



Onboard Lifestyle Of Seafarers: Their Experiences

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ABSTRACT

This research investigation was carried out to determine seafarers' onboard lifestyle to maintain their health and well-being at sea and ashore.

The researcher employed the blended method study, a quantitative and qualitative research design, as it is the most appropriate technique. The study was conducted at Danao City port. The research respondents of the study were 30 seafarers. Descriptive statistical tools to answer the specific question were used. The input of the study was the data gathered from the questionnaire and was statistically treated.

This study's salient findings are that most seafarers are young and value harmonious relationships with others to have a healthy and peaceful work environment. This study concluded that the onboard lifestyle of seafarers in terms of mental, spiritual, and physical aspects is very beneficial and can prevent the mental health issues that can arise due to a persistent physical condition. In general, seafarers have a strong faith in God and learn how to manage the challenges encountered, which can help them have clearer thinking and good condition while working onboard a ship. Also, good health and well-being seminars for every seafarer onboard are now recommended. .

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1. Introduction.

Seafaring is a profession that demands more than most others. It can play havoc with the mind, body, and soul. Being far from home, away from people they care about, and dealing with a demanding job under challenging circumstances can take its toll.

There was a time when a seafarer could be evasive about the truth. They may only disclose past medical conditions during their pre-employment medical check if they are willing to be accepted. Seafarers, particularly those with experience, are in high demand. As a result, medical care companies are developing solutions that benefit seafarers concerned about sustaining their families and ship management concerned about their operations' safety.

A recent study based on registry data from several Northern European countries found seafaring among the occupations

with the highest standardized incidence rates for all cancers combined, which might be due to various factors, among them exposure to chemicals as well as sunlight but also lifestyle behaviors, such as smoking, alcohol consumption, and diet (Pukkala *et al.*, 2009; Oldenburg *et al.*, 2010).

To lessen the danger of acquiring various diseases and types of work that seafarers encounter onboard, seafarers must solve their mental and physical health problems. When considering the health and lifestyle of seafarers, keep the following factors in mind: unpredictable job schedules and long working hours due to operational needs, the little community to which one must adapt and work, the feeling of being away from home, and the complicated working environment, as well as all the hazards that come with it, local medical facilities and finite medical supplies, the confined nature of life onboard ship, and the climate (Kairis, 2012).

The study adds to our understanding that health promotion is a unique but vital workplace for many trade-dependent economies independent of the maritime industry. Because the workplace creates many conditions that promote or reinforce unhealthy behavior, it also serves as an essential arena for sea-

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farers' mental, physical, and spiritual well-being.

The goal of the study was to encourage sailors to take care of their health and well-being by focusing on spiritual aspects, such as maintaining a peaceful and harmonious relationship with others, physical elements, such as staying healthy and fit at work, and mental factors such as how to deal with problems encountered while onboard.

2. Research Methodology.

Discusses the methods used to gather relevant data from the respondents. These include the research design, environment, respondents, instrument data sources, data gathering procedures, and statistical data treatment. It has used different methods for the quantitative and qualitative approaches, as both encompass distinct purposes to serve. Besides, the strategies implemented to enhance the validity and reliability of the studies are also explained in detail.

2.1. Research Design.

This study determines the seafarer's occupational profile's influence on their lifestyle onboard. The researcher employed this blended method study, a quantitative and qualitative research design, as it is the most appropriate technique.

The descriptive method describes the data and characteristics of what is being studied. It is based on a small set of individuals, often only one person or a single small group. The researcher was able to determine the level of the lifestyle of the seafarers on board. Narrative inquiry is a form of qualitative research in which the stories themselves become the raw data. This approach has been used in many disciplines to learn more about the culture, historical experiences, identity, and lifestyle.

2.2. Research Environment.

The study was conducted at Danao Port of Danao City, Cebu. Danao Seaport is an inter-island passenger and vehicle transportation port (RoRo). It serves the City of Danao and its surrounding area. It is located in the city, just 700 meters distance from the center of the town, or approximately 4 minutes, with light traffic. The research locale was selected due to the accessibility of the respondents and the researcher.

