



Ship's Familiarization: Basis for the Awareness of the Bachelor of Science in Cruise Ship Management of students of Iloilo State College of Fisheries

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ABSTRACT

The familiarization training aims to make the new crew aware of important safety procedures that are to be carried out on ships while working or during an emergency situation. The purpose of the study is to determine the level of awareness of the Bachelor of Science in Cruise Ship Management by using the validated questionnaires that the author was provided based on the Part of the ship, Navigational equipment, and Lifesaving apparatus. The study was conducted at Iloilo State College of Fisheries, Tiwi, Barotac Nuevo, Iloilo. The study was conducted last December 2020 to September 2021. Participants are the Bachelor of Science in Cruise Ship Management of Iloilo State College of Fisheries., were utilized as respondents of the study. The respondents were composed of One Hundred Seven-Ten Bachelor of Science in Cruise Ship Management through Simple Random Sampling using 30 students. A quantitative research design was employed in the study. The results showed that in the part of the ship, the Mean=2.80 means knowledgeable, in Navigational equipment, the Mean=2.70 means knowledgeable and in life-saving apparatus the Mean=2.00 means less knowledgeable. The study implies that the Bachelor of Science in Cruise Ship Management needs a training enhancement on ship familiarization through the Full Mission Bridge Simulator and actual onboard the ship before so that they on board the ship they will already master the part of the ship, navigational equipment, and life-saving apparatus.

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1. Introduction.

New crew members joining a ship must be familiarized with their duties and important information about the ship. This is to ensure that the new people onboard the ship understand their responsibilities thoroughly before commencing their duties. It is the duty of the master of the ship to ensure that each new crew member is given proper familiarization training to ensure the personal safety and well-being of the ship. The master would designate a qualified person in charge of training the new crew members of the ship.

The aim of the familiarization training is to make the new crew aware of important safety procedures that are to be carried out on ships while working or during an emergency situation.

It is the duty of the officer in charge of the training to train the new crew.

Life on a cruise ship is really a unique and unforgettable experience, very difficult to compare to a land job. Few jobs offer the chance to see so many places in the world, have exotic views, and meet so many people from different countries. Obviously, after such experience, you'll become a well-rounded and worldly person, and get a better understanding of global problems and people from around the world and their culture and way of life. Certainly, the only way to know if you like it is to try it. Nevertheless, in order to prevent possible doubts and uncertainties, we are going to expose some essential aspects of life on board.

2. Objectives.

1. What is the level of awareness of the BSCSM III students of Iloilo State College of Fisheries in terms of part

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of the ship, navigational equipment, and lifesaving apparatus before the ship’s familiarization was conducted?

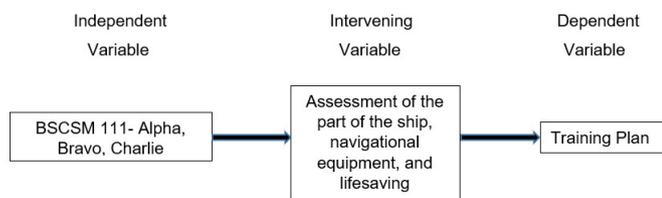
2. What enhanced training plan would be formulated?

3. Theoretical Framework.

Awareness is the first step toward the effective implementation of any policy (Autolomah et.al. 2010). Therefore, for effective implementation of the 2010 Manila amendment, it is pertinent to evaluate the level of awareness of the amendments in major Maritime Training Institutions. The level of awareness could necessitate the training and certification of seafarers to operate technologically advanced ships with a high level of professionalism and global best practices. Hence, measuring awareness or knowledge of a given concept would create a platform for optimizing responses based on the collective knowledge of the concept rather than guessing or presuming that, a community or an individual is well-versed and well-versed with the provisions of the concept. This is similar to the provisions of the STCW convention and code by stakeholders in Maritime Training Institutions could be a way of enhancing its implementation. Safety is a vital aspect of any shipping operation because of the involvement of human lives and massive financial investments. Most marine accidents in Batangas Bay involve collisions and grounding while spill incidents mainly oil or oil products of small manufacturing companies, cargo ships, or tankers (Javier & Aguado, 2012). As cruise ships continue to become larger and accidents continue to be reported in the Philippines, people are left to wonder what exactly is being done to better train the crewmembers in the event of an emergency at sea or in port (Buted et al., 2014)

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

Figure 1: Paradigm of the study.



