

A Study on the Safety at Sea for Boat Captains and Motormen in Region VI: Modified Basic Safety Course with Typhoon Awareness

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ABSTRACT: Safety of crew, passengers, cargo and vessel is the most important aspect in terms of navigation. Boat Captain's is responsible for the safety of vessel of less than 35GRT. The primary reason while MARINA conducting the MBSTC Training with Typhoon Awareness together with the ISCOF to be sure that they are enough knowledge in terms of safety at sea. Life is a very important to all of us that's why the boat Captain must be aware about the safety of his crew, passengers, cargo and vessel. When disaster and emergency happen onboard you must know what to do. Based on this premise, the objective of this study is to train the Boat Captain and Motormen in Medical First Aid, Advanced Fire Fighting, Personal Survival Techniques and Collision Regulations. The study employed qualitative research using purposive sampling to gather the opinions and ideas of the respondents.

1 INTRODUCTION

Since the earliest times, the sea has always been synonymous with insecurity for those who venture on to it. He that would sail without danger must never come on the main sea, as the proverb puts it. This endemic absence of safety probably explains why early maritime trade was mainly the preserve of adventurers. The sea was associated with the idea of chance or fate a concept still to be found in expressions such as "maritime perils".

The history of navigation since ancient times shows that the needs of safety came only gradually to the fore, in the wake of accidents and disasters, bringing about huge changes in the individual and collective behaviour of those engaged in maritime activities, who clung to ancient practices and habits.

Thousands of Mainers went to sea in the nineteenth century. Some were fishermen, responsible for handling their craft as well as bringing home a

good catch. Others sailed between Maine ports and eastern cities carrying lumber, lime or granite. Still others ventured further, taking lumber, and salt fish to the West Indies and bringing back molasses and rum. Mariners from Maine shipped in the Atlantic Ocean trades, sailing on packets or other ships to England, France, the Baltic, and the Mediterranean.

Shipping was a business, just as it is now, and merchant vessels carried both goods and passengers. Life on board ship lacked most of the amenities found ashore or on vessels today. Seafaring could be beautiful, but there were often cold storms or periods of intense heat with no wind. A voyage from New York to China in 1880 took at least a year and more likely two. Before electronic links, communication with home depended on ships exchanging letters in ports around the world. Maine captains sometimes took their families along on voyages. Although this life had many hardships, it offered a chance to learn about other cultures and to have many unique

experiences. Joanna and Lincoln Colcord were two children from Seasport who were born at sea and spent much of their childhood aboard their father's vessels. Joanna later called her brother and herself "children of the world."

2 MATERIALS AND METHOD

The study used qualitative research design. The qualitative approach was chosen because it is believed to be appropriate in achieving the objective of the study (Strauss and Corbin, 2008). The study followed an in depth interview approach followed by focus group discussion. The authors conducted an in depth interviews with 4 groups in every areas. The interviews were conducted in accordance with the "problem –centered interview. Open-ended questions were asked allowing the narrators to give their subjective view on their experiences in maneuvering the ship. Most of the questions were open ended in consonance with the view that in depth response can be solicited and an open flow of information was gathered.

Focus group discussions were employed with the use of both semi structured and open ended questions primarily to allow the respondents to express themselves openly. The respondents were explained on the purpose of the study, why the study is conducted with the assurance that their responses were kept confidential.

3 RESULTS AND DISCUSSIONS

The study aimed to know the safety of Boat Captain's and Motormen in Region V1. It also assessed the experiences of the Boat Captain's and Motormen in maneuvering and handling the ship in terms of bad weather. The response for each question and its findings are presented in the succeeding table.

3.1 Research question 1: What are the types of boat's maneuvered by the boat captain's?

Table 1.

Area Boracay Island Malay, Aklan	73 Respondents	%
Passenger	35	48%
Island Hopping	18	25%
Fishing	11	15%
Paraseal	9	12%
Total	73	100%

Table 2.

Area Guimaras Province	75 Participants	%
Passenger	45	60%
Island Hopping	10	13%
Fishing	20	27%
Total	75	100%

Table 3.

Area Estancia	63 Participants	%
Passenger	20	32%
Island Hopping	3	5%
Fishing	40	63%
Total	63	100%

Table 4.