2.3. Research Respondents.

Purposive sampling was used in this study. This non - probability sampling is in which researchers rely on their judgment when choosing the population to participate in this study. It is composed of survey and one on one interview approaches.

The research respondent of the study were seafarers at the port of Danao City, Cebu. The respondent must be a seafarer. This study comprises 30 selected seafarers at Danao Port of Danao City, Cebu.

Table 1: Distribution of the Respondents.

RESPONDENTS	FREQUENCY	%
Males	30	100%
Females	0	0%
Total	30	100%

Source: Author.

2.4. Research Instruments.

The researcher used a survey questionnaire as its research instrument. The questionnaire was composed of three major parts. The first part dealt with the personal profile of the respondents in terms of age, gender, number of years onboard, licensed and civil status; the second part dealt with the onboard lifestyle of the respondents in terms of mental/social, spiritual, and physical aspect; and the third part, dealt with challenges they encountered onboard the vessel. The questionnaire is composed of 4 interview questions and 15 questions: 5 of the spiritual aspect, 5 of the mental elements, and 5 of the physical aspect.

2.5. Research Procedures.

2.5.1. Gathering of Data.

The data relevant to the study was through primary source using survey questionnaire that was distributed directly to the respondents and aided with personal interview for some issues not clear. Secondary data was taken from books & internet.

2.5.2. Treatment of Data.

The following statistical tools were used in the study.

Frequency Count and Per Cent were used to summarize, analyze and interpret the profile of the respondents.

Weighted Mean was used to summarize, analyze, and interpret the responses on the lifestyle of the seafarers in terms of the mental aspect, spiritual aspect, and physical aspect;

Chi-square and Pearson Coefficient C were used to determine the significance and strength of the relationship between the respondents' profile and lifestyles as seafarers on-board.

3. Presentation, analysis and interpretation of data.

This chapter deals with the presentation, analysis, and interpretation of data gathered from the respondents of this study.

3.1. Profile of the Respondents.

This section presents the profile of the respondents in terms of age, gender, civil status, current position, and position. Table 2 summarized the results.

As indicated in table 1, a majority of the respondents are 20 – 24 years old (36.67%), all-male (100%), primarily single (70%), current position is on operational level (53.33%), and mostly deck cadet (33.33%). Furthermore, most of the respondents are on board for less than one year (46.67%) and (76.67%) have professional license that is not applicable. These

Table 2: Profile of the Respondents.

Profile	Frequency	Per Cent
Age (years)		
• 20 - 24	11	36.67
• 25 - 29	8	26.67
• 30 - 34	5	16.67
• 35 & above	6	20.00
Gender		
• Male	30	100.00
• Female	0	0.00
Civil Status		
• Married	9	30.00
• Single	21	70.00
Current Position		
• Management Level	6	20.00
• Operational Level	16	53.33
• Support Level	8	26.67
Position		
• 2nd Engineer	1	3.33
• AB	4	13.33
• Chief Engineer	3	10.00
• Chief Mate	1	3.33
• Deck Cadet	10	33.33
• Engine Cadet	4	13.33
• Master	2	6.67
• Oiler	4	13.33
• Steward	1	3.33
Number of Years On-board		
• Less than 1 year	14	46.67
• 1 to 5 years	7	23.33
• 6 to 10 years	4	13.33
• 11 years & above	5	16.67
License		
• Master Mariner	1	3.33
• Officer in Charge Engine Watch	4	13.33
• Officer in Charge Deck Watch	2	6.67
• License Not Applicable	23	76.67

Source: Author.

findings imply that most seafarers are young because they provide shipboard training programs that allow all cadets to learn the sea-going laboratory, wherein they are required to complete their **training** record books. This must come as no surprise that anyone seeking a career in seafarer jobs must have a strong work ethic, tenacity, punctuality, people skills, courage, and diligence. These are all highly desirable qualities in many industries, but in maritime jobs, they are practically required. With the guidance of the management and support level, the deck and engine **cadet** assist in the day-to-day operations and maintenance of the ship. They help with preparations before departure, navigation, safety and maintenance **duties**, and cargo-related issues. Deck and engine **cadets** are found on just about every type of seafaring vessel.