Source: Author.

4. Materials and Methods.

4.1. Research Design.

Descriptive a quantitative research design. This tool provides a summary of data in the form of mean, median, and mode. It tries to describe the relationship between variables in a sample or population

4.2. Locale/Study Site.

Iloilo State College of Fisheries, Tiwi, Barotac Nuevo, Iloilo

4.3. Respondents.

A 117 BSCSM 111- Alpha, Bravo, and Charlie students of the College of Management, Iloilo State College of Fisheries. Barotac Nuevo Iloilo.

4.4. Sampling Techniques.

Simple Random sampling was used.

4.5. Research Instrument.

The researcher made validated Survey Questionnaires in Part of the ship, Navigational Equipment, and Life Saving Apparatus.

4.6. Data Gathering Procedure.

The researcher will be requesting permission to administer the research study from the office of the Dean of the College of Management at the Iloilo State College of Fisheries. Make questionnaires on the Parts of the Ship, Navigational Equipment and Lifesaving Apparatus to be validated by the expert (deck officers). After validation distributes to the selected BSCSM 3 Alpha, Bravo, and Charlie students for reliability test. After that distribute or send through email and messenger the pre-test questionnaires before the ship’s familiarization conducted due to the pandemic. After a month of gathering questionnaires and applying statistical tools, the data will be recorded.

4.7. Data Analysis.

Data gathered will be recorded and subject to statistical analysis. Measures of Frequency: Count, Percent, Frequency. Shows how often something occurs. Use this when you want to show how often a response is given.

5. Results and Discussion.

5.1. Findings with analysis and interpretation.

The study aimed to know the level of awareness of the BSCSM III students of Iloilo State College of Fisheries in terms of part of the ship, navigational equipment, and lifesaving apparatus before the ship’s familiarization was conducted. The response to each question and its findings are presented in the next table.

The level of awareness in Parts of the Ship, Navigational Equipment, and Life Saving Apparatus result was presented using the following: by Erol Sözen of Research Gate.

	Value	Range
Very Much Knowledgeable	5	4.21- 5.00
Much Knowledgeable	4	3.41- 4.20
Knowledgeable	3	2.61- 3.40
Less Knowledgeable	2	1.81- 2.60
Very Less Knowledgeable	1	1.00 -1.80

Table 1: Result of parts of the ship.

Questions	Correct	(f)	Wrong	(f)
1. It is ahead of the vessel.	21	70%	9	30%
2. Toward the stern (rear) of a ship.	19	63%	11	37%
3. Near the middle part of a ship.	13	43%	17	57%
4. It is 4 points forward of the stem on the port side	11	37%	19	63%
5. It is 4 points forward of the stem on starboard	21	70%	9	30%

Source: Author.

Based on the result of Table 1 part of the ship in question number 1 21 students got a correct answer equivalent to 70%, and 9 students got a wrong answer equivalent to 30%, in question number 2 19 students got a correct answer equivalent to 63% and 11 students got a wrong answer equivalent to 37%, in question number 3 13 students got a correct answer equivalent to 43% and 17 students got a wrong answer equivalent to 57%, in question number 4 11 students got a correct answer equivalent to 37% and 19 students got a wrong answer equivalent to 63%, and question number 5 21 students got a correct answer equivalent to 70% and 9 students got a wrong answer equivalent to 30%. It implies that they did not master the different parts of the ship.

Table 2: Result of navigational equipment.

Questions	Correct	(f)	Wrong	(f)
1. An instrument for determining the depth of a body of water or of an object	24	80%	6	20%
2. Is a satellite-based radio navigation system owned by the United States Government.	17	57%	13	43%
3. A two-way communication system with a microphone and loudspeaker at each station for localized use.	18	60%	12	40%
4. In navigation or surveying, an instrument for determining direction on the surface of Earth.	10	33%	20	67%
5. To regulate the flow of (fuel) and regulate the speed.	12	40%	18	60%

Source: Author.