Area Roxas City Capiz	23 Participants	%
Passenger	6	26%
Fishing	17	74%
Total	23	100%

3.2 Research question 2: What are the most common types of accidents/incidents met onboard?

Table 5.

Area Boracay Island Malay, Aklan	73 Participants	%
Engine Trouble	25	34%
Submerge	10	14%
Capsize	10	14%
Damage	28	38%
Total	73	100%

Table 6.

Area Guimaras Island	75 Participants	%
Engine Trouble	30	40%
Submerge	12	16%
Capsize	8	11%
Damage	25	33%
Total	75	100%

Table 7.

Area Estancia	63 Participants	%
Engine Trouble	20	31%
Submerge	10	16%
Capsize	8	13%
Damage	25	40%
Total	63	100%

Table 8.

Area Roxas City Capiz	23 Participants	%
Engine Trouble	8	35%
Submerge	3	13%
Capsize	2	9%
Damage	10	43%
Total	23	100%

3.3 Research question 3: How did boat captains learn to operate boats?

Table 9.

Area Boracay Island Malay, Aklan	73 Participants	%
From observation and experience	35	48%
From captain	25	34%
From Parents	13	18%
Total	73	100%

Table 10.

Area Guimaras Island	75 participants	%
From observation and experince	30	40%
From Captain	20	40%
From Parents	15	20%
Total	75	100%

Table 11.

Area Estancia	63 Participants	%
From observation and experince	25	40%
From Captain	23	36%
From Parents	15	24%
Total	63	100%

Table 12.

Area Roxas City Capiz	23 participants	%
From Observation and Experience ¹¹		49%
From Captain	9	38%
From Parents	3	13%
Total	23	100%

3.4 *Research question 4: Does boat inspection for safety operation is conducted? If Yes, Who conducted the inspection?*

Table 13.

Area Boracay Island Malay, Aklan	73 Participants	%
MARINA	30	41%
Philippine Coastguard	30	41%
BFAR	13	18%
Total	73	100%

Table 14.

Area Guimaras Province	75 Participants	%
MARINA	25	33%
Philippine Coastguard	30	40%
BFAR	18	24%
Total	75	100%

Table 15.

Area Estancia	63 participants	%
MARINA	30	48%
Philippine Coastguard	20	32%
BFAR	13	20%
Total	63	100%

Table 16.

Area Roxas City Capiz	23 participants	%
MARINA	12	52%
Philippine Coastguard	8	35%
BFAR	3	13%
Total	23	100%

3.5 *Research question 5: How do boat captains know/determine if the weather conditions is safe and unsafe for boat operation?*

Table 17.

Area Boracay Island Malay, Aklan	73 Participants	%
Weather Forecast	30	41%
Philippine Coastguard	25	34%
Owners of the boat	18	25%
Total	73	100%

Table 18.

Area Guimaras Province	75 Participants	%
Weather Forecast	35	47%
Philippine Coastguard	25	33%
Owners	15	20%
Total	75	100%

Table 19.

Area Estancia	Participants	%
Weather Forecast	25	40%
Philippine Coastguard	20	32%
Owners	18	28%
Total	63	100%

Table 20.

Area Roxas City Capiz	23 participants	%
Weather Forecast	8	35%
Philippine Coastguard	8	35%
Owners	7	30%
Total	23	100%

3.6 *Research question 6: What is the label of aware of the policies and regulations on safety of life at sea implemented by the identified government agencies? What are the types of equipment/personal protective equipment is available onboard?*

Table 21.

Boracay Island Malay, Aklan	73 participants	%
MARINA	35	48%
Philippine Coastguard	25	34%
BFAR	13	18%
Total	73	100%

Table 22.

Area Guimaras Province	75 participants	%
MARINA	35	47%
Philippine Coastguard	27	36%
BFAR	13	17%
Total	75	100%

Table 23.

Area Estancia	63 participants	%
MARINA	30	48%
Philippine Coastguard	23	36%
BFAR	10	16%
Total	63	100%

Table 24.

Area Roxas City Capiz	23 Participants	%
MARINA	9	39%
Philippine Coastguard	9	39%
BFAR	5	22%
Total	23	100%

3.7 *Research question 7: What are the types of equipment/personal protective equipment is available onboard?*

Table 25.

