公司文化講座第36講 人喜歡冒險 自滿 風險評估 人定勝天 失温 破浪的白色 : https://youtu.be/_yT9DihIt40 2024-12-04 05:00:32

人類對冒險行為的三大心理因素:

自我控制感 - 對行為有一定掌控感會降低風險感知

代價高低 - 如果代價足夠高,人們會更願意冒險

熟悉程度 - 對事物越熟悉, 越容易低估風險

人類常有簡單化和習慣化的傾向,容易低估真實風險。比如鐵達尼號沉船事故,船長過於自信, 忽視了客觀風險。

外部環境的客觀風險與個人認知並不一定相符。即使掌握了充分的資訊和技能,也可能因為主 觀偏差而做出錯誤判斷。

人類對風險的評估主要依賴於三個因素:理性控制、感性判斷和習慣化。這三者的平衡和協調 是關鍵。鐵達尼號沉船事故說明,即使有先進的技術,如果缺乏對客觀風險的充分認知和應對措施,仍然可能釀成悲劇。這是一個值得警示的教訓。



人類對冒險行為的心理動機和風險認知的複雜性,並以鐵達尼號沉船事故為例,說明了主觀認 知與客觀風險之間的差距。這對於認識和應對現實生活中的各種風險具有重要啟示意義。

人喜歡冒險/冒險就是因為有危險,危險的大小有三個原因,第一個就是自我控制,如果手上 有一點控制權,好像開車/開車的人不緊張,坐車的人沒有控制權/就非常的緊張。第二個就是 看它的代價夠不夠高? 第三個就是什麼做的熟/不熟練,越熟練的東西,就覺得沒有什麼危險/ 這個是簡單的。

好看第二個就是代價夠不夠高?像大家經常去簽樂透,每個人都說這個是傻瓜,一組號碼要連

續簽19年,你才有可能中獎,然後可是只要代價夠大,樂透上看十億,就全部辦公室的人都 聯合起來/願意去冒險投資下去,平步青雲/步步高升,看這位大哥,他也沒有扶手繩/也沒有 欄杆,可是他願意走,因為什麼/遠方的好像總是比較美好,雖然目前的腳步會有一點危險, 這就是為什麼/人喜歡走捷徑/超近路?因為最簡單的方法,走直線/似乎是最有價值的行動。冒 險的時候,有一種衝動,就是什麼/把事情簡單化,而不願意去什麼/多繞路。就是對事物的本 質認識清楚/還是不清楚? 風險就會被低估。



第三個原因就是什麼/習慣成自然,做的久/就認為沒問題,其實可能他對真正的風險並不瞭解, 好像常態化的錯誤,去滑雪/到了山上/這個雪鞋穿了就一沖而下,就忘記滑雪可能會帶來什麼 樣的危險/或者是完全不熟悉的東西。

或是看到一點點線索,好像大海裡面抓到一塊木板,也不管木板上面是不是平整/還是有帶著 鐵釘,就一把先抱住再說,要等真正出了問題的時候,才會覺得我怎麼會這麼冒失,再多看一 眼也好/還是多聽聽/多等一等,事情做的越多次,我們的把握就越高,這個東西有一個名詞, 就叫做自滿。

大家習慣用這三個因素,第一個能控制多少?第二個的代價有多高?跟第三個對這件事情熟/不 熟悉?來曝露本身的風險。其實外面世界的問題,跟我們的認知是無關的。事情不會因為你做 的比較熟練,就比較不危險,摔下去還是一樣粉身碎骨。看這位大哥格達費對不對?他用 20 年賣石油賺的錢,準備了什麼/20萬大軍/2000輛坦克/100架戰鬥機,美國人在遙遠的地球上, 就想要來打他。他要不要害怕,他根本不害怕,因為所有的軍官都是他家鄉的子弟兵,結果人 家一顆精靈炸彈下來,把這個指揮部給炸掉了,2000輛戰車被電子戰干擾/坐在個鐵棺材裡面, 只有聽到哄哄哄的聲音,搞不好連這些什麼/戰車的這個電腦啦/什麼自動控制系統都不能動, 所以完全沒有戰力,最後就是被海軍陸戰隊攻克。

