



## Why Do Sailors Quit Sailing Early

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### ABSTRACT

This essay examines the various reasons why sailors quit their jobs early. The paper explores the physical, mental, and emotional reasons why sailors give up seafaring, such as spending too much time away from home, the physical strain of long voyages, the psychological effects of isolation, the dangers of the job, and the need for better work-life balance. It also looks at the increasing workload due to regulations, health issues, politics on board, piracy, strict maritime laws, and workplace hazards. Finally, it examines the reluctance of young people to go to sea and the lack of recognition of sailors' contributions.

### 1. Introduction.

Sailing is a fulfilling profession, but it is not for everyone. Some sailors give up sailing for a variety of reasons. Every year, maritime schools worldwide train hundreds of new deck cadets and marine engineers (Raunek, 2021). Each recent graduate aspires to be a top-tier sailor and make a name for themselves in the maritime industry. Everyone who has worked as a sailor knows how appealing the job is. In reality, working at sea looks like being a footballer, a position that allows you to stay fit while also earning money. As Mehta (2022) states, working at sea, on the other hand, is a dangerous job that requires you to pay attention, understand what's going on, and get trained. Despite receiving reasonable job offers at sea, most sailors prefer to work on the land. As Maritime Admiralty Law (2021) blog states, even though the maritime industry provides more job opportunities for sailors worldwide every year, it is undeniable that their work on board is challenging and stressful. Sailors have quit their jobs early in recent years for various reasons discussed in the essay.

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### 2. Background.

Working on a ship is a difficult and demanding job. Sailors often have to work long hours in all kinds of weather conditions, and the constant exposure to the elements can take its toll on the body. Furthermore, the sense of isolation that comes with being out in open waters can be hard to deal with, and the fear of the unknown can be daunting. In addition, the danger of being at sea can be overwhelming, particularly for inexperienced sailors. As a result, many sailors have quit sailing early in recent years for various reasons. This paper aims to explore the different reasons why sailors quit sailing early, such as being away from their families, physical strain, psychological effects, dangers of the job, increasing workload due to regulations, health issues, politics on board, piracy, strict maritime laws, and workplace hazards.

### 3. Discussion.

Being away from their families while working at sea is one of the most challenging aspects of the job for sailors due to communication issues. For sailors, life is frequently unpredictable. This is the most common and apparent reason, as more sailors seek "stable" jobs on land. A sailor may not mind living a "nomadic" life at the start of his career (Maritime Admiralty Law, 2021). However, after a few years, particularly

after he marries, he wishes to settle down and be with his family. No sailor wants to miss out on spending time with his wife or watching his child grow up. Sailors understand the value of "family life" and "loved ones" at this point (Pinoy OFW, 2022). This isn't a new reason why sailors quit their jobs, but it's still one of the most common reasons why people are dissatisfied with their jobs.

Unhappiness with the way of living on board is one of the most prominent factors that lead sailors to give up sailing at an early age. The work may be psychologically and physically taxing, and the long hours and solitude can be difficult for some sailors to bear. Many sailors feel that the job can be physically demanding as well. Additionally, the salary and perks are often lower than those of other marine employment, which may contribute to a lack of motivation and a sense of being devalued compared to the other jobs. As a direct consequence, some sailors may conclude that the profession is not worthwhile and decide to leave the industry at an earlier age. One other typical reason for leaving the industry early is that there are few professional advancement opportunities. Many sailors have the impression that there are little prospects for career progression and that the work might, after some time has passed, become monotonous and unsatisfying. In addition, some sailors may have the impression that there is no place for them to improve their abilities and realize their full potential, which may lead to feelings of annoyance and unhappiness on their part.

Physical reasons are also a significant factor in why sailors quit sailing early. Long voyages can be physically gruelling, with sailors often having to work long hours in all kinds of weather conditions, and constant exposure to the elements can take its toll on the body. In addition, the lack of sleep and the physical demands of manning the boat can contribute to a sailor's decision to quit sailing. Psychological reasons can also play a part in why sailors quit sailing early. The sense of isolation that comes with being out in open waters can be hard to deal with, and the fear of the unknown can be daunting. In addition, the danger of being at sea can be overwhelming, particularly for inexperienced sailors, and the fear of the unknown can cause some to quit sailing early.