Area Boracay Island Malay, Aklan	73 Participants	%
Lifejacket	15	21%
Compass	18	25%
GPS	5	7%
Fire Extinguisher	8	11%
VHF	6	8%
Signaling Device (flashlight)	8	11%
Anchor	13	17%
Total	73	100%

Table 26.

Area Guimaras Province	75 Participants	%
Lifejacket	15	20%
Compass	15	20%
GPS	7	9%
Fire Extinguisher	10	13%
VHF	5	7%
Signaling Device (flashlight)	8	11%
Anchor	15	20%
Total	75	100%

Table 27.

Estancia	63 Participants	%
Lifejacket	13	21%
Compass	15	24%
GPS	5	8%
Fire Extinguisher	10	16%
VHF	5	8%
Signaling Device (flashlight)	5	8%
Anchor	10	15%
Total	63	100%

Table 28.

Area Roxas City Capiz	23 Participants	%
Lifejacket	5	22%
Compass	5	22%
GPS	1	4%
Fire Extinguisher	3	13%
VHF	1	4%
Signaling Device (flashlight)	3	13%
Anchor	5	22%
Total	23	100%

3.8 Research question 8: Who are the primary MBSTC training providers?

Table 29.

Area Boracay Island Malay, Aklan	73 Participants	%
MARINA	30	41%
ISCOF	20	27%
JBLFMU	15	21%
VMA	8	11%
Total	73	100%

Table 30.

Area Guimaras Province	75 Participants	%
MARINA	35	47%
ISCOF	30	40%
JBLFMU	7	9%
VMA	3	4%
Total	75	100%

Table 31.

Area Estancia	63 Participants	%
MARINA	30	48%
ISCOF	20	32%
JBLFMU	10	16%
VMA	3	4%
Total	63	100%

Table 32.

Area Roxas City Capiz	23 Participants	%
MARINA	9	39%
ISCOF	9	39%
JBLFMU	3	13%
VMA	2	9%
Total	23	100%

3.9 Research question 9: What are the personal benefits provided/given for boat Captain's and Motormen?

Table 33.

Area Boracay Island Malay, Aklan	73 Participants	%
SSS	40	55%
PHILHEALTH	23	32%
INSURANCE	10	13%
Total	73	100%

Table 34.

Area Guimaras Province	75 Participants	%
SSS	40	53%
PHILHEALTH	25	33%
INSURANCE	11	14%
Total	75	100%

Table 35.

Area Estancia	63 Participants	%
SSS	25	40%
PHILHEALTH	25	40%
INSURANCE	13	20%
Total	63	100%

Table 36.

Area Roxas City Capiz	23 Participants	%
SSS	11	48%
PHILHEALTH	10	43%
INSURANCE	2	9%
Total	23	100%

4 CONCLUSION

1. The type of boats most operated in the 4 areas in Region V1 are the Passenger next is fishing vessel and to be followed by the Island Hopping and Paraseal.
2. The most common types of accident/incidents happen onboard in different areas in Port of Region V1 is Engine Trouble next submerge, damage and capsize.
3. Most participant learned how to operate boats by their own experience and observation and from the Captain and to their parents who teach them.
4. Marina and Coastguard was conducted an inspection to every vessel operated in the 4 areas in Ports of Region V1.
5. By listening to the weather forecast and the advice of the Philippine Coastguard and also the owner of the boats the captain can decide if it is safe to operate.
6. Some Boat Captains and Motormen are aware on the policy and regulations that the MARINA, BFAR and Coastguard was implemented and some of them also is not aware.

7. Some boats are equipped with safety equipment and personal protective equipment while other boats is only 2 to 3 safety equipment they have onboard.
8. The MARINA AND ISCOF is the primary provider of MBSTC Training for Boat Captain's and Motormen in Iloilo City and they are interested on this training it is an additional to their knowledge about their safety at sea.
9. Some Boat Captain's and Motormen had a benefits in their company while other doesn't.

5 RECOMMENDATIONS

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

1. The Philippine Coastguard will be trick to implement the policy and regulations that the MARINA and BFAR required to the Boats of less than 35GRT.
2. The Boat Owners must comply the safety equipment and personal protection equipment

onboard to protect the safety of crew, passengers, cargo and boat.

3. All boat owners must give all benefits to their crew onboard for their safety and must secured in the company.

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