A recent study showed that it is common for Filipino seafarers to work on board under temporary contractual arrangements between 6 and 12 months, with 8 to 12-hour work days. Watch-keeping deck officers work seven days a week, on a 'week in and week out' basis. Seafarers in other positions may have an occasional Sunday off when their vessel is not in port. Reduced

opportunities for shore leave make the ship even more confined in a risky and uncomfortable environment. Accounts of how Filipino seafarers grapple with these contemporary realities can provide insight into their day-to-day lives (Acejo I., 2021).

3.2. Lifestyle of the Respondents.

This section presents the lifestyle of the respondents in terms of mental, spiritual, and physical aspects. Table 3 shows the mental aspect.

Table 3: Lifestyle of the Respondents in Terms of Mental Aspect.

Indicators	Mean	Description	Interpretation
1. Allowing self to be happy even there's lot of problem outside.	3.37	Always	Very Healthy Lifestyle
2. Doing things that can help our brain to relax like listening to music, drawing, playing guitar and etc.	3.63	Always	Very Healthy Lifestyle
3. Have a good condition while working on board ship.	3.90	Always	Very Healthy Lifestyle
4. Have time to communicate families and love ones when have free time.	3.80	Always	Very Healthy Lifestyle
5. Have enough time for sleeping at least 8 hours a day.	3.10	Oftentimes	Fairly Healthy Lifestyle
<i>Overall Mean</i>	<i>3.56</i>	<i>Always</i>	<i>Very Healthy Lifestyle</i>

Source: Author.

As shown above, the overall mean of the mental aspect of the respondents is 3.56 and described as **always**, which means that the respondents had *very healthy lifestyle* as seafarers on-board. The top one indicator on this aspect is having *a good condition while working onboard ship* which has a mean of 3.90 and described as **always** which mean that the respondents had a *very healthy lifestyle* as seafarers onboard. Furthermore, the top two indicators for this aspect are having *time to communicate with families and loved ones when having free time* with a mean of 3.80 and described as **always** and interpreted as a very healthy lifestyle. However, the indicator *has enough time for sleeping at least 8 hours a day* got, a mean of 3.10 and described as **frequently**, which means *a fairly healthy lifestyle*. These findings imply that most of the seafarers are showing compassion to work and even there is a lot of problems outside, they can manage to be happy and relax during free time and spend time communicating their families and loved ones to motivate job performance.

Seafaring is still associated with relevant mental health risks. Information on known stress factors on board should be provided to seafarers to help them lower stress perception. Strategies for coping with inevitable stress conditions should also be investigated and developed. Strategies to decrease stress risks should be directed to the different categories of seafarers, and the results of specific interventions should be evaluated (Carotenuto A. et al., 2012).

Strategies to support good mental health need to be orientated towards proactive shipboard improvements designed to stimulate positive social interaction with those on board and those on shore, as well as to provide opportunities for sailors to relax, refuel, and elevate their spirits. Improvements in terms and conditions in support of a good work-life balance for seafarers are also required (Sampson and Ellis, 2019).

This section shows the lifestyle of the respondents in terms of spiritual aspect.

Table 4: Lifestyle of the Respondents in Terms of Spiritual Aspect.

Indicators	Mean	Description	Interpretation
1. Attending holy mass.	2.20	Sometimes	Less Healthy Lifestyle
2. Reading the bible/pray during free time.	2.37	Sometimes	Less Healthy Lifestyle
3. Engagement with religious community members.	2.53	Oftentimes	Fairly Healthy Lifestyle
4. Maintaining harmonious relationship with others onboard.	3.87	Always	Very Healthy Lifestyle
5. Believing and have faith in God during the hard times.	3.97	Always	Very Healthy Lifestyle
<i>Overall Mean</i>	<i>2.99</i>	<i>Oftentimes</i>	<i>Fairly Healthy Lifestyle</i>

Source: Author.