被人家從地道裡面抓出來,像抓老鼠一樣。這個當場給他羞辱,最後美國人還把他送回去給他 自己的國民去審判,審判以後/就被吊死,美國人把這個利比亞打垮了以後,出來的是什麼/ISIS 伊斯蘭國更厲害。最慘的就是什麼/利比亞的老百姓,因為年年戰亂,開始打戰以後,就連飯 也沒得吃,地也沒地方住,大家就開始逃難。



好,看風險首先就是可以控制的東西,我們的理性只能控制七樣的東西,這是人的短期記憶, 雖然是只能控制七樣東西,可是做的久,有一定的習慣/知道先處理/先來後到,有個優先順序 /一樣一樣來,這個順序一熟習,就成為習慣。

代價高不高就是的感性/感覺,可不可以/值不值得/划不划算,經過一番評估認為沒有問題/ 就是近乎完美的狀態,就是什麼 Casi Cielo/Almost heaven,好像到了天堂一樣,十拿九穩。 好這個背景是什麼/鐵達尼號,當初鐵達尼號是十九世紀/是科學報國,是什麼/理性的世紀, 大家認為人定勝天/只要人努力/世界上沒有什麼克服不了的事情。所以那時候的人,普遍相信 科學/樂觀。認為人類已經造出來一條什麼/永遠不會沉沒的船隻,這不是鐵達尼號船長的個人 想法而已,而是所有的社會精英/報紙輿論,大家都是這樣,所以船公司對船上的求生設備, 就沒有配到百分之百的足額,結果就是這個事情引起了後來的海上人命安全約,規定船上一定 要有什麼最基本的安全配備。

看這個就是真實的情況,事件發生的時候/海面平靜無波/跟家裡浴缸的水一樣,一點波浪都沒 有,因為這是什麼/冰山。冰山冷/是冷空氣會什麼/受熱上升,就把所有的灰塵都帶走了。冷 空氣不斷上升,所以,就沒有下雨的機率/也沒有颳風的幾率。這個人在冰冷的海水裡面,尤 其是零度左右的海水,只有兩分鐘到五分鐘的壽命,超過這個時間,就是什麼/就是失溫,身 體的核心溫度一旦下降5度,就很難救了。鐵達尼號的船長,我們以前說過他的超船技術是出 神入化,他還有另外一篇很出名的演講,在1907月在鐵達尼號沉沒之前的五年,原文我就不 找了,大意就是說,我跑了四十年船/在海上見過大風/也見過大浪,當然也有接近出海事的時 候,可是在我這四十年的海上生涯,我沒有看過一個沉船,沒有人因海事而去世,所以,現在 的造船造船技術很好,海上的航行是非常的安全。他就是抱著這樣的自信,所以在鐵達尼號沉 沒的那天早上,那時候的海上是沒有氣象報告,也沒有人在做氣象觀測,就靠來往的船隻,大 家經過這個冰山海域的時候,互相用無線電通報,然後這天早上前面的船看到了這個冰山,就 發電報通知海面上所有的船隻注意,報務主任把這個電文已經抄下來,然後放在駕駛台上面, 二副上來當班的時候/中午換班,二副上來當班看到電報,結果發現船長並沒有改變航向,還 是按照冰山的方向前進。船長上來的時候,二副就稍微戳了船長一下,他說,今天這個天氣很 好,風平浪靜,這是有點可惜。



他的意思就是說什麼/因為風平浪靜/所以冰山漂流在海裡面,沒有風浪打在冰山上面,就沒有 辦法看到水波/水紋。我們看這條鐵達尼號的船頭有白色的波浪,這個就是船在破浪的時候產 生的白色。船頭瞭望看到白色的波浪,就比較容易警覺是冰山。各位如果會做目視瞭望的話, 就知道白色的波浪/是在海上當班很重要的線索,鐵達尼號雖然裝潢的金光閃閃,但是全船, 只有三部望遠鏡,一部船長專用,另外兩部/一部可能在駕駛台/另外一部做緊急備用/或者是 保留給領港用。

所以船頭桅杆上面雖然有派瞭望人員,但是沒有給它望遠鏡,所以發現冰山的時候,因為沒有 波浪打在冰山上,只有看到一點模糊的白色影子。發現冰山時候,距離只有 500 呎,也就只有 三分鐘的時間。當然二副雖然及時反應操船,但是船轉不過來/就撞到冰山。當時的鐵達尼號 設計是四個船艙破了/都不會沉,全船總共也不過是十幾個船艙,可是剛好天船頭一轉向/船頭 撇過去以後,撞到船旁邊,船身從第二艙破到第五艙總共破了五個艙。所以,經過船上工程師 的計算,就是水密艙間破的太多,船隻的浮力不夠,大概一個半鐘頭到兩個半鐘頭就會沉沒, 就是因為有這樣的覺悟,大家才去疏散。當然救生艇的設備不夠,造成了額外的人員傷亡。

