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Research Article

Problems encountered by the newly-hired seafarers onboard ship: The basis for a health intervention program

Peter Ralph B. Galicia*

University of Antique, Main Campus Lotilla St., Sibalom, Antique 5713, Philippines

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Abstract

This descriptive-correlational study aimed at ascertaining the newly-hired seafarers' problems encountered onboard ship as basis for a health intervention program. A researcher-constructed questionnaire about the problems encountered onboard ship was administered on newly-hired seafarers'. The computer-processed statistics were means, frequency, and Rank for descriptive analysis; and t-test for Independent Samples, and One-way ANOVA for inferential analysis. Alpha level was set at 0.5. The study found out that, generally, newly-hired seafarers' had high common problems encountered onboard ship. They have shared 5 most common problems: they experience homesickness and seasickness in few months, they suffer in a long distance relationship, they easily adjusted with fellow crewmember, and they suffer fatigue onboard ship. On the other hand, they also shared 5 least common problems: they are not reliable to perform task alone, they ignore "Safety First" while on duty, they cannot be assigned on other tasks, they lack relevant trainings, and they had no experience onboard any ship. Significant differences existed in the newly-hired seafarers' common problems encountered onboard ship when classified according to age and location of residence. No significant difference existed in the newly-hired seafarers' common problems encountered onboard ship when classified according to year graduated.

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1. Introduction

Seafaring is one of the most safety-critical jobs in the world. A lot of Filipinos who are in this job face some problems that affect their whole career life (Lucero-Prisno III, 2011).

They are working on different types of vessels, operating different trades, with a diverse range of work conditions. However, one thing that these individuals have in common is prolonged separation from their home and families, separations that are usually characterized by occasional opportunities for communication. As such, seafaring may be considered as an occupation rather than lifestyle (home and ship vice versa) (Lamvik, 2012). Inevitably, it is a lifestyle that will impact dramatically both seafarers and their families (Michelle et al., 2009).

According to the International Labor Organization's data in 2012 (ILO, 2012), the Philippines is the biggest source of seafarers around the world, contributed 402,000 or more than 30 % in 2014 (Richter, 2016; Lehmann, 2016). It is estimated that one out of 5 seafarers is Filipino.

*Corresponding author: University of Antique, Main Campus Lotilla St., Sibalom, Antique 5713, Philippines
E-mail address: antique_1985@yahoo.com.ph

Filipinos have a long tradition of working at sea to financially support their families (Bagoulla & Guillotreau, 2017; Chaumette, 2017).

Factors such as low labor costs, highly proficient in the English language (Benaldo, 2019), and better work habits (Galicia, 2019a) contribute to the high demand for Filipino Seafarers. Hence, the Philippines is projected to supply this demand for seafarers globally in the next 10 years. High level of awareness and perceived relevance on maintaining healthy well-being among Filipino seafarers is a manifestation of their healthy working habits onboard ship (Galicia, 2019b).

However, the trends in supply and demand of officers and ratings in maritime industry have changed drastically. The Manpower Report (2015) revealed that China is now the leading supplier of seafaring officers in the world beating other countries like the Philippines, Russian Federation, Ukrain, and India (BIMCO & ICS, 2015). Concerted efforts and measures should be addressed on key manpower issues such as poor safety practices (Galicia, 2019a), depressions (Fernandez et al., 2018), and problems (Manalo et al., 2015) of seafarers usually encountered by those first time onboard. This study aims to determine the problems encountered by the newly-hired seafarers' onboard.

1.1 Theoretical framework of the study

This research is anchored on Problem Solving Theory by Dostal (2014) which proposes the analysis of problem solving process itself. It specifies the ability to perceive the problem, the perceptibility of the problem, the willingness to solve problem, the awareness of existence of the problem or strategies of problem solving (Dostal, 2015). Thus, newly-hired seafarers should properly observe the common problems usually encountered onboard ship and adapt strategies on solving those problems to work efficiently and effectively (Figure 1).

In determining those common problems, a healthy approach can help them improve safety of life at sea.

