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## **LEADERSHIP STYLE OF REGIMENT OFFICERS AS MOTIVATIONAL INDICATOR FOR STUDENT DISCIPLINARY COMPLIANCE IN AIMS**

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**Abstract:** The study investigated the leadership style of the Regiment Officers as well as the preferred leadership styles of the respondents for Regiment Officers to possess. The investigation posited on determining the profile of the respondent students in terms of course; the leadership style of the Regiment Officers; the leadership style that the Regiment Officers possess to motivate the respondent students in complying with disciplinary measures of AIMS; and the relationship between the preferred leadership styles of the respondents and their course. Employing simple random sampling, the researchers gathered the perception of 191 students of AIMS using a standardized leadership style questionnaire from Peter G. Northwood. Anchoring on the theory of Kurt Lewin on the three classical leadership styles, the data gathering instrument was modified accordingly to suit with the study. Descriptive correlation was used where the preferred leadership style and the respondents' courses were correlated. Frequency, percentage, weighted mean, and chi-square were used in treating the data. Lastly, the study was conducted from June 2016 to October 2016.

Based on the results, majority of the respondents are BS Marine Transportation (59.16%) and BS Marine Engineering (23.04%) students. Findings also revealed that the respondents perceived the Regiment Officers to possess both authoritarian (M=3.67) and democratic (M=3.67) style of leadership. However, under the authoritarian leadership style, respondents were neutral (M=3.39) whether they perceive that the "Regiment Officers believe most students do not comply with the regimental system of the campus." Likewise, they were also neutral (M=3.26) whether the "Regiment Officers provide guidance to students without pressure." On the other hand, it was a unanimous preference from the respondents for Regiment Officers to possess the three leadership styles. However, under the authoritarian leadership indicators, the respondents are neutral (M=3.26) whether they prefer the officers who believe that students do not comply with the regimental system. In the laissez-faire leadership, respondents are also neutral to officers who let students work out their problem on their own during complex situations (M=3.41) as well as to officers who leave students alone regardless of if they comply with discipline or not (M=3.30).

The chi-square test of independence revealed that there is no significant relationship between course and leadership styles the respondents prefer as reflected by the chi-square value of 16.614 with a p-value of 0.550. Acknowledgement in the disciplinary compliance exerted by AIMS students thru positive communications is recommended as well as adapting a mixture of three leadership styles for students to comply with the disciplinary measures of the school. A continuation of the study can be done to include factors that contribute and/or affect the leadership capabilities of the Regiment Officers such as leadership trainings, communication skills, mentoring among others.

*Keywords: Leadership style; Regiment Officers; disciplinary compliance*

## **RELEVANCE AND EXTENT OF APPLICATION OF ECDIS AND PAPER CHARTS AS PERCEIVED BY SELECTED DECK OFFICERS: A COMPARATIVE STUDY**

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**Abstract:** The study aimed to determine the relevance and the extent of application of ECDIS and Paper Charts perceived by the selected Filipino Deck officer. Specifically, the study is conducted to know the relevance and extent of application in accordance with the respondent's profile in terms of years of vessel Experience, rank/ position, age, and years of experience on board. And also one of the primary objectives of the study is to know the relevance of ECDIS and Paper Charts in ship navigation as perceived by selected Filipino Deck Officers in terms of safe navigation, mode of difficulty, real time accuracy it is the same with the extent of application of ECDIS and Paper Charts by the selected Filipino Deck Officers in terms of safe Navigation, mode of difficulty, and real time accuracy. The study also compares the significant difference between the relevance of ECDIS and Paper Charts when respondents are grouped according to their profile and also the significant difference between the extent of application of ECDIS and Paper Charts when respondents are grouped according to their profile. These are the objectives of the study which will be the bases of the gathering of data that will be the solid foundation of the study.

The study utilized the descriptive-comparative type of research as it is the most relevant and effective method to gather data that are necessary to the study. Descriptive-comparative research was employed to describe the variable to be measured in which the relevance and the extent of application of ECDIS and paper charts are compared to examine the differences based on the profiles of the respondents. The study required in order to be valid, a total of 34 Filipino Deck officers as the main respondents that answered the questionnaires of the study. The researchers chose Kalaw, Taft Avenue for the reason that the population of the seafarers seen on the area is wider, hence, chances of having qualified respondents are higher. The researchers fashioned a survey questionnaire that was used to gather information from the qualified respondents. The statistical treatment that was used is the percentage and frequency method, the weighted mean and the ANOVA method. The stated treatments are the most applicable treatment for the gathered datum.