公司文化講座第36講 人喜歡冒險 自滿 風險評估 人定勝天 失温 破浪的白色 : https://youtu.be/_yT9DihIt4o Detailed summary This passage mainly discusses the psychological motivations and risk perceptions of

humans towards adventurous behaviors. It can be summarized as follows:

Three main psychological factors of human adventurous behaviors:

Sense of self-control - feeling a certain level of control over behavior reduces risk perception

Cost-benefit analysis - if the cost is high enough, people are more willing to take risks

Familiarity - the more familiar with something, the easier to underestimate risks Humans often exhibit tendencies towards simplification and habitual behavior, making them prone to underestimating actual risks. For example, in the case of the Titanic sinking, the overconfident captain ignored objective risks.

Objective risks in the external environment may not necessarily align with individual perceptions. Even with ample information and skills, erroneous judgments can be made due to subjective biases.

Human risk assessment mainly depends on three factors: rational control, intuitive judgment, and habitual behavior. Balancing and coordinating these three is crucial.

The Titanic sinking incident illustrates that even with advanced technology, tragedies can still occur if there is insufficient awareness of objective risks and preparedness measures. It serves as a cautionary lesson.

Overall, this passage explores the complexity of human psychological motivations and risk perceptions towards adventurous behaviors, using the Titanic sinking as an example to illustrate the gap between subjective perceptions and objective risks. This has important implications for understanding and addressing various risks in real-life situations.

People like adventure, and adventure involves danger. There are three reasons for the size of the danger: the first one is self-control. If we have some control, like a person driving a car, they are not nervous, but someone who does not have control, like a passenger, will be very nervous. The second reason is whether the cost is high enough. The third reason is how skilled one is at doing something. The more skilled we are, the less dangerous it seems. This is simple. We look at the second point, which is whether the cost is high enough. It seems that everyone often goes to buy lottery tickets. Everyone says that this is a fool's game and you have to continuously buy tickets for 19 years to have a chance of winning.

However, as long as the price is high enough and the jackpot reaches a billion, all the people in the office are willing to come together to take the risk and invest. Then step by step rise to success. We look at this man, who has no handrails or guardrails, but he is willing to walk because distant places always seem better. Although the current steps may be a bit dangerous, that's why people like to take shortcuts and take the quickest route, as walking in a straight line seems to be the most valuable and simplest method. Action, so when we take risks, there is an impulse to simplify things and not be willing to detour too much, so it depends on whether we clearly understand the essence of things or not.

The third reason for underestimating risk is that habits become natural when done for a long time, so we think there is no problem. In fact, we may not truly understand the risks involved. It's like making a common mistake of skiing on a mountain with snowshoes on and then forgetting the potential dangers that skiing may bring or something that we are completely unfamiliar with. Then see a little clue, as if a piece of wood was picked up from the sea, it doesn't matter whether the wood is smooth or has nails on it. Just grab it first and consider it later. It's not until a real problem arises that you will realize how careless you have been. It's better to take another look, listen more, and wait a little longer.

The more times we do things, the more certain we become. This thing is called complacency. Everyone is used to these three factors: how much we can control, how high are our costs, and how familiar we are with this matter. Revealing our own risks actually has nothing to do with the problems in the outside world and our knowledge. Just because you are more skilled, it doesn't mean falling down is less dangerous. We look at this big brother, is it worth it? He made money selling oil for 20 years and prepared 200,000 troops, 2,000 tanks, and 100 fighter jets. The Americans on the distant planet want to come and fight with him. He is not afraid at all because all the military officers are hometown comrades.