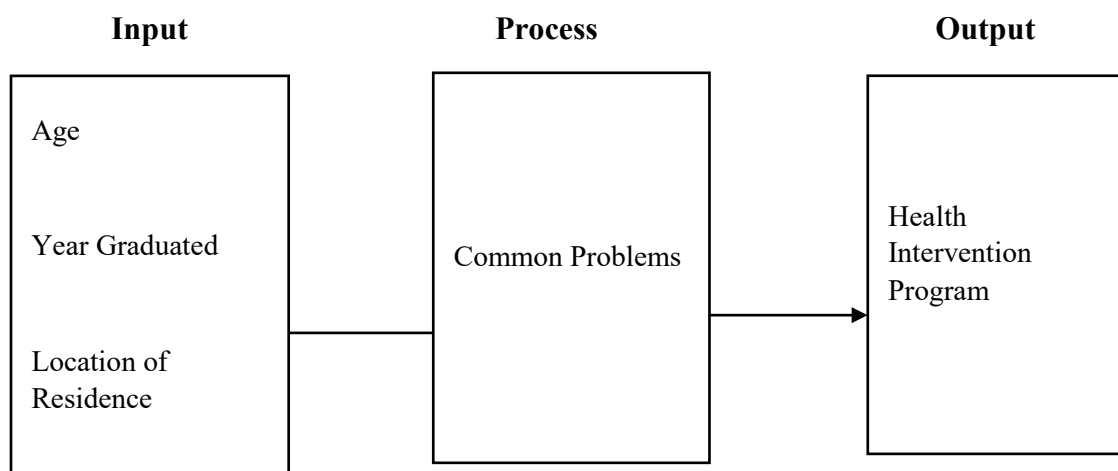


Figure 1 Illustrates in graphic form the paradigm of this research.

1.2 Objectives of the study

The objective of this study was to ascertain the common problems related to physical and mental health encountered by the newly-hired seafarers' onboard ship. Also, to determine the significant difference in the common problems encountered by the newly-hired seafarers' onboard ship when classified as to categories. Further, to formulate a health intervention program that will promote healthy well-being among maritime students at the University of Antique.

2. Materials and methods

2.1 Research design

The descriptive method of research was employed in this investigation since the data were collected to answer questions concerning the common problems encountered by the newly-hired seafarers' onboard ship. Descriptive research, according to Gay et al. (2018), involves collecting data in order to answer questions concerning the common problems encountered by the newly-hired seafarers' onboard ship. A descriptive research, Gay et al. (2018) add, determines and reports the way things are (Gay et al., 2018).

2.2 Participants

The participants in this study were the 50 randomly selected Bachelor of Science in Marine Engineering graduates in the College of Maritime Studies of the University of Antique, the only school in the Province of Antique offering the program during the conduct of the study, retrieved from the College of Maritime Studies - Onboard Training Office (OBT) formerly known as Shipboard Training Office (STO), in-charge of the onboard training monitoring, assessment, and evaluation (Joint CHED, 2019).

Simple Random Sampling Technique was used to select the specified number of respondents from each of the year graduated marine engineering program in the University of Antique.

2.3 Instrument

Data was collected using a questionnaire-checklist which posed various questions surrounding the common problems encountered by the newly-hired seafarers' onboard ship. This checklist was validated by a jury of 5 members and was constructed on the basis of their past onboard experiences as senior marine officers, manned various types of vessels, and worked with different nationalities.

All items in the instrument had factor loads of 0.920 for common problems encountered onboard ship, under the valid constructs intended for the study. The instrument consisted of 2 parts: Part I elicited information on the newly-hired seafarers' age, year graduated, and location of residence. Part II elicited data on the newly-hired seafarers' common problems encountered onboard ship.

The score of an individual respondent in the instrument was determined by adding the numerical equivalent of the option chosen and then the mean was computed. The mean was transmuted into a numerical scale with assigned values and descriptions as follows:

Scale	Response/Description	Value
3.50 - 4.00	Always a problem	4
2.50 - 3.49	Often a problem	3
1.50 - 2.49	Sometime a problem	2
1.00 - 1.49	Not a problem	1

2.4 Procedure

The researcher requested permission to administer the research instrument from the office of the Dean of College of Maritime Studies, Onboard Training Office, Office of the Vice President for Academic Affairs, and Office of the Registrar of the University of Antique. Upon approval of the permit, meticulous oral instructions both in English and Tagalog were given to make certain that the participants understood the questionnaire properly.