On the spiritual aspect, the overall mean is 2.99 and described as **oftentimes**, which means that the respondents have a *fairly healthy lifestyle* on board. The top indicator in this aspect is the one about *believing and having faith in God during the hard times* with a mean of 3.97 and described as **always**, which means that the respondents have a *very healthy lifestyle*. The top two indicators in this aspect are *maintaining a harmonious relationship with others onboard* with a mean of 3.87 and described as **always**, which means that the respondent has a *very healthy lifestyle*. However, two indicators were less rated by the respondents, namely: *reading the bible/pray during free time* and *attending holy mass*, which were both described as **sometimes** and interpreted as a *less healthy lifestyle*. These findings imply that seafarers showed strong faith in God even they seldom attend the mass regularly due to the hectic schedule of their stay in port. Also, seafarers valued harmonious relationships with others to have a healthy and peaceful work environment.

However, despite the importance of faith to many seafarers, there appeared to be no appetite for increased religiosity at sea. On the contrary, seafarers took great care to ensure that religion and faith remained largely private on-board while being concerned not to prohibit a limited public expression of faith entirely. There seemed to be a consensus that religion should not interfere with work practices, and where, on rare occasions, it was allowed to do so, it produced a degree of antipathy. This seems to confirm observations that where provision for faith-based needs at work involves inconvenience to colleagues, it can produce resentment (Sampson et al., 2020).

This section shows the lifestyle of the respondents in terms of physical aspect.

Table 5: Lifestyle of the Respondents in Terms of Physical Aspect.

Indicators	Mean	Description	Interpretation
1. Engage in sports like basketball or something that can improve physical health onboard.	3.17	Oftentimes	Fairly Healthy Lifestyle
2. Eating nutritious foods every day.	3.20	Oftentimes	Fairly Healthy Lifestyle
3. Maintaining exercise every day.	2.93	Oftentimes	Fairly Healthy Lifestyle
4. Drink plenty of water at least 8-10 glass a day.	3.90	Always	Very Healthy Lifestyle
5. Maintaining individual's hygiene.	3.87	Always	Very Healthy Lifestyle
<i>Overall Mean</i>	<i>3.41</i>	<i>Always</i>	<i>Very Healthy Lifestyle</i>

Source: Author.

On the physical aspect, the overall mean is 3.41 and described as **always** which means that the respondents have a *very healthy lifestyle* in this aspect. The top one indicator in this aspect is on *drinking plenty of water at least 8-10 glasses a day* with a mean of 3.90, described as **always**, and interpreted as a *very healthy lifestyle*. The top two indicators in this aspect are on *maintaining an individual's hygiene* with a mean of 3.87, described as **always**, and interpreted as a *very healthy lifestyle*. Meanwhile, the least rated indicator on this aspect is on *maintaining exercise every day* with a mean of 2.93, described as **oftentimes**, and interpreted as a *fairly healthy lifestyle*. These findings imply that seafarers showing great care of their physical health by staying hydrated every day, most of them are exposed to the hot weather while working onboard the ship, drinking enough water will help their body to stay healthy and fit at work. Also, seafarers are particular to their health hygiene to eliminate the spread of the virus, bacteria, and other illnesses and the risk of medical conditions that can cause a problem at work.

Seafaring is a highly physically demanding profession in a risky environment. Seafarers face challenging working conditions when they are on board. Working far from home for several months can lead to difficulties for their overall health. Their safety and health status are at risk of various factors such as exposure to chemicals and sunlight as well as lifestyle behavior such as diet and smoking, so mentioned subjects are a significant concern for companies and themselves. In comparison to jobs ashore, seafarers are exposed to physical and psychosocial stressors and some specific mental problems. Also, hospitalization and mortality rates among seafarers are higher than their age-matched peers due to exposure to job-specific health-related risk factors. Being far from home for an extended period, long working hours, heavy workloads, accidents, maritime disasters, communicable diseases, and pirate incidents are some of the main stressors, risks, and challenges of seafarers on board ships that can cause some consequences for their physical and mental health (Baygi et al., 2018).