Sailors live hectic lives. It is difficult to deny that life on ships has become highly stressful (Mehta, 2022). Every year, stricter maritime laws are enacted, making sailors' lives busier, slower, and more boring. More paperwork, stringent training rules, new codes, and more rigorous safety and environmental regulations have completed life on board ships highly stressful to sailors. In a blog by Maritime Admiralty Law (2021), several sailors have also stated that the increased workload results from poor crew management onboard ships. Life on ships is already stressful, but with each passing year is becoming increasingly so.

Sailors stop sailing due to health issues. Ships must adhere to strict health and medical regulations. Pinoy OFW (2022) states that living on a ship is unhealthy. However, there are strict rules to follow before boarding the ship. Not getting enough sleep, being under a lot of stress, working in an uncomfortable environment, not having enough fresh food, and not having enough medical services all harm sailors' health (Mehta,

2022). In addition, some sailors cannot work on the water due to health issues that may necessitate immediate medical attention in an emergency. Many people are also dissatisfied with the growing disparity between work and rest hours, although laws require them to be roughly equal.

Another reason sailors leave their jobs before they should is because of politics on board. No matter how hard you try to avoid business or personal politics on ships, it will eventually catch up with you (Mitroussi, 2008). Politics and fights on ships make it challenging to work and get to know the few other people on board. Furthermore, there is little distinction between work and personal life on ships. According to Gekara and Sampson (2021), this makes it more difficult to avoid or deal with fights caused by politics or disagreements. Dealing with difficult people on ships requires great determination, patience, and skill, especially after a professional or personal battle.

Piracy at sea is becoming more common and detrimental to these sailors. Despite recent efforts to combat piracy at sea, pirates continue to attack ships and kidnap crew members monthly (Gekara & Sampson, 2021). Pirate attacks are on the rise, and mariners are right to be concerned, even though there are weapons to combat them. Nobody wants to risk their lives by sailing on ships through pirate-infested waters. One of the many reasons sailors gave for leaving their jobs on ships was a fear of pirates.

Strict maritime laws are detrimental to sailors and provide another reason for them to leave their jobs early. As Caesar et al. (2015) argue, it is now more difficult for maritime workers, particularly those in management positions, to perform their duties because of strict naval laws. Due to such laws, many sailors have been imprisoned, fined, or thrown off their ships (Caesar et al., 2015). Officers in command frequently must deal with the majority of these rules, so they are constantly stressed while sailing. This is the reason there are not enough maritime managers.

Workplace hazards are a significant reason why sailors leave their jobs. Sailors frequently transport hazardous materials such as flammable liquids, explosives, radioactive waste, and other potentially harmful substances (Mehta, 2022). They often work in high places and perform dangerous tasks such as getting into tight spaces, anchoring, and drilling. All these factors contribute to the constant tension sailors experience due to their professions. The stress level rises even higher when the ship travels through dangerous areas such as the Gulf of Guinea (Mehta, 2022). Another factor is that the number of sailors on crews has decreased. When the economy suffers, businesses use every tool at their disposal to reduce costs and expenses. Shipping companies save money by limiting the number of crew members they hire.

Another reason is that sailors are spending less time on shore. One of the main reasons people join the merchant navy is to travel the world. However, in recent years, sailors have been given much less time off to spend on land. In the publication by Gekara and Sampson (2021), sailors are not permitted to leave ports because ships take less time to turn around and have scheduled repairs. Preventing sailors from sleeping away from the ship. Many sailors today are dissatisfied because they must

sail constantly and have few or no opportunities to go ashore. Another reason is the opportunity to work on-site. Most sailors leave because they want a stable life with few risks and good friends (Raunek, 2021). When sailors see that they can live an everyday life free of excitement and danger, they are willing to work for less money.

Finally, it appears that young people in various parts of the world are hesitant to act right now. Sailing is a profession, particularly in countries with long sailing history. Even when young people go to sea, most only stay for a short time. It can either be because they do not want or are unable to accept more responsibility or, more importantly, because they do not wish to remain at sea. Mariners work at sea for a year and then return to land for various reasons. Because there aren't enough sailors worldwide, shipping companies must work harder than ever to keep the best ones on board. People have complained that the treatment of sailors is degrading and frustrating.

### Conclusions.

As a result, the shipping industry must do much more to improve its image and address the social (work-life balance) and economic issues that discourage people from becoming sailors. Sailors who are already employed should be encouraged to continue working. Senior masters and Chief Engineers may be asked to speak about their experiences serving at sea and how they felt about it. In addition, the maritime industry may begin discussions with nearby communities. So that sailors can be recognized for their contributions to human progress. Shorter duty times on board, long-term contracts, more significant or more regular paid leave, social security, improved communication, Internet access, and more humane treatment may all help.

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