



**JOHN B. LACSON FOUNDATION MARITIME UNIVERSITY-MOLO INC.  
M.H. DEL PILAR STREET MOLO, ILOILO CITY**

**Perspective of Marine College Students on Challenges of a Seafarer  
In Partial Fulfillment for Practical Research  
Maritime University-Molo Inc.**

**In Partial Fulfillment  
Of the Requirements for the Practical Research 1**

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**MARCH 2019**

**APPROVAL SHEET**

This research project entitled: Perspective of Marine College Students on Challenges of a Seafarer of John B. Lacson Foundation Maritime University-Molo, Academic Year 2018-2019, prepared and Submitted by Kurt Garnett Granada and Rham Jay Daulo of Grade 11- Nunki in partial fulfillment of the requirement in the subject practical research 1 has been examined and hereby recommended for approval and acceptance.

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**ABSTRACT**

This research entitled: "Perspective of Marine College Students on Challenges of a Seafarer of John B. Lacson Foundation Maritime University-Molo Inc.," was constructed by the researchers for they wanted to discern and take deep explorations concerning about the students perspective about seafarers, especially for the college students who was taken the course of marine engineering we have made some service that can relay about the perspective of the students in flight attendant. It was hypothesized that if you enjoyed working as a seafarer you would find your job easy and not tiring.

## ACKNOWLEDGEMENT

The compilation of this research paper was made possible by the help of the following person to whom the researchers wish to acknowledge with deepest and sincerest gratitude: first of all I would like to thank Dr. Elvira C. Delgado the teacher of John B. Lacson Foundation Maritime University Molo, Inc. for her help, guidance and assistance to make this study successful and as a research adviser. And also for my friends and classmates that made this research successful because of their everlasting support. And lastly, I would like to acknowledge with gratitude, the love and support of my family, they all kept me going, and this research would not be possible without them.

And above all, to the Lord Almighty for his help in giving the researcher enough strength, good health, courage, determination to make this research possible.

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## Chapter 1

### INTRODUCTION

#### Background of the Study

Seafarers are one of the bravest men in the world for taking such a very risk job among others. Being a seafarer is one of the most critical jobs in the world. Lot of seafarers who's taking this job is having some problems that affect their career life. Many seafarers do not know the exact reasons why they choose to become a future seafarer. Some seafarers choose to be a part of it because they heard seafarer make a lot of money but they do not know what the problems that they may encounter on board. Seafaring is not only an occupation but more of a lifestyle that will impact on both seafarers and their families. Seafarers are preferred male and married with the age between 21 years old to 40 years old. Mostly of the seafarer have 0 to 10 years of service in industry experience challenges onboard. The common challenge of a seafarer is homesickness, family issues, discrimination, and bad communication on board. Seafarers are competitive and responsible of doing jobs because of their hardworking personality. They intend to risk their lives just to fulfill the needs of their families. Filipino seafarers are required in their work to have a prolonged separation from their home and families which they can encounter the changes of the relation to their families. Difficulties and problems are normal in life. Those challenges served as a lesson to improve the ability on how you survive and learn to handle the way of life.

## **Significance of the Study**

This study was mainly chosen as the researchers to help the college students to be aware of the safety and precautions on board a ship. These are the benefits that this study can give to these certain people:

**Students.** This study can give them the benefits on how to handle the challenges on a ship. It can also help the students to learn and know the difficulties that they may encounter on board.

**Teachers.** This study can give them the benefits on how to help the students and make them gain knowledge about the things that they will encounter on a maritime industry.

**Other researchers.** It can also help the readers to gain knowledge on how to think before they truly decide to be a seafarer because we included some information that they will encounter on a maritime industry.

## **Statement of the Problem**

Weather adjusting on a ship is the most problem of being a seafarer. Seafarers are roaming around the ocean for about months and they manage to work even they are struggling through different calamities. Seafarers suffer from cold to hot temperatures. Even under normal weather conditions navigating a ship is a challenge, but when storms hit the sea it becomes a major trial. Bad weather condition is one of



the challenges faced by a Seafarer. It can arise unexpectedly but a crew on ship has to be prepared always.