But then, a magical bomb dropped and blew up the headquarters, destroying 2000 tanks, disrupted by electronic warfare, sitting in a metal coffin only hearing roaring noises, perhaps even the computers and automatic control systems of these tanks cannot operate, rendering them completely powerless. Eventually, they were defeated by the Marine Corps. The person was grabbed from the underground passage, like catching a rat. He was humiliated on the spot and in the end, the Americans, pretending to be kind, sent him back to his own people for trial. After the trial, he was hanged. After the Americans defeated Libya, what emerged was the more formidable ISIS. The worst off were the Libyan people, because of the year-round turmoil. Since the Americans started attacking them, they couldn't even find food to eat or a place to stay, so everyone started fleeing. Okay, so when we look at risks, the first thing is what we can control. Our rationality can only control seven things, which are our short-term memory. Even though we can only control seven things, we can develop habits over time, knowing what to handle

first and what can be done later, having a priority sequence. This sequence has become a habit, and the cost of this habit is our emotions, how we feel. Can it be worth it or not, that is the question. After a thorough evaluation, if there are no issues, that would be considered nearly perfect. What is it? Garci cielo, almost heaven, it feels like paradise. It's almost a sure thing, right? Looking at the background, it's Titanic. Titanic, what was it originally? It was the 19th century, a scientific pursuit, rational poetry.

People believed in the power of human effort, and thought that as long as people worked hard, there's nothing in the world that can't be overcome. So at that time, people generally believed in the optimism of science. It is believed that humans have built a ship that will never sink. This is not just the personal opinion of the captain of the Titanic, but the consensus of all social elites, newspapers, and public opinion. As a result, the ship company did not fully equip the life-saving equipment on board, leading to the subsequent establishment of the International Convention for the Safety of Life at Sea, which stipulates that ships must have the most basic safety equipment on board. So when this real situation occurs, the sea surface is calm and waveless, just like the water in our bathtub with no ripples.

This is because it's an iceberg, it's so cold that when the cold air heats up and rises, it takes away all the dust. As the cold air continues to rise, there is no chance of rain or strong winds. A person in icy seawater, especially water around ten degrees, has a lifespan of only two to five minutes. Beyond this time, it is It is difficult to save if the temperature drops. Speaking of the captain of the Titanic, he had previously mentioned his superb ship-handling skills, which were extraordinary. He also had another famous speech, given in 1907, five years before the sinking of the Titanic. I won't look for the original text, but the gist of it is: "I have sailed ships for forty years at sea, encountering strong winds and high waves.

Of course, there have been close calls when setting sail, but in my forty-year maritime career, I have never witnessed a ship sinking. No one has died due to a maritime incident under my watch." Our shipbuilding technology now is very good, and the maritime navigation is very safe. With this confidence, on the morning of the sinking of the Titanic, there were no weather reports at sea and no one was doing meteorological observations. Passing through this iceberg zone, ships communicated with each other via wireless radio. That morning, a ship ahead saw the iceberg and sent a telegraph to notify all ships in the area to be careful. The radio operator copied down this message and placed it on the bridge. When the second officer came on duty, he switched shifts at noon.

The second officer saw the telegram and found out that the captain had not changed the course, still moving in the direction of the iceberg. When the captain came on duty, the second officer poked him slightly. He said today, the weather is very good, calm seas. It's a bit of a pity. And his meaning is what? Because of the calm seas, the iceberg drifts in the ocean. Inside, without the wind and waves hitting the iceberg, we wouldn't see the water splashing. Looking at the bow of the Titanic, there are white waves. This is when the ship is breaking through the waves, and it's easier for us to be alert when we see the ships. Having visual lookout is an important clue for us working at sea.

Although the Titanic is extravagant, the entire ship only has three telescopes. One is for the captain's use, and the other two may be kept in the bridge for emergencies or reserved for the harbor pilot. So although there is a lookout post on the mast at the bow of the ship, it does not have a telescope. Therefore, when they spotted the iceberg, because there were no waves hitting the iceberg, they only saw a vague white shadow. When the iceberg was spotted, there was only 500 feet, which means three minutes of time. Of course, the second officer didn't have time to react, and the ship couldn't turn in time, so it collided with the iceberg. At that time, the Titanic was designed so that if four compartments were breached, it would not sink.

The Titanic had a total of only a few dozen compartments, but unfortunately that day, as soon as the bow turned and the bow passed, the collision occurred. Beside the ship, from the second compartment to the fifth compartment, a total of five compartments were damaged. Therefore, according to calculations by the ship's engineers, if there are too many compartments damaged, the buoyancy of the ship will not be sufficient, and it will sink in approximately one and a half to two and a half hours. This is why everyone evacuated with such awareness. Of course, the insufficient lifeboat equipment led to additional casualties.