2.5 Data analysis

The completed questionnaires were scored and subjected to appropriate computer-processed statistics using the Statistical Package for the Social Sciences (SPSS) software version 23. Means, frequency, and rank were the descriptive statistical tools employed in the study. t-test, and One-Way ANOVA set at 0.05 alpha level were the inferential tools used.

3. Results and discussion

3.1 Ranks on the common problems encountered by the newly-hired seafarers'

Table 1 presents the newly-hired seafarers' common problems encountered onboard ship.

The results revealed that the top 5 highest means on the newly-hired seafarers' common problems were: they experience homesickness in few months (M = 3.26), rank 1; they experience seasickness in few months (M = 3.14), rank 2; they suffer in a long distance relationship (M = 3.12), rank 3; they easily adjusted with fellow crew, (M = 3.08), rank 4; and they suffer fatigue onboard ship (M = 2.96), rank 5. The results reveal that the respondents are homesick, they are seasick, have difficulty in maintaining long distance relationships, have adjustment problems, and suffer from fatigue.

Table 1 Ranks on the common problems encountered by the newly-hired seafarers onboard ship.

Items	Mean	Description	Rank
1. I experience homesickness in my first few months onboard ship	3.26	Always a problem	1
2. I experience seasickness in my first voyage at sea	3.14	Often a problem	2
3. I have a long distance relationship	3.12	Often a problem	3
4. I get along with my fellow crew onboard	3.08	Often a problem	4
5. I am tired and exhausted after long work	2.96	Often a problem	5
6. I am not familiar with the ship's parts and types	2.92	Often a problem	6.5
7. I experience insomnia in my first few months onboard	2.92	Often a problem	6.5
8. I experience inferiority complex with nationalities onboard	2.76	Often a problem	8
9. I am being reprimanded by my senior officers and crew all the time	2.68	Often a problem	9
10. I do not ask any relevant questions related to work for professional advancement	2.64	Often a problem	10
11. I have no experience in joining any type of ship	2.60	Often a problem	11
12. I have insufficient relevant trainings	2.52	Often a problem	12
13. I am not ready to be assigned on other duties or task	2.34	Sometimes a problem	13
14. I ignore safety practices while on duty	2.30	Sometimes a problem	14
15. I am not reliable in performing the task alone	2.18	Sometimes a problem	15
Total	2.76	Often a problem	

Scale: Always a problem 3.50 - 4.00; Often a problem 2.50 - 3.49; Sometimes a problem 1.50 - 2.49; Not a problem 1.00 - 1.49.

However, the following were least ranked on the newly-hired seafarers' common problems: they had no experience onboard any ship (M = 2.60), rank 11; they lack relevant trainings (M = 2.52), rank 12; they cannot be assigned on other tasks (M = 2.34), rank 13; they ignore safety while on duty (M = 2.30), rank 14; and they cannot be reliable (M = 2.18), rank 15. The results reveal that respondents have experience onboard any ship, they are equipped with relevant trainings, they can be assigned on other task, they practice safety measures at all times, and they can be reliable to perform other duties.

3.2 Difference in the newly-hired seafarers' common problems when classified according to age

Table 2 presents the difference in the newly-hired seafarers' common problems when classified according to age. The results reveal that significant difference existed in the newly-hired seafarers' common problems when classified according to age $t(48) = 7.09, p > 0.5$. This result implies that personal factor as age, the newly-hired seafarers' have different problems encountered in their respective lives.

Table 2 T-test results for difference in the newly-hired seafarers' common problems.

Category	M	t-value	df	2 tail Sig.
Age				
below 26	2.99	7.09	48	2.145
27 and above	1.95			

Table 3 One-Way ANOVA results in the difference in the newly-hired seafarers' common problems when classified according to the location of residence.

Category	Sum of Squares	df	Mean Square	F	Sig.
Location of Residence (Beach Area, Plain Area, & Mountainous Area)					
Between groups	3.177	2	1.589	8.08	0.00
Within groups	8.257	47	0.197		
Total	11.435	49			

3.3 Difference in the newly-hired seafarers’ common problems when classified according to the location of residence

Table 3 presents the difference in the newly-hired seafarers’ common problems encountered onboard ship when classified as to the location of residence. The results show that significant difference existed in the newly-hired seafarers’ common problems when classified according to location of residence $F(2,49) = 8.080, p < 0.05$. This result suggests that the newly-hired seafarers’, regarding of the location of residence, have dissimilar problems encountered onboard ship.