### **Profile of the Respondents Includes the Age, Gender, Civil Status, Other Data**

In order to become a seafarer, the first step is you must be a graduate of a maritime course. The following is to have the basic seaman training or BST, as a beginner you need to take the STCW 95. After you finished having your BST certificate you also need to have a passport and a seaman book. The seaman book is stamped every time you go on board in a ship or marine vessel. This is also required when you apply for a visa to work abroad. When you completed this training, they will give you certificate and this will serve as a license to go forth in your seaman and maritime career. Seafarers are preferred male and married with the age between 21 years old to 40 years old. In the Philippines, salaries range from P20,000 – P25,000 depending on the company. That is just the starting salary. Once you have a high rank or you're promoted, your salary goes higher. Some seafarers receive as much as P60,000 or P150,000 depending if the company is huge like a big European shipping line or a famous cruise ship for luxury travels.

## **Scope and Delimitation**

This study is conducted to research about explaining the factors of being a seafarer and also about the things that they encounter aboard a shipping vessel. This study also neglects the readers to be aware of the problems and challenges of being a seafarer. This study ends about the people who truly wanted to be a true seafarer that can really risk their lives just to pursue their duties.

The subjects of this study are the Marine College Students of John B. Lacson Foundation Maritime University-Molo Inc.

For this study, the instrument that the researchers are using to gather the data and information is the 'researcher made questionnaire', just like any other researchers would use to gather information.

## **Definition of Terms**

There are terms in which the readers will be confused on how the terms are being used and what do they mean, this is a helping guide to help them understand it's meanings.

**Perspective.** The art of drawing solid objects on a two-dimensional surface so as to give the right impression of their height, width, depth, and position in relation to each other when viewed from a particular point.

In this study, the perspective of students on becoming a seafarer.

**Marine College Students.** Students that are studying to be seafarer and wanted to be a seafarer.

In this study, students that are willing to examine the life of a seafarer.

**Challenges.** To confront difficulties and problems an objection or query as to the truth of something, often with an implicit demand for proof.

In this study, it explains the challenges on a maritime industry through students.

**Seafarers.** is a person that manages and operates the system and regulations of a watercraft such as shipping vessels.

In this study, students that they wanted to be within this course.

## Chapter 2

### REVIEW OF RELATED LITERATURE

Maritime history is the broad overall subject that includes fishing, international maritime law, whaling, naval history, the history of the ship, ship design, shipbuilding, the history of navigation, the history of various maritime related sciences, sea exploration, maritime economics and trade, shipping, rowing, seaside resorts, the history of lighthouses and aids to navigation, maritime themes in literature, maritime themes in art, the social history of seafarers and passengers and sea-related communities

(Hattendorf, 2009). In this lesson, we the students learned about the Filipino seafarers are reliable and hardworking. Every Filipino seafarer is certified in compliance with standards of training certification and watch keeping (STCW) for seafarers. They maintain a professional and industrious attitude. And also Filipino seafarers are competitive to employ but do not compromise themselves on performance or attitude towards their duties and responsibilities. There are many advantages on hiring Filipino seafarers because Filipino has long experience at sea and outstanding record as seafarers. That's why Filipino seafarers can be found onboard vessel of all classification and registries. It says they believe that Filipino seafarers will continue to be an important factor in today's global shipping industry. In other study, Language barrier-Communication is a very important part of human interaction. You can take many benefits in communication and enhance all aspects of our personal and professional lives said that misunderstanding communications in our personal lives may accelerate the problems or embarrassment but in our professional lives the results of misunderstandings may have much more serious issues. In the world of international shipping, with seafarers from many countries sailing on ships trading to all parts of the world, effective communication between those on board and between ship and shore is verve important. The language usually used on board ship is the national communication of the crew. However Filipino crew has a good command of the English language (Istanbul Technical University, 2009). According to the marine faculty of Istanbul Technical University (ITU) in these days of global crews, a variety of languages