In addition, good health has become an important safety factor: good health is crucial to preventing strain injuries and ensuring alertness and optimal performance at work. Physical activity is a powerful preventive medicine for maintaining good health and preventing overweight and musculoskeletal disorders (Geving et al., 2007).

3.3. Relationship between the Respondents' Profile and Lifestyle.

This section presents the result of the test of hypothesis concerning the relationship between the respondents' profile and their lifestyle as seafarer on-board. Table 6 summarized the results.

Table 6: Relationship between the Respondents' Profile and Lifestyle.

Variables	df	Computed Value	Critical Value	Decision on Ho	Interpretation
Age in relation to:					
Mental Aspect	3	1.418	7.815	Failed to Reject Ho	Not Significant
Spiritual Aspect	6	6.277	12.592	Failed to Reject Ho	Not Significant
Physical Aspect	3	2.268	7.815	Failed to Reject Ho	Not Significant
Gender in relation to:					
Mental Aspect	Cannot be performed; the respondents are all male; hence cross-tabulation to perform Chi-square is not possible				
Spiritual Aspect					
Physical Aspect					
Civil Status in relation to:					
Mental Aspect	1	0.286	3.841	Failed to Reject Ho	Not Significant
Spiritual Aspect	2	3.214	5.991	Failed to Reject Ho	Not Significant
Physical Aspect	1	2.066	3.841	Failed to Reject Ho	Not Significant
Current Position					
Mental Aspect	2	8.850	5.991	Reject Ho	Significant (C=0.48; Moderate)
Spiritual Aspect	4	3.490	9.488	Failed to Reject Ho	Not Significant
Physical Aspect	2	1.373	5.991	Failed to Reject Ho	Not Significant
Position					
Mental Aspect	8	9.120	15.507	Failed to Reject Ho	Not Significant
Spiritual Aspect	16	19.479	26.296	Failed to Reject Ho	Not Significant
Physical Aspect	8	5.625	15.507	Failed to Reject Ho	Not Significant
Number of Years On-board					
Mental Aspect	3	5.211	7.815	Failed to Reject Ho	Not Significant
Spiritual Aspect	6	5.259	12.592	Failed to Reject Ho	Not Significant
Physical Aspect	3	7.959	7.815	Reject Ho	Significant (C=0.46; Moderate)
License					
Mental Aspect	3	1.826	7.815	Failed to Reject Ho	Not Significant
Spiritual Aspect	6	7.269	12.592	Failed to Reject Ho	Not Significant
Physical Aspect	3	1.919	7.815	Failed to Reject Ho	Not Significant

Source: Author.

As shown in Table 6, all paired variables have no significant results except for the *current position* and *mental* aspect of the seafarers' lifestyle and the *number of year's on-board* and *physical aspect* of the seafarers' lifestyle. For the current position and mental aspect, the computed value (8.850) for the paired variables is greater than the critical value (5.991) at a 0.05 level of significance. For the number of year's on-board and physical aspect, the computed value (7.959) for the paired variables is greater than the critical value (7.815) at a 0.05 level of significance. The said results led to the rejection of the null hypotheses. It means that there is a significant relationship between the current position and the mental aspect lifestyle of the respondents. Based on the Pearson coefficient C (0.48) generated from the computed value, the strength of the relationship between the current position and mental aspect lifestyle is described as *moderate*. Likewise, there is a significant relation-

ship between the respondents' number of years on-board and physical aspect lifestyle. Based on the Pearson coefficient C (0.46) generated from the computed value, there is a moderate relationship between the number of years on-board and the physical aspect lifestyle of the respondents.