The findings of the study regarding the profile of the respondents, in terms of age 31-35 years have the highest percentage. In terms of years of experience on board, 11-15 years had the highest percentage. In the category of the rank/ position of the officers, most of the respondents that have responded are 2/O. In the years in the position, the highest percentage is 2-5 years. Regarding the relevance of ECDIS, the respondents responded "strongly agree" while "agree" to the relevance of paper charts. With corresponds to the extent of application, "frequently used" response for ECDIS and "almost every time". In comparing the ECDIS and paper charts, there is a significant difference in the relevance of paper charts in terms of years in the position and the years of experience on board. On the other hand, there is no significant difference to the application ECDIS and paper charts and to the relevance of ECDIS.

*Keywords: ECDIS, Paper Charts, ship navigation, Filipino Deck Officers*

## **COURSE PERFORMANCE AND SITUATIONAL ANALYSIS TEST IN COLLISION REGULATION (DWATCH 224L3) OF THIRD YEAR BSMT STUDENTS**

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**Abstract:** This study sought to determine the correlation between course performance and situational analysis test in collision regulation (DWATCH 224L3) of third year BSMT students of Asian Institute of Maritime Studies. This study utilizes total of 72 students coming from the section of MT22-A3, MT22-B2, MT22-C4. Emphasis was put on the course performance and situational analysis in collision regulation in terms of theoretical grade, laboratory grade and situational analysis skills. The study used descriptive quantitative design, an empirical investigation of observable phenomena via statistical, mathematical or computational techniques. Specifically, a correlational study means getting the relationship between or among variables. The data gathered were treated with the use of the following statistical treatment: Pearson Product Moment Correlation Coefficient to determine the significant relationship between course performance and situational analysis, Frequency Distribution is used to present the students' performance on situational analysis test, Arithmetic Mean is used to determine the students' mean performance in situational analysis.

Based on the findings the mean theoretical grade of the respondents is 87.83 with standard deviation of 9.40 while their mean laboratory grade is 91.71 with a standard deviation of 7.32. In addition, the respondent's final grade has a mean of 91.39 with standard deviation of 4.52. In terms of the performance of the third year BSMT students in the situational analysis test, the mean score of the respondents in the situational analysis test is 24.10 with the standard deviation of 4.86. The computed Pearson  $r$  between the theoretical grade and laboratory grades of the student is 0.63 with a  $p$ -value of 0.00. This means that there is a significant positive relationship between theoretical and laboratory grades of the respondents. Finally, the study found out that the course performance has a significant positive relationship to the situational analysis test of the respondents where the computed Pearson  $r$  is 0.536 with a  $p$ -value 0.00.

*Keywords: Course performance; situational analysis; collision regulation*

## **EXTENT OF RACIAL DISCRIMINATION, DEGREE OF CONFLICT, AND COPING STRATEGIES OF SELECTED FILIPINO SEAFARERS**

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**Abstract:** There are many factors why people are discriminated. However, most of the bases were race, ethnicity, physical features, and communication; and these are commonly experienced in various settings such as schools, workplaces, social gatherings among others. If these settings are vulnerable to discriminatory situations, the researchers believe that it can also happen to seafarers who were on board a ship. Hence, the researchers investigated the extent of racial discrimination, degree of conflict, and the coping strategies of selected Filipino seafarers. Specifically, the study determined relative profiles of the respondents; the extent of racial discrimination they experienced; the degree of conflict they have encountered; the relationship between racial discrimination and degree of conflict they have experienced; the significant difference in the racial discrimination they experienced; and the coping strategies they applied in countering the discrimination and conflicts they experienced.

Using descriptive survey as method in gathering data, the researchers employed 100 Filipino seafarers who have boarded an international vessel for at least 1 year. Convenience sampling was used in choosing the respondents who were taken in Kalaw Avenue, Manila. A researcher-made questionnaire, framed after the theories and literatures reflected in the study was used. Frequency, percentage, weighted mean, analysis of variance and Pearson product-moment correlation were also used to treat the data of the study.