may be used or alternatively one working language adopted. Whichever is used, shipstrading internationally must manipulate ship to shore communications of language that can be understood as navigational and safety communications must be correct and explicit to avoid confusion and error. And In the world of international shipping, the chosen international standard for achieving effective communication in working on board and between ship and shore is the English language. A capable standard of English is therefore not only an international requirement for certification of seafarers but also a key element in ensuring safe at work, efficient in skills and beneficial ship operations. Meanwhile seafaring is a stressful occupation, with long hours and fatigue often posing problems for crew. A lack of facilities for exercise, poor nutrition, isolation and smoking and drinking can also spell bad news for onboard health, so it's important to take steps and stay well (International Transport workers' Federation 2015). There are lots of diseases onboard that may affect the health of seafarers. Seafarers may get Malaria. Malaria is life threatening disease transmitted by a female Anopheles mosquito. Other disease is the HIV/AIDS and STI or transmitted diseases. It is a diseasestransmitted due on direct contact from the source or carrier such as doing an affair or sex. Another problems encountered by the seafarers is depression, it is a factor that may affect the seafarer's health due on some other problems in workplace such as harassment, discrimination, fatigue homesickness and relationship onboard (International Transport workers' Federation 2015). Meanwhile, some challenges onboard affect seafarers. According to study of Hebding (2013), one of the challenges

is Harassment. This problem become as challenge in between or among crew members or officers in the ship which is necessary but for those women who have strong determination and those who know how to carry their selves and it would not be affected. Sexual harassment is also rampant when there are only very few females on board ships and the males do not have anyone to deal with except them, (International Transport Workers Federation 2015). According to International Transport workers' Federation (2015), Harassment is more often on women, sea women make up only an estimated 2% (percent) of the world's maritime workforce. It said women seafarers work mainly in the cruise and ferries sector, often for Flags of Convenience (FOC) vessels. These are among the worst paid and least protected of jobs at sea. Women also tend to be younger, and fewer are officers than their male crew mates. Their low number means that women can be subject to discrimination. The maritime unions are alert to these threat and aim to protect the interests of women members who are about 23,000 worldwide. In the same manner discrimination is one of the five degrees of negative action that call to our attention to the wide range of activities that may be caused by injustice. Discrimination involves action whereby members of a particular group are accorded negative treatment on the basis of racial, integrity or religious background (Hebding, 2013). In other study focuses on women, women can face discrimination even getting into seafaring work. Even once trained, they may have to face discrimination from ship owners who won't employ women. Once employed, women seafarers may also face lower pay even though they are doing the same work

with other male colleagues. Women may also be denied the facilities or equipment available to male workers, which is a form of discrimination (International Transport workers' Federation 2015). On the other hand, Hebding (2013) said that one of the challenges that Filipino seafarers may encounter in workplace is discrimination. It may be part of the behavior of people who have strong prejudices. It may be the result of social or cultural expectations, customs, or laws. For example, a foreign Chief Mate may not have any personal malice or animosity against Filipino seafarers but still may refuse to work with them because he believes their presence may hurt them. In other issue, Hardworking can cause another problem that Filipino seafarer may encounter onboard. In line for being a hardworking of Filipino seafarers, they encountered some problems such as fatigue. According to Smith, Allen et al., (2009) Fatigue is caused by poor quality sleep or insufficient sleep due primarily to a worker's living environment, off-duty personnel choices and medical conditions. There are huge potential consequences of fatigue at sea in terms of both ship operations such as accidents, collision risk, poorer performance, economic cost and environmental damage and the individual seafarer. Not only there have been relatively little research on seafarers' fatigue but what there has largely focused on specific jobs, specific sectors and specific outcomes. Maritime workers are not well-rested; it becomes difficult for them to operate machinery properly. Unfortunately, many individuals do not recognize that are fatigued, or they think their fatigue does not affect their ability to work (National Transportation of safety Board 2009). Another one of the most significant challenges onboard,

