A STUDY ON SOCIO - ECONOMIC CONDITIONS OF SEAFARER LIFE STYLE IN LIONS TOWN AREA OF THOOTHUKUDI DISTRICT

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ABSTRACT

Using the Culture-Work-Health model, this paper investigates the factors influencing the quality of life of seafarers. This self-administered questionnaire included questions on organizational culture and support, self-efficacy, perceived fatigue, as well as the quality of work life. Organizational culture and self-efficacy were identified as factors affecting the quality of work life, while organizational support was found to have an indirect effect through self-efficacy and perceived fatigue. The final model accounts for63.1% of the variance in seafarers‟ quality of life. As such, this study shows that self-efficacy is important for the quality of life of seafarers, having both direct and indirect effects. Moreover, organizational support may prove to be the primary intervention point for relieving perceived fatigue and enhancing self-efficacy, thus improving the quality of work life.

Keywords: Quality of work life, Organizational culture, Organizational support, Self-Efficacy, seafarers, culture-work-health model.

Introduction

An individual's quality of life is directly influenced by their job, which shapes both their economic and health status. Indeed, job-related stress is known to have a negative influence on the health and quality of work life. Seafarers can spend more than six months on board a ship once leaving port. They are typically exposed to a poor working environment-with high noise levels due to the ship's onboard operations-while having to cope with physiological changes resulting from a three-shift work schedule. Meanwhile, the diverse and rapid changes to the natural environment while at sea make it difficult to maintain physical homeostasis. Seafarers thus endure a highly stressful work environment and a significant degree of fatigue

relative to other areas of employment. The accumulated stress and fatigue have a direct negative effect on seafarers‟ health that may threaten both their own safety and that of their colleagues, and lead to operational accidents.

These issues are compounded by the current conditions in the shipping industry. On board cultural clashes occur frequently, because of the multinational workforce. Moreover, as a result of the reinforcement of the International Convention and the depression in the shipping economy, there is a lack of skilled workers, which only exacerbates job-related stress and fatigue among seafarers responsible for onboard operations, negatively impacting physical and mental health. In many cases, seafarers find themselves unable to alleviate their stress through positive means, often resorting to alcohol or cigarettes, and sometimes leading to addiction of these substances. As a result of this particular working environment, seafarers tend to feel more deprived relative to those in other occupations.

Seafarers' social life on boardship

The ship for a seafarer is both his work and homeplace for the period of his occupational activity. Maritime vocation is not just a job; it is away of life. From the moment of leaving the home-town the seafarer lives in a closed society with behavioral norms and social values different from those of the outside world. These a farer experiences variable weather and climatic conditions, has a home that is a noisy metal body which vibrates and often is not a fixed base but one that is moved and tossed about by sudden movements. Ships are an extreme example of a structure that is isolated from the rest of the world.

Living condition accommodation and nutrition

In many places of the world there are ship owners who cut costs and lower safety, living and working conditions. They are still able to operate with relative impunity. They sail under flags belonging to FOC or developing countries. Most of these vessels have a poor track record and it is invariably the crews who suffer. These conditions would not exist if the flag states verified the conditions of the ship, or if they verified the financial status of the companies.

Objectives of the study

- To study the working conditions of seafarer.

- To study the safety precautions of the seafarer while on the ship

Review of Literature

Nguyen et al., (2015) state that there have been many studies examining the impacts of various factors on employee performance, very few examine more than three factors at one-time. Moreover, none study on seafarers "workplace performance is investigated in the Tanzanian perspective. Thus, this study fills in the identified gap in the literature.

Terrientes et al., (2015). Propose an ELECTRE-III method for ranking set of Alternatives

Evaluated using multiple and conflicting criteria that are organized in a hierarchical structure.

Othman et al., (2015) apply TOPSIS method to rank the root causes for distractions andthe affected areas for three groups of Malaysian seafarers, Senior deck cadets, Senior deckofficers and Junior deckofficers. Park

Methodology

This study makes use of the descriptive survey design respondents in this study were 120, who are working in Lions town area in Thoothukudi district in order to access their socio-economic status. As the researcher herself desires to go personally to ascertain the problems of maid servants through a questionnaire which is specifically prepared for the study to elicit the intervention.