These findings imply that being a seafarer is not an easy job, the higher position they have the harder responsibility they take. Management level is responsible for the safety of the crew, cargoes, and vessel and they are the command of the ship. A support level is responsible for performing assigned tasks, duties, and responsibilities on board sea-going ship under the direction of an individual serving at the operational and management level.

Seafarers are often exposed to psycho physical stress due to isolation, separation from family, time pressure, and long working days. In addition, noise from ship operations, vibration from the engine, and weather-related ship motion are other significant stressors that can reduce sleep quality on board. Some of the ship's personnel (particularly the nautical officers and watch keeping crew deck ranks) work 24-h shifts. Sleep patterns are disrupted as a result of these alternating day/night shifts. Shift systems, such as the 6:6 and 4:8 shift systems, only allow for brief interruptions in work for rest and recovery. In the 6:6 system, a watch keeper works for six hours and then has six hours of free time, which is rotated with the second watch-keeper. Typically, shift changes occur at 6:00 a.m., 12:00 p.m., 6:00 p.m., and midnight. Three nautical officers take turns working four hours each, followed by an eight-hour rest period, under the 4:8 system. At 4:00 a.m., 8:00 a.m., 12:00 p.m., 4:00 p.m., 8:00 p.m., and midnight, shifts change. Increased sleepiness and shorter sleep, particularly during night work of the 6:6 system (midnight to 6 a.m.) Oldenburg et al. (2009).

Aside from the fact that seafaring is still dominated by a male lifestyle culture, which may explain the comparatively high smoking rates and unhealthy, high-fat eating habits, one of the main reasons for such differences may be found in the specific environmental conditions encountered by seafarers. On-board periods are frequently lengthy, and leisure time activities are typically limited. Meals, snacking, resting, and corresponding with family/friends consume the majority of leisure time, while only a minority of employees engage in physical fitness activities. The confined space on board makes the most popular form of exercise for people on shore, running/walking, impossible, and the constant change between longer periods on board and longer periods at home may make it difficult to establish important routines (Hjarnoe & Leppin, 2013).

In the study of Iversen (2012), it is commonly stated that seafaring is a hazardous occupation. The International Maritime Health Association (IMHA) says it best, it has been established that seafaring is one of the most physically demanding professions in one of the most dangerous work environments: the sea. Numerous studies and reports on seafarers physical and mental health, illnesses, and causes of death attest to this assertion.

3.4. Challenges and Problems Encountered.

This section presents the challenges and problems and how they solve these challenges encountered by the respondents. These presents eight common themes derived from one-on-one interview; 1 session were held for 5 minutes per informants; interview was audiotaped and transcribed; validation of information was done together with the informants. After data saturation was reached, data analysis began.

4. Developing of emergent themes.

1. The challenges of seafarers onboard are the bad weather during loading of cargoes and maneuvering.	Bad Weather during loading of cargoes and maneuvering.	Ship navigation
2. The Greatest Challenges of seafarers onboard is the difficult job during engine failure.	Engine Failure	
3. The Seafarers always apply minimum Safety Standards to ensure the safety of the crew, passengers, cargoes and the vessel.	Apply Safety standard	
4. Being far from family or home sickness	Home sickness	Seafarer's strong family ties.
5. The Greatest Challenges of seafarers onboard are Miscommunication of passengers and misunderstanding of crewmates that creates conflict. Good Communication to the passengers and has time to communicate with the family is important.	Misunderstanding of crew and passenger.	Seafarer's Good attitude is important.
6. The Seafarers deal with challenges onboard by being positive in all aspects, flexible, family motivation, hardworking, God fearing, focus the work and be respectful all the time.	Being Positive in all aspect.	
7. The Common problem of seafarers onboard is financial problem	Financial Problem	Financial
8. The Seafarers deal with problems onboard is by spiritual beliefs, they believe in God and pray during hard times and trusting God to dock safely.	Strong Spiritual beliefs	Seafarer's strong spiritual beliefs.