especially to those who work hard for the first time on sea is homesickness. It is a state of mind when individual is far away from love ones, they tend to be lonely, (Bail2012). Murray Bail said homesickness is one element of the loneliness associated with cabin crew while working. Psychologist say that if being away from home is a regular part of people's job, a feeling of disconnectedness with the world can creep into an individual's mind, and lead to further problems of fear, anxiety and stress. Another study on homesickness by Keys (2010) noted, Homesickness is the anxiety, depression or feelings one experiences, caused by the separation from the home environment when you are on board. For adults, homesickness may occur when travelling. And, working on a ship can irritate those feelings about life way back home. Consider the length or long of time away from home with contracts of 4, 6, 8, and 10 months. We're not just talking about missing friends, family or other relatives, but also about the other comforts at home from sleeping in your own bed to favorite foods and drinks. Meanwhile, separation from partner and family has been found to be one of the most significant causes of stress for seafarers, with separation from the family one of the most important 'stress' factors influencing a decision to reduce planned sea service. Drawing on the in depth interviews with partner of seafarers in the United Kingdom. China and India, this paper focuses on the impact of seafaring on family life, with particular attention given to the effects of differing conditions of service and the range of company support available to seafarers and their partners. The paper concludes that the negative consequences of seafaring can be minimized by such policies as shorter



trips, continuous employment (rather than employment by voyage) and opportunities for partners and families to sail. Family matter such as conflict or event can also affect the seafarers which can cause over thinking. It is a big factor for the seafarer that leads to a big rush going home. Like having a conflict in a relationship back home and even a small problem can turn in a big problem because it can affect the mentality of seafarer, (Thomas, et al. 2010). Even it is a good news (for example is having a new born baby, birthday celebration etc.) it can leads to an over excitement due on overthinking. Family matters even if it is a conflict or event it may affect working capability of the seafarers and it leads on sending back home (International Transport workers' Federation 2015). Other problem that seafarers encounter onboard is about Salary/wages. According to International Transport workers' Federation (ITF 2015) each year, crew members on about 1,500 ships complain to the International Transport workers' Federation, the employer is unwilling or unfit to pay their income. While most crew got their salary in the end, there are some who are never paid, and some who have to wait months or years for a final compensation of their outstanding wages. The ship owners concerned use bullying tactics, promises of future payment, or small advances on the total amount outstanding in order to try to maintain the operation of their ship with the smallest possible investment. Severely, manning agents are often involved in also trying to get crew to continue to work unpaid. They do nothing to help if there are problems, and will not normally help crew who have not been paid, even if the crew concerned have paid them for the privilege of working on board the ship in the first place which is illegal. But

today seafarers have secured a minimum wage increase following recent talks at the International Labor Organization (ILO). The sub-committee on wages of seafarers of the joint maritime commission agreed to increase the ILO monthly minimum wage from USD585 to USD592 from January 1, 2015. On January 1, 2016 the salary will increase to USD614. At this rate the wage increase is expected to benefit some 80,000 to 90000 Filipino seafarers currently working in foreign vessels, (Manila Bulletin 2015). In other study by Independent Traveler, Inc. (2015), entertaining onboard relationship is like fast-forwarding on human's dreams. And time passes quickly that every second counts. On land, relationships are considered normal with slow growing development; on the ship, it is accelerated. If you are compatible, directly move. For some who have never been expend with such attention, it can all be somewhat overwhelming. It takes willpower and strength to cleave to your priorities. Often, staff romance is filled with pratfalls, Shakespeare's classic Montagues and Capulets says that affairs can become variations or Hatfield's and McCoy's says it is more contemporary. Flaunting a relationship is not required, it is neither diplomatic nor, in some case, safe in such restricted surroundings. Relationship onboard is another factor which can lead to be a problem in work on board. It affects the working ability and mentality of seafarer like Family problems. Conflict on relationship in work can lead on avoiding each other (because of shame, hatred and etc.), (Tomaszunas, 2011). Meanwhile as seafarer today, with intent to feel refreshed and relaxed. They lead to have recreation. According to Alborote, et al. (2013), Recreation is a break from monotony and a