Finally, the study was conducted from June 2016 to October 2016. Based on the result of the study, majority of the respondents are from Luzon (34%) and Visayas (28%), between 21 to 50 years old (89%), Roman Catholic (89%), married (61%), boarded bulk carrier (40%), and general cargo (32%) vessels, have vessel experience from 1 to 20 years (90%), and have Filipino (27%), Russian (26%), and Dutch (19%), and Greek (17%) senior officers. It was revealed that the respondents “almost never experienced” the racial discrimination indicators (AWM=1.92). Likewise, the respondents did not experience conflicts arising from the discrimination onboard (AWM=2.30). However, traces of arguments brought by discrimination were revealed due to a borderline mean of 2.50 which is near to an “agree” interpretation. With this scenario, the respondents therefore “sometimes” applied the various coping strategies outlined in the study (AWM=3.47). A significant relationship between racial discrimination and degree of conflicts was revealed. However, only the age and religion have revealed significant difference in the racial discrimination experienced by the respondents. Though few traces of discrimination experienced on board by Filipino seafarer was revealed, it is still recommended that Filipino seafarers apply understanding and good camaraderie to foreign crews to avoid future conflicts. Further study on seafarer’s culture and behaviour can also be undertaken to promote unity on board.

*Keywords: Racial discrimination; coping strategies; Filipino seafarers*

## **PROBING THE INTERNATIONAL OPERATIONAL STATUS OF BULK CARRIER VESSELS AS PERCEIVED BY SELECTED INTERNATIONAL MANNING AGENCIES OF THE PHILIPPINES**

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**Abstract:** International bulk carrier vessel is one of the fleets where Filipino seafarers have manned for decades. Hence, this has brought a number of employments to this one great labor force of the country – the seafarers. However, bulk carriers hit a perfectly imperfect storm in 2015 due to the heavily subsidized industrial activity in China. With this sudden situation, hundreds, if not, thousands of Filipino seafarers have been and will still be displaced. This prompted the researchers to probe the international operational status of bulk carrier vessels within the perspective of selected manning agencies of the Philippines. To operate the probe, the study posited on the following objectives: the manning agencies' view and prevailing factors in the international operational status of bulk carrier vessels; and the measures they took to maintain the demand of bulk carrier vessels.

Using descriptive – qualitative design, the researchers outsourced one key person from each of the 5 selected manning agencies in the City of Manila. An unstructured questionnaire, constructed via data triangulation, was used to gather the views of the respondents, Notation and simple phone audio recorder were used to document the interview proceeding which was done during the month of September 2016. Based on the results of the study, Majority of the key resource persons were aged 50 and above (60%), have 16 to 30 years of vessel experience (60%), have been holding their present manning agency position for 4 to 6 years (60%) and have boarded between 20 to more than 50 vessels (80%) during their seafaring career.

The respondents view a very “tight competition” in getting bulk carrier vessel principals who are mostly from Europe, Greece, and Japan. Hence, they do various strategies to attract principals such as optimizing and maximizing resources, having their own training center, and being honest with principal clients. With the above strategies, they expect to be stable and acquire more bulk carrier vessels in the next 5 years. On the other hand, respondents are unanimous in claiming that “economy” is one big factor that affects the operational status of bulk carrier vessels. Specifically, the low trading of raw materials worldwide has actually affected the demand for bulk carrier vessels as inter – region transport. Hence, some principals pulled-out their contracts.

*Keywords: International operational status of bulk carrier; manning agencies*

## **LIFE AFTER SEAFARING: TRACING THE STATUS OF SELECTED SEAFARERS**

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**Abstract:** This study seeks to determine the status of selected seafarers after their seafaring career, specifically on their health status, familial status and financial status. The respondents of the study are 5 selected retired seafarers namely, Chief Engineer Ernesto Dela Cruz, Chief Mate Rufo Gene Dolar, Able Bodied Seaman Gilbert Araña, Chief Cook Redentor Quinto and Capt. Ferdinand Nido. The research design of the study is Descriptive-qualitative method. The study made use of purposive sampling to determine the samples of the study. Qualitative data were used to determine the status of selected seafarer after their seafaring career. A self-made qualitative type of interview questionnaire was used to determine the profile of the respondents, the status of selected seafarers in terms of Health, Familial and Financial.