The data collected in the study were both quantitative and qualitative in nature. The data were analyzed using frequency and percentage distribution. Secondary data was collected from literature related the study, books, journals, websites etc. To explore this issue computed a set of stable matches that would be predicted to arise from the observed in the set of information collected**.**

Research Design

Descriptive research design is being adapted in this study.

Area of study

Survey is conducted at Thoothukudi district. Primary data is collected through questionnaire containing open added and close ended questions.

Sample size

The sample size of 120 respondents was selected in Thoothukudi district for this study.

Types of sampling

Convenience sampling and random sampling is adapted for this study.

Primary Data:

To collecting primary data, Questionnaire has been distributed to the sample respondents to get information regarding the case study.

Secondary Data

The secondary data also collected from various Journals, Books, Newspaper, etc.

Scope of the study

Seaman are responsible for the smooth operation of the majority of occurrences onboard, living condition have improved over the years, but still cabins are functional rather than spacious & vary on quality and comfort.

Seafarer face long working hour, long contracts and whilst they are entitled to their own nationality food.

Need for the study

The growing automation of component system onboard is expected to bring about a rise in automation and smart ship in the future.

Limitation of the study

- This study is applicable only to the field of seafaring and not to other sector.
- The quality of the results depends heavily on the quality of the data.
- The researcher is unable to cover all the respondents due to time constraints.

Table 1
Marine Educational Qualification of the Respondent

S.No	Educational Qualification	No. of the Respondent	Percentage
1	Marine Engineering	32	27
2	B.Sc., Nautical science	16	13
3	GME	11	9
4	DNS	17	14
5	ETO	15	13
6	GPRatings	9	8
7	OCCP	4	3
8	STCW	6	5
9	Others	10	8
	Total	**120**	**100**

Source: Primary Data

This table shows that marine educational qualification among the respondents27% of the respondents are Marine Engineering, 13% of the respondents are B.sc Nautical Science, 9% of the respondents are GME, about14% of the respondents are DNS, 13% of the respondents are ETO, 8% of the respondents are GP Ratings, 3% of the respondents are OCCP, 5% of the respondents are STCW and 8% of the respondents are others respectively.

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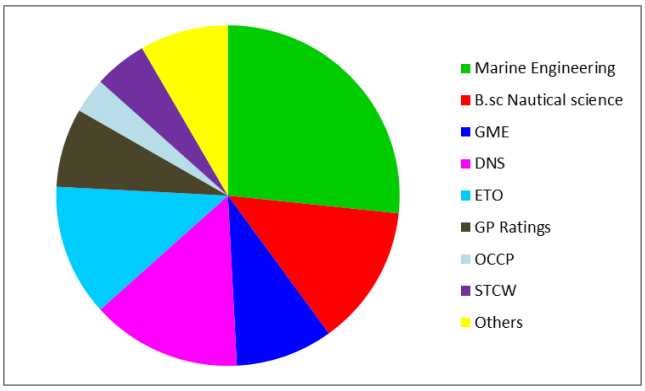

Table 2

Types of Ship work

S.No	Types of ship	No. of the Respondents	Percentage
1.	Cargo ship	65	54
2.	Passenger ship	8	6
3.	Ferries	2	2
4.	Oil Rig	31	26
5.	Supply vessel ship	14	12
	Total	**120**	**100**

Source of data: Primary data

This table shows that types of work among the respondents. Out of 120 respondents 54% of the respondent are working in cargo ship, 6% of the respondents are working in ferries, 26% of the respondents are working in oil rig and 12% of the respondent are working in supply vessel ship respectively.