diversion from the daily routine. It is a positive change from the stereotypical lifestyle and involves an active participation in entertaining activities that one engages in something he likes. They are a source of joy and they provide relaxation to one's mind and body. There are so many recreations onboard like vices (such as casino, playing cards on cabin, drinking much alcohol) and sometimes renting girls/prostitutes. Calling of nature is hard to revert. Some of seafarers especially those single in civil status having sex with beautiful girls is not new even sometimes it causes expensive. But other seafarers make recreation as habit. By doing recreation as habit, seafarers cannot monitor their responsibilities and it became a big problem in the workplace which can lead on sending home. Beside those challenges every seafarers should have their work life balance. Work life balance is a concept including proper prioritizing between "work" and "lifestyle". This also shows how well a person could balance his/her their time in work and at home spending time with their family and how they can release all the stress from work the core of an effective worklife balance this are achievement and enjoyment, this are the two key everyday concepts that are relevant to each of us ideas almost deceptive in their simplicity. Work life balance is a term that some people use on how they can balance their work and life with or without families this how well they can manage their time spending it to their family or in their work (Schadel, 2010).

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### Chapter 3

## METHODOLOGY

### Research Design

The research design of this study was inspired by the maritime industry seafarers, the researchers used the inspiration to make another helping hand, another warning of the challenges of being a seafarer. The research shows the information through descriptive and quantitative description and to gather the data. Shows how the study being conducted and how the data is analyzed. It shows who the locales of the study are, how the data is gathered, the materials and instruments the researchers are using and the procedures conducted. It includes the collection of data is needed to answer the question concerning the current status of the study.

### Respondents and Sampling

The respondents of the study are the Marine College Students of John B. Lacson Foundation Maritime University-Molo Inc. We come up with this study by the help of Slovin's Formula, first we survey and get the total number of Marine College Student of JBLFMU-MOLO we use the Slovin's Formula which in  $n = N / (1 + Ne^2)$  with 5% margin of error and then we solved the given formula Slovin's and we came up with 99 respondents. Simple random is the basic sampling technique where we select a group

subjects (a sample) for study from a larger group (a population). Each individual is chosen entirely by chance and each member of the population.

Case Study

Marine students have different perspectives on being a seafarer. They still manage to learn and gain knowledge to learn on how to be a seafarer. The purpose of this study, to know the things that marine students need to learn of being a seafarer. This research is also about the different perspective of Marine College Students

## Chapter 4

This data was collected from a total of 25 students of John B. Lacson Maritime University-Molo Inc., of Marine Engineering College Students. It is important to know the different perspective of Marine College Students about knowing the disasters of being a seafarer. This study was conducted to know the opinions of students on seafarers.

### Data Collection Analysis

The data analysis are presented finding the 25 respondents completed by the students of John B. Lacson Foundation Maritime University-Molo Inc., The purpose of this study to find and know what students think about being a seafarer as a job.

Data analysis is used to identify the percentage answered the questions of the students.

They're going to answer the question that can be found in Chapter 1.

Q1. What are the reasons that you wanted to be a seafarer?

Interested	Not Interested
All 25 students are interested on being a seafarer.	0 students are not interested on being a seafarer.

Q2. What are the responsibilities that a seafarer should be doing on board a ship?

Know	Don't Know
19 students know the responsibilities of seafarer on a ship.	6 students don't have any ideas on the responsibilities on the ship.

Q3. What are the requirements needed of applying to be a seafarer?

Know	Don't Know
22 students know the needs of applying a seafarer.	3 students don't know the needs of applying a seafarer.

Q4. What are the lessons that a marine course need to learn?

Know	Don't Know
25 students know the learnings of marine courses.	0 students don't know the learnings of marine courses.

Q5. Do marine students need to learn different languages before entering a maritime industry?

