subcontractors working aboard the vessel, and to shipyard and office personnel. The program explains procedures for identifying hazards and managing risks and delineates a formal chain of accountability that assigns everyone a role in eliminating accidents and injuries. It stresses the importance of overlapping layers of responsibility for accident and injury prevention and outlines defined responsibilities for personnel involved in the work task. The program proposes guidelines for managing the task, and for near miss reporting, hazards and risks, job hazard analysis, permits to work and auditing. This product is available on one 30-minute DVD or as a set of seven shorter programs:

The Chain of Accountability
Managing the Task
Near Miss Reporting
Hazards and Risks
Job Hazard Analysis
Permits to Work
Auditing

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GMDSS GLOBAL MARITIME DISTRESS & SAFETY SYSTEMS

R2 000.00

In the 1980s, agencies including the International Telecommunications Union and the International Maritime Organization collaborated on the development of a global search and rescue plan based on a combination of satellite and terrestrial radio services. Called the Global Maritime Distress and Safety System, it changed international distress communications from being primarily a system of ship-to-ship communications, to a ship-to-shore communications system. It spelled the end of Morse Code communications for all but a few users, primarily amateur radio operators.

GMDSS relies upon the establishment of specific sea areas and redundant distress communications systems. It required the installation of upgraded suites of communications equipment on board vessels and at shore based telecommunications centers. The GMDSS provides for the automatic identification of the caller and the location of a vessel in distress. It went into effect aboard commercial ships in 1999.

For these vessels the GMDSS system is compulsory. Recreational boats are termed voluntary vessels because they can choose whether or not to carry GMDSS-compliant equipment. Rescue authorities strongly encourage them to do so. This program offers an overview of modern distress and safety communications.

MARINE SURVIVAL EQUIPMENT TRAINING PROGRAM

R2 000.00

Currently undergoing revision, this series has been created for commercial vessel operators and offshore sailors. The *Marine Survival Equipment Training Program* provides a set of versatile tools for use in preparing boats and crews for the hazards of going to sea. Consisting of nine video modules and the *Cold Water Survival Handbook*, the program is a flexible instructional resource that can be factored into at-sea operations or utilized during shoreside training sessions. The materials were created in response to requests from commercial vessel operators for concise training aids that focus on specific types of marine survival equipment.

PERSONAL SAFETY AND SOCIAL RESPONSIBILITY

R2 000.00

Produced in conjunction with the Ship Operations Cooperative Program, this product relies on rich media to illustrate safe working practices, effective human relationships, fundamentals of communication and chain of command, emergency procedures and pollution prevention. It utilizes dramatized scenarios that produce emotionally-based comprehension of the subject matter. Like the other components of the Onboard Basic Safety Training Program, it consists of a video training course, an audio-visual test and a Workbook.

PERSONAL SURVIVAL

R2 000.00

Modern ships are extraordinarily seaworthy craft, built to exacting standards of construction and outfitted with technology worthy of the *Starship Enterprise*. Even the best ships can capsize or sink with terrifying speed, however, and equipment is only as good as the men and women who operate it.

These realities are reflected in the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) that have been adopted by the International Maritime Organization (IMO) and its member nations. Competence in Personal Survival is one of four core elements of the Basic Safety Training that all ships are now required to provide, and all seamen are obligated to achieve

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INFLATABLE LIFE RAFTS**R2 000.00**

The decision to abandon ship is never an easy one. In this kind of extreme emergency, preparation and practice are the keys to survival. This videotape presents viewers with crucial considerations that influence the decision to abandon ship, and essential procedures to follow once that decision has been made. This comprehensive instructional reference covers issues such as installing and servicing inflatable life rafts, launching and boarding procedures, equipment that is and isn't standard issue, and survival procedures inside the raft. 17 minutes. DVD-Video

LIFEBOAT DRILLS: PREPARING FOR SAFETY**R2 000.00****FIRST AID AFLOAT****R2 000.00****EMERGENCY RESPONSE: EMERGENCY RESPONSE PLAN****R2 000.00****CROWD MANAGEMENT. CAN YOU DO IT?****R2 000.00****MARITIME COMMUNICATION SERIES: COOLING CONFLICT****R2 000.00****KNOTS TO KNOW****R2 000.00****ENVIRONMENTAL RESPONSIBILITY AT SEA****R2 000.00**

A component of *The Ship Safety Suite*, *Environmental Responsibility* begins with a discussion of the value of the sea in moderating our climate, supporting global commerce and providing mankind with food, recreation and enormous natural beauty. It discusses the commercial seaman's unique responsibility for protecting the environment that provides his or her livelihood. The program goes on to cover climate change, marine litter, ballast water, oil and other liquid pollutants, and toxic substances like TBT. DVD-Video

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MARITIME MEDICAL EMERGENCY SET (10)**R9 000.00**

The inaccessibility of the open ocean makes commercial seamen uniquely dependent on their own resources when medical emergencies occur. Without the fast access to professional medical support that is taken for granted in the shoreside workplace, seamen must undertake not simply the immediate response to a medical crisis, but often the burden of providing extended care for the hours or days required to effect a medical evacuation or ship diversion.

Today, with technology bringing the remotest oceans steadily closer, motivated by moral, financial and legal considerations, leading ship operators have established sophisticated procedures for training their employees to respond effectively to medical emergencies.

Coupled with modern telecommunications that make physician assistance available 24 hours a day, this increased onboard competency means that high levels of emergency care can now be provided by shipboard personnel.

The key is effective training, a reality that pervades the increasingly stringent regulations developed by the International Maritime Organization and the port authorities of member states.

The 1995 amendments to the IMO International Convention on Standards of Training Certification and Watchkeeping or STCW demand that all shipboard personnel be capable of undertaking an effective immediate action in response to a medical emergency (Table A-VI / 1-3).

A Shock to the Heart
 An Elephant on the Chest
 Be Prepared
 Cooking Up Trouble
 Don't Be a Fall Guy
 Don't Get Choked Up
 Green With Envy
 One Hand for the Ship
 The Eyes Have It!
 Use Your Head

EMERGENCY HELICOPTER ABANDONMENT: 2 DISCS**R2 000.00**

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