TYPES OF SHIP

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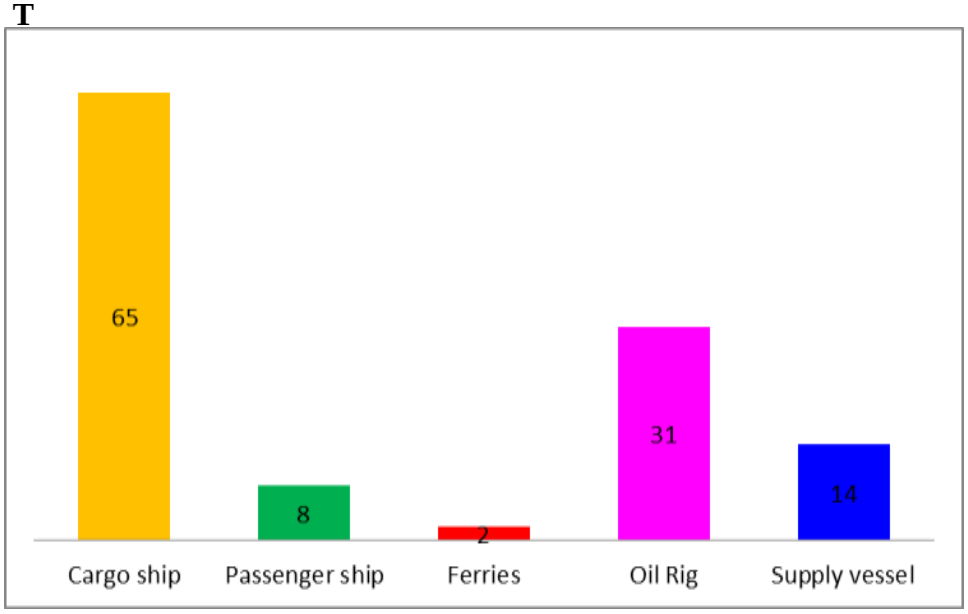


Reason for quit job

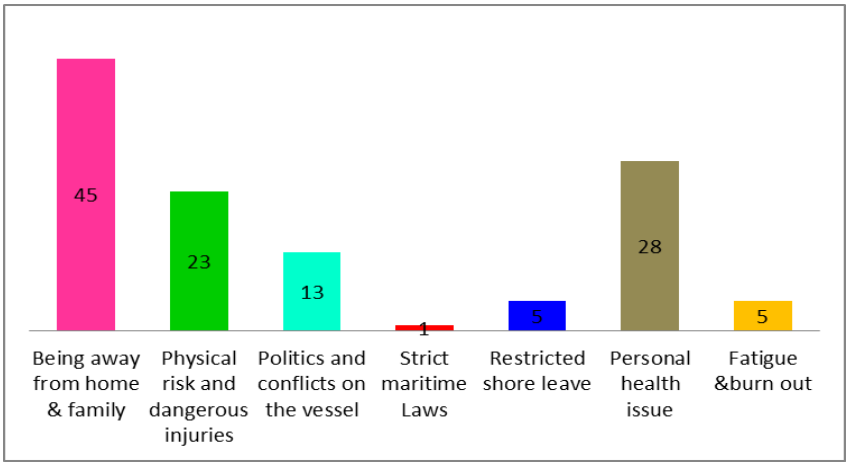
Table 3

S. No	Reason	No. of the Respondents	Percentage
1.	Being away from home & family	45	38
2.	Physical risk and Dangerous injuries	23	19
3.	Politics and conflicts On the vessel	13	11
4.	Strict maritime Laws	1	1
5.	Restricted shore leave	5	4
6.	Personal health issue	28	23
7.	Fatigue & burnout	5	4
	Total	**120**	**100**

Source: Primary Data

The above table levels that 38% of the respondent quit their job because of being away from home & family, 19%of the respondents due to physical risk and dangerous injuries, 11% of the respondent politics and conflicts on the vessel ,1% of the respondent strict maritime laws, above 4% of the respondent restricted shore leave, 23% of the respondent personal health issues and 4% of the respondent fatigue & burn out respectively.

REASON FOR QUIT THEIR JOB



FINDING, SUGGESTION AND CONCLUSIONS

Finding

- 32% of the respondents are qualified in marine education.
- 54% of the respondents working in cargo ship.
- Quit their jobs due to 58% of the respondents.

Suggestion

- New regulations have seen ship owners and operators increasingly explore the use of alternative fuels and deploy new energy-saving technologies on board.
- In addition, the growing automation of components and systems on board is expected to bring about a rise in autonomous and smart ships in the future.
- The instrumental motivation to work comes from the level of wage and fringe benefits, job security and regularity of remuneration, working conditions and time for rest, opportunities for in the job training, professional development and promotions.

Conclusion

Seafarer is the backbone of the shipping industry, responsible for transporting goods, resources, and people across the world. They are away from their families and friends for long periods, working under difficult and dangerous conditions. Good mental health is a state of wellbeing that allows individuals to cope with the normal stresses of life and function productivity. Seaman is responsible for the smooth operation of the majority of occurrences above deck. The growing automation of components and systems on board is expected to bring about arise in autonomous and smart ships in the future. Achieving a balance between work and personal life.

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