Based on the result of Table 2 navigational equipment in question number 1 in question number 1 24 students got a correct answer equivalent to 80%, and 6 students got a wrong answer equivalent to 20%, in question number 2 17 students got a correct answer equivalent to 57% and 13 students got a wrong answer equivalent to 43%, in question number 3 18 students got a correct answer equivalent to 60% and 12 students got a wrong answer equivalent to 40%, in question number 4 10 students got a correct answer equivalent to 33% and 20 students got a wrong answer equivalent to 67%, and question number 5 12 students got a correct answer equivalent to 40% and 18 students got a wrong answer equivalent to 60%. It implies that they did not master the different parts of the ship.

Based on the result of Table 3 life-saving apparatus in question number 1 in question number 1 17 students got a correct answer equivalent to 57%, and 13 students got a wrong answer equivalent to 43%, in question number 2 6 students got a correct answer equivalent to 20% and 24 students got a wrong answer equivalent to 80%, in question number 3 5 students got a correct answer equivalent to 17% and 25 students got a wrong answer equivalent to 73%, in question number 4 19 students got a correct answer equivalent to 63% and 20 students got a wrong answer equivalent to 37%, and question number 5 12 students got a correct answer equivalent to 40% and 18 students got a

Table 3: Result of life-saving apparatus.

Questions	Correct	(f)	Wrong	(f)
1. An Emergency Position Indicating Radio A beacon is used to alert search and rescue services in the event of an emergency.	17	57%	13	43%
2. A life preserver in the form of a ring of buoyant material.	6	20%	24	80%
3. A short-range distress signal is used to pinpoint position.	5	17%	25	73%
4. A short-range distress signal is used to pinpoint position.	19	63%	11	37%
5. The main means in the GMDSS for locating ships in distress or their survival craft, and their carriage on board.	12	40%	18	60%

Source: Author.

wrong answer equivalent to 60%. It implies that they did not master the different parts of the ship.

Table 4: Pretest results in part 1, part 2, and part 3 of the questionnaires.

	Statistics		
	Part of the Ship	Navigational Equipment	Life-Saving Apparatus
N Valid	30	30	30
Missing	0	0	0
Mean	2.8000	2.7000	2.0000
Median	3.0000	3.0000	2.0000
Mode	3.00	3.00	2.00
Std. Deviation	.76112	.65126	.58722
Variance	.579	.424	.345
Range	3.00	2.00	2.00

Source: Author.

Conclusions.

The result revealed that in Table 1: Part of the ship the highest score in item number 1 and 5 got 21 correct equivalents to 70% and the lowest score in item number 4 got a wrong answer of 11 equivalent to 37% out of 30 students. It implies that the students did not master the different parts of the ship.

The result revealed that in Table 2: Navigational equipment the highest score is item number 1 got a 24 correct equivalent to 80% and the lowest is item number 4 got a wrong answer of 10 equivalent to 33% out of 30 students. It implies that the students did not master the different parts of the ship.

The result revealed that in Table 3: Life Saving Apparatus the highest score is item number 4 got a 19 correct equivalent to 63% and the lowest is item number 3 got a wrong answer of 5 equivalent to 17% out of 30 students. It implies that the students did not master the different parts of the ship.

The study revealed that the level of awareness of a Bachelor of Science in Cruise Ship Management the result of the pre-test in part of the ship with a Mean=2.80, with descriptive meaning knowledgeable, in Navigational Equipment with a Mean=2.70, with descriptive meaning knowledgeable, and Life Saving Apparatus with the Mean=2.00, descriptive meaning of less knowledgeable.

Recommendations.

The result of the research study, the following recommendations were drawn:

1. The Bachelor of Science in Cruise Ship Management needs to be familiar with the part of the ship, navigational equipment, and lifesaving apparatus in Full Mission Bridge Simulator and Actual On Board the Ship.
2. The Dean of the College of Management needs to implement the actual Ship's Familiarization on Board as a requirement of the curriculum to be internalized by the students.
3. Instructors must prepare a handbook to be filled up by the students during the Ship's Familiarization onboard.
4. Students must participate in the Ship's Familiarization Onboard as the requirement of their curriculum for their awareness on the part of the ship, navigational equipment, and lifesaving apparatus so that when time comes for their employment it can help them for the safety of life at sea.

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