Yes	No
22 students answered that seafarers need to learn different languages before entering a maritime industry.	3 students answered that seafarers need to learn different languages before entering a maritime industry.

Q6. Is being a seafarer a success career and occupation? Why?

Yes	No
18 students answered that seafarers is a success career and occupation.	7 students answered that seafarers is a success career and occupation.



Q7. What are the trainings that a marine course need to learn?

Know	Don't Know
17 students know the trainings that a marine course need to learn.	8 students don't know the trainings that a marine course need to learn.

Q8. Why did you want to join the maritime industry?

Interested	Not Interested
21 students answered that they are interested on joining the maritime industry.	4 students answered that they are not interested on joining the maritime industry.

## Chapter 5

### Summary, Conclusion, and Recommendation

#### Summary

This study will know the knowledge and perspective of the marine college students of JBLFMU-Molo Inc., and also the readers, about the challenges of being a seafarer.

The purpose of this study is to investigate and to know what and who are going to encounter the things that you are experiencing on board a ship. This study is aim to introduce you to the challenges of seafaring. This is also to collect information and opinion of marine college students in their interest on seafaring.

The study is also to provide recommendations, findings that can be applied of the students of the Maritime University. After introducing Chapter One, Chapter Two, and Chapter Three, examine the concept to know the perspective of marine students and to improve their learning of being a seafarer. These chapters review the literature of seafarers and to gain and improve knowledge about maritime industry. Chapter Four provides an overview percentage of the student to know the opinions and interests on Marine College students on seafaring. The methodology employed in the study described in Chapter Five. This includes the main research methods employed-namely, the literature survey; the interviews; and the statistical data of collection.

### Seafarers

Out of 25 respondents, many of them answered that they are interested and willing to be a seafarer despite of the challenges of being a seafarer.

### Reasons:

Most of the student answered that being a seafarer can make you rich because of the salary despite of the challenges that you may encounter on a ship. And they answered

that seafarers are a good and successful job and it can make you and your family a success in life. This study will ensure the Marine Students to admire and persevere their dreams because of the description that this research is all about. It is also not hard for them to choose what they wanted to be because marine students are well sure of their jobs because of the course they get.

### **Conclusion**

It has become evident from this investigation that most of the Marine College Students of JBLFMU-Molo Inc., are interested of being a seafarer and have knowledge about being a seafarer despite of the bad challenges on a ship.

### **Recommendation**

The researchers would like to recommend suggestions to help theseafarers on how to handle the common challenges that they have to encounter. The seafarers must reach the age at least 21 before joining the industry. As long as single it's more often to be in the industry. Single persons have more independence than married. Salary will depend on your performance. Challenges exist everywhere. To avoid homesickness as the common challenge onboard seafarers must strengthen their physical and mental ability before joining the maritime industry in able to survive and also to overcome the other challenges they might encounter in the future. Seafarers should be dedicated and committed to their work even though being a seafarer is not an easy job. There are lots

of challenges to be encounter, the future seafarers should be ready to face those challenges for them to stay long to their chosen career and to earn higher. The seafarers should have the knowledge about work life balance to handle and understand the challenges on daily life onboard.

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## **Appendices**

### **Survey**

**Title: Perspective of Marine Students on Challenges of a Seafarer**

1. What are the reasons that you wanted to be a seafarer?
  - To follow my dreams and to help my family in their needs.
2. What are the responsibilities that a seafarer should be doing on board a ship?
  - Taking charge of the ship and maintaining the standards of a ship.
3. What are the requirements needed of applying to be a seafarer?
  - Personal Identifications.
4. What are the lessons that a marine course need to learn?
  - Seafarers are needed to learn how to swim.
5. Do marine students need to learn different languages before entering a maritime industry?
  - To communicate well with their members.
6. Is being a seafarer a success career and occupation? Why?
  - Yes, because of the salary.

7. What are the trainings that a marine course need to learn?

- Basic training

8. Why did you want to join the maritime industry?

- To help and sustain the needs of my family.

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