As for the Health Status, majority of the respondents has undergone Pre-Employment Medical Examination or PEME before going on board vessel. They rate their health condition 8 out of 10. In their Familial Status, specifically the Marital Status, most of the respondents has been married at their early 20's and has their own family. For the relationship, misunderstanding is always there which in fact serves as the thing that makes their relationship strong and firm. While as for their Parent – child relationship, the majority of the respondents have a good relationship with their children, the remaining respondent doesn't have a child. Most of the respondents' children graduated from college and are already working as professionals. As for the financial status, all of the respondents invested house and lot in preparation of their future. All of them have accumulated enough savings for themselves and their families.

Based on the findings, the following are concluded: retired seafarers who successfully invested money have a good health condition and good relationship with their family and wife. It is recommended that the seafarers, and maritime students to have their medical, family and financial planning while the manning agencies and other governing body related to maritime like OWWA (Overseas Workers Welfare Administration) to encourage and provide beneficiaries for the seafarers. Being physically healthy, financially stable and investing at the early age is the key to a successful seafaring career.

*Keywords: Seafaring; Seafarers; health status, familial status, financial status*

## **EMOTIONAL INTELLIGENCE, INTELLIGENCE QUOTIENT AND ACADEMIC PERFORMANCE OF THIRD YEAR BSMT STUDENTS OF AIMS**

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**Abstract:** This study sought to determine the assessment of Emotional Intelligence, Intelligence Quotient and Academic Performance of BSMT 3<sup>rd</sup> Year students of Asian Institute of Maritime Studies at Pasay City. A quantitative study was utilized in order to attain the objective of the study with the use of the standardized tests for assessment of Emotional Intelligence and Intelligence Quotient. Academic Performance of the students was determined using their grade point average in the previous semester which was obtained from the Registrar's Office.

There were twenty (20) students coming from each section: MT 32- Alpha, Bravo and Charlie-one for a total of sixty (60) respondents. Most of them are male and two of them are female.

Based on the results of the study, most of respondents have positive perception of their emotions, can manage their own emotions well enough, recognizes and understands other people's emotions and can utilize their emotions effectively. All of these Emotional Intelligence assessment were rated with an average not exceeding below 3.6 with the verbal interpretation "somewhat agree." The results of the IQ test are average; 12 got a score of high average while 48 under the category low average. Most of the respondents got an average Academic Performance with a mean of 83.46.

Finally, the researchers concluded that there is no significant relationship between Emotional Intelligence and Intelligence Quotient as well as Emotional Intelligence and Academic Performance. However, there is a positive significant relationship between Intelligence Quotient and the Academic Performance of the selected students in this study.

*Keywords: Emotional Intelligence; Intelligence Quotient and Academic Performance*

## **FACTORS LEADING TO EARLY RETIREMENT OF SELECTED FILIPINO SEAFARERS ON BOARD: ITS ADVANTAGES AND DISADVANTAGES**

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**Abstract:** The study focused on the different factors that lead to the early retirement of the Filipino Seafarers, its advantages and disadvantages. The study will serve as a reference for the seafarers who want to conduct further study on the factors that lead to early retirement of Filipino seafarers.

This quantitative study utilized the descriptive method specifically the survey type. Researchers gathered data from a sample size of at least forty (40) seafarers based in Metro Manila who retired early. For the convenience of the researchers, quota sampling was utilized. Self-made survey questionnaire was developed by the researchers using a Likert Scale with the help of the grammarian, research expert and a Chief mate or validation.

Based on the conducted survey, the following are the factors considered by the seafarers that could lead to early retirement arranged from the highest mean to the lowest mean: 1) Away from the family, 2) Putting Up family business, 3) Health Issues, 4) Work condition, and 5) Employed into other jobs. The following were considered to be the advantages of early retirement on board: (1) In terms of health advantages, sample seafarers agreed it is very true that heavy physical work is no longer experienced upon early retirement (2) benefits gained by the family for the new career are commendable; (3) In terms of leisure time, it is true that vacation during regular and special holidays could be experienced; and finally (4) Starting up a family business can be done in lieu of work in the maritime industry.