The causes of maritime accidents are numerous and intricate. Greater size results in corresponding increases in cargo and passenger capacity; as a result, the risk to people's lives and property increases when an accident happens. Another element that contributes to maritime mishaps is the smaller ship's reduced maneuverability due to its larger scale. Shipping accidents are a result of a number of significant factors. Natural conditions, technical difficulties, route conditions, ship-related issues, human mistake, and cargo-related factors are the most notable. There are many different types of shipping accidents, and each has a unique influence on the marine environment (Akten, 2006).

The ships are the largest vehicles of the world and equipped with state of art management systems which are mostly furnished with highly automated systems. Any automated system failure may cause fatal accidents which hamper the human life, ship and environment as well as ports and terminals. Automated systems facilitate management of the ships and reduce manpower requirement (Demirel, 2019).

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 (Ommundsen, 1991). Ommundsen said homesickness is one element of the loneliness associated with cabin crew while working.

On the other hand, ship owners are responsible for providing safe and secure working conditions, decent working and living conditions and reasonable employment terms for the satisfaction of other needs of seafarers. Offering things like competitive salaries, profit sharing, bonus programs, pension and health plans, paid leave and tuition reimbursement sends a powerful message to employees about their importance at the organization. Saks (2006) indicated that employees perceived organizational support predicts both job and organization engagement. Subsequently, it is the duty of seafarers themselves to use all the available tools to satisfy their needs. Employee's engagement like organizational commitment and organizational citizenship behavior will lead to the discretionary effort exhibited by employees in their jobs (Frank et al., 2004).

Summary.

This study assessed the influence of the seafarer's occupational profile to their lifestyle on board.

The study sought answers on the following questions:

1. What is the profile of the respondents in terms of age, gender, civil status, number of years onboard, position, license and type of vessel onboard?.
2. What are the lifestyle of the respondents in terms of:
 - (a) mental/social;
 - (b) spiritual; and
 - (c) mental/social;
3. Is there a significant relationship between the profile of the respondents and their lifestyle?.
4. What are the challenges encountered by the seafarers while on board?.
5. What implications can be drawn from the results of the study?.

Findings.

The following are the salient finding of the study:

1. Majority of the respondents are 20 – 24 years old (36.67%), all-male (100%), primarily single (70%), whose current position is on operational level (53.33%), and mostly deck cadet (33.33%). Furthermore, most of the respondents are on board for less than one year (46.67%), and a professional license (76.67%) is not an application for them.
2. On the mental aspect, respondents had *very healthy lifestyle* as seafarers onboard; on the spiritual aspect, respondents have a *fairly healthy lifestyle* on board; while on the physical aspect, the respondents had a *very healthy lifestyle*.
3. There is a significant relationship between *the current position* and *mental* aspect of the seafarers' lifestyle and *their number of years onboard* and *the physical aspect* of the seafarers' lifestyle.

Conclusions.

This study investigated an influential factor in the quality of work life experienced by seafarers based on the mental/social, spiritual and physical aspect. The support of the family, shipping company may be the first intervention point in relieving perceived fatigue and enhancing self-efficacy, and ultimately inducing a positive impact on the quality of work life. For workers in a specific environment, such as those who work for long periods onboard a ship, the development of a health management intervention program at their workplace is necessary. Most importantly, organizational support for these health promotion programs should be made a top priority to ensure the mental and physical health of seafarers.

Recommendations.

Given the initial findings and conclusion, the following recommendations are as a result of this presented.

1. There should be good health and wellbeing seminars for every seafarer onboard to ensure individuals' good physical wellbeing.
2. The owner of shipping companies should provide enough budget for seafarer's consumption in order for them to maintain and ensure healthy nutrition on board.
3. There should be opportunities to obtain proper exercise on board.
4. International organizations in line with maritime industry should strengthen the global standards of the seafarers to maintain the good health and wellbeing of seafarers.
5. They should have a proper drill to adequate more knowledge on how to take advantage of their problem about stress from work.

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