On the other hand, no significant difference existed in the newly-hired seafarers’ common problems when classified according to year graduated $F(2,49) = 2.266, p > 0.05$. This result suggests that the newly-hired seafarers’, regardless of year graduated, have similar common problems encountered onboard ship (Table 4).

Table 4 One-Way ANOVA results in the difference in the newly-hired seafarers’ common problems when classified according to year graduated.

Category	Sum of Squares	df	Mean Square	F	Sig.
Year Graduated (2013, 2014, & 2015)					
Between groups	1.114	2	0.557	2.266	0.11
Within groups	10.321	47	0.246		
Total	11.435	49			

3.4 Proposed health intervention program

“halUngAn ang Ika-ayong Lawas”: A Care for Inner and Outer-Self Program

This is a proposed health intervention program of the University of Antique - College of Maritime Studies (UA-CMS) to address the prevalent problems encountered by the newly-hired seafarers’ onboard ship. It aims to improve the physical fitness of the maritime students through regular exercises by providing physical fitness and wellness facilities at school. Further, to enhance emotional and psychological awareness on coping with challenges, stress, depressions, and other onboard-related problems through regular seminars and trainings. Furthermore, to inculcate the importance of physical, emotional, and psychological health for maritime students who will be working onboard ship (Table 5).

The results of the study revealed that significant difference existed in the common problems encountered by the newly-hired seafarers’ onboard ship when classified according to age and location of residence. Hence, the results of the study will serve as basis in the formulation and defining objectives and strategies, address key manpower issues in maritime industry by promoting careers at sea, enhance maritime education and training, address the retention of seafarers, and continue monitoring the supply and demand for competent seafarers in the Philippines.

In the next 5 years, from 2020 to 2025, a health intervention program will achieve the specific objective by improving the over-all well-being of maritime students in the University of Antique.

Table 5 Presents proposed health intervention program.

Program/Components	Name of agency	Key responsibilities
halUngAn ang Ika-ayong Lawas: A Care for Inner and Outer-Self Program	College of Maritime Studies Local Government Unit through Public Health Unit (PHO) Maritime Industry Authority	Promote physical, emotional and psychological well-being among maritime students in the University of Antique
United Nations' Sustainable Development Goals (SDGs) 2030: SDG 3 - Good Health and Well-being		United Nations' Sustainable Development Goals (SDGs) 2030: SDG 3 - Good Health and Well-being
AmBisyon Natin 2040: Health and wellness services		AmBisyon Natin 2040: Health and wellness services

4. Conclusions

The survey has identified 5 common problems encountered onboard ship: they experience homesickness and seasickness in few months, they suffer in a long distance relationship, they easily adjusted with fellow crew member and they suffer fatigue onboard ship. On the other hand, they also shared 5 least common problems: they are not reliable to perform task alone, they ignore “Safety First” while on duty, they cannot be assigned on other tasks, they lack relevant trainings, and they had no experience onboard any ship. Significant differences existed in the newly-hired seafarers’ common problems encountered onboard ship when classified according to age and location of residence. No significant difference existed in the newly-hired seafarers’ common problems encountered onboard ship when classified according to year graduated. The researcher proposed a health intervention program titled, “halUngAn ang Ika-ayong Lawas: A Care for Inner and Outer-Self Program” to promote good health and over-all well-being among maritime students in the University of Antique.

5. Recommendation

It is recommended that the concerned agencies should provide and/or establish a system of psychological, emotional, and physical support to the seafarers and their families. Also, concerned agencies should provide necessary support and assistance to the graduate seafarers. They should conduct seminar such as Pre-Departure Seminar (PDOS) to all graduates prior to their embarkation to prepare themselves emotionally, psychologically, and physically on real onboard scenario. Further, the parents of newly-hired seafarers should give their all-out support and assistance to their children in inculcating positive motivation and encouragement on fulfilling their dreams. These recommendations are aligned with the United Nations’ Sustainable Development Goals (SDG) 2030: SDG 3 - Good health and well-being, AmBisyon Natin 2040: Health and wellness services.

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