On the other hand, seafarers believe that it is true that they get smaller compensation when they retire early compared when working on board as a disadvantage.

Finally, there is a high correlation between disadvantages and advantages and the correlation is significant. At the same time, there is no significant difference on the mean responses of the seafarers on factors leading to early retirement when grouped according to department, position and years in service.

*Keywords: Early retirement; Filipino seafarers*

## **RELEVANCY OF SHIPYARD VISITATION TOWARDS THE RETENTION OF BSNAME STUDENTS AT ASIAN INSTITUTE OF MARITIME STUDIES**

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**Abstract:** This study examines the relevancy of conducting Shipyard visitation towards the retention of BSNAME students at Asian Institute of Maritime Studies. Different factors to be considered in visiting Shipyard were assessed in terms of personnel, management, rules and regulation, safety precaution, affiliations and infrastructures. To clearly assess the importance of Shipyard visitation, this study investigates its perceived importance in terms of Objective of the Course, Student Interest and Shipyard Company.

The study employed 30 enrolled BSNAME students of Asian Institute of Maritime Studies as respondents. Descriptive survey method was utilized using self-made questionnaires to gather data. Percentage was employed for the profile of the respondents; weighted mean using Five Point Likert scale to determine the different factors to be considered in visiting Shipyard and the perceived importance of Shipyard visitation; Analysis of Variance is applied to investigate if there was a significance difference in the perceived importance of Shipyard visitation when respondents were grouped according to their demographic profile towards the retention of BSNAME students at Asian Institute of Maritime Studies.

The study revealed that most of the enrolled BSNAME students of Asian Institute of Maritime Studies are 1<sup>st</sup> year, 2<sup>nd</sup> year and 3<sup>rd</sup> year Level (26.67%). Most of the respondents are Male (53.33%) and majority of them was 1<sup>st</sup> timer (80%) in visiting Shipyard.

Enrolled BSNAME students of Asian Institute of Maritime Studies revealed that generally, they strongly agreed that Personnel (4.92), Management: Rules and Regulations, Safety Precautions and Affiliations (4.58) and Infrastructures (4.53) are the different factors that should be consider in visiting a Shipyard. On the other hand, AIMS BSNAME students perceived the importance of Shipyard visitation extremely important in terms of Objective of the Course (4.71), Student's Interest (4.59) and Shipyard Company (4.53).

Lastly it was found out that there was no significant difference between the perceived importance of Shipyard visitation in terms of Objective of the Course, Student's Interest & Shipyard Company and demographic profile of the respondents. This indicates that the respondents do not differ significantly on their perception of the importance of shipyard visitation to the retention of BSNAME students at Asian Institute of Maritime Studies.

*Keywords: Shipyard; Retention; BS NAME; Visitation; Relevancy*

## **PRESENT STATUS OF SELECTED SEAFARERS IN METRO MANILA IN THE CONTEXT OF FAMILY AND CAREER**

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**Abstract:** Seafaring is rewarding but high-risk profession. However, Filipinos are still willing to take this risk for their family or career. It always includes sacrifices such as being away from your loved ones, risk prone career, and many more. This study seeks to identify the family status of Filipino seafarers based on communication, health condition, quality time and their family relationship; and also, their career status based on their general working condition, pay and promotion, work relationship, and use of skills and abilities. Knowing these factors will help new and upcoming seafarers as well as existing seafarers be more inspired to pursue greatness and success in seafaring and help them establish a good family and career status as seafarers. Finally, this study will help students, specifically in Asian Institute of Maritime Studies to have a good vision of what they are pursuing and how it can affect them as future seafarers.

Almost all of the respondent seafarers are male. More than one third of the respondents is 36 years old and above, while more than half are 35 years and below. More than one third of the respondents are in the industry for 16 years, while more than half are below 15 years in the industry. More than half of the respondent seafarers are officers and less than half are ratings. Nearly half of the respondent seafarers are earning P101, 000 and above per month, while less than one third have a salary of P50, 000 and below.

The respondent seafarers strongly agree that they have a good family status which got a weighted mean of 4.65, while they agree that they have a good career status which has a weighted mean of 3.75. It was revealed through Pearson chi-square test with a value of 388.521, degrees of freedom of 4 and p-value of 0.000 that there was a significant relationship between family status and career status. Hence, the null hypothesis is rejected.

*Keywords: Filipino Seafarers; Family Status; Career Status*

## **ADEQUACY OF BASIC TRAININGS PROVIDED BY ASIAN INSTITUTE OF MARITIME STUDIES AS PERCEIVED BY BSMT ALUMNI**

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**Abstract:** The study sought to determine the perception of BSMT AIMS Alumni on the Adequacy of trainings offered by AIMS. The results of the study will give a new perspective for the aims marine transportation alumni on how adequate the level of basic trainings provided by AIMS when they take the training.

In order to gather data, descriptive-survey type was utilized in this study. Forty Alumni seafarers of Asian Institute of Maritime studies from S.Y. 2012-2015 who already experienced on boarding were considered to be the respondents. The instrument used in this study was developed by the researcher themselves, following the outline and content of the basic training using Likert Scale format.

In terms of the training offered by AIMS, the average weighted mean of “Ship Security Awareness Training and Seafarers with Designated Security Duties (SAT/SDSD)” is 3.85 with verbal interpretation “Very Adequate, while Basic Training Course got 3.82 (95.5%) and meets Very Adequate and finally, Proficiency in Survival Craft and Rescue Boat (PSCRB) got 3.46 (86.5%) and rated as adequate.

In terms of the trainings required by MARINA, the Average Weighted Mean of the Marine Pollution (MARPOL) is 3.46 which is rated as Adequate while Medical First Aid (MEFA) of mean 3.08 meets the average level of Adequate and lastly Advanced Fire Firefighting got 3.72 and meets the average level of Very Adequate.

There is no significant difference on the level of Adequacy of Basic Training Provided by AIMS as Perceived by AIMS Alumni when grouped according to year graduated in AIMS. Finally, there is a moderately high relationship between the trainings provided by AIMS and mandated by MARINA. The relationship between the trainings provided by AIMS and mandated by MARINA is significant

*Keywords: Adequacy; Marine Transportation Alumni; Basic Training; AIMS*

## **TEACHING STRATEGIES OF MARINE ENGINEERING LABORATORY INSTRUCTORS OF AIMS AS PERCEIVED BY THEMSELVES AND BY THEIR RESPECTIVE STUDENTS**

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**Abstract:** This study is all about knowing the effectiveness of the teaching strategies of the Marine Engineering Laboratory Instructors of Asian Institute of Maritime Studies (AIMS) and its effects to the academic achievement and performance of their respective students through the use of conducting a survey. A survey questionnaire was used in assessing the effectiveness of the teaching strategies of the Marine Engineering Instructors of AIMS. In assessing the effectiveness of the Marine Engineering Instructors' teaching strategies, the perception of the Marine Engineering Instructors themselves was sought and also the perception of their respective students was also sought. This study was done in order for the school to have a concrete basis of Maritime Instructors efficiency and effectiveness and give them more trainings or seminars to improve their teaching performance. For the Maritime Instructors, to know their weaknesses and strength to perform as educators, for the students, to enhance their awareness and understanding of their teachers' performance. It was found that majority of the respondents-instructors were male comprised 80% (4) of the respondents and one female comprised 20% (1) of the respondents. In the student-respondent, majority of them were male comprised 99.34% (150) of the respondents and one female comprised .66% (1) of the respondents. The instructor-respondent perceived themselves mostly as experts, use formal authority, and personal models. Respondent-students in general perceived that mostly, their instructors are experts, use formal authority and are personal models. The mean academic performance of the student-respondents is 84.11 with a standard deviation of 2.91. The t-test revealed that there is a significant difference in the teaching strategies of the instructors as perceived by the students and the instructors themselves. The significance of the findings is that both sides (the instructors and the respective students) will be aware of the differences of how they see the teaching strategies used by the instructors. Instructors will have the idea of what is needed to be change in their teaching strategies and what must be kept or what must remain in their teaching strategies in order for them to remain effective as lecturers and educators. Both sides will be able to adjust to each other and have the appropriate actions to become better lecturer and learner and to become more successful in their academic lives and careers.

*Keywords: Teaching strategies, MarE laboratory instructors*