

Lifelong learning in der maritimen Wirtschaft -Anforderungen ,Umsetzungsszenarien, Erfolgsperspektiven aus Sicht der Mitarbeiter.

Hereby a short extract from my presentation held on 3rd of September 2010 at Bremen, by capt. Leo J.H.Geenevasen,former master by Seatrade Groningen(NL),member of the NVKK(Netherlands Association of Masters Mariners),also parttime assessor on STC-Rotterdam

It is just a fact, that only 10% of the students, starting with a maritime study, finally reach the position of master or chief engineer, the other 90 % quit their career as a mariner

and will find a position ashore,this was already in the past and it is now also and it will be in the future for whatsoever reasons.

The 10%,what continue,has to follow quite a lot of extra courses during their seacareer,by law(STCW95 –GMDSS) or should follow extra courses due to new technics,applied in the maritime industry.

I thinking than on modern navigation courses, electronic seacharts, operating, claim handling and claim preventing, but also in the field of operation, economics in the maritime industry etc.

For all these, continuous life long learning is necessary and these courses are available and followed.

Furthermore Spliethoff(Amsterdam) a shipping company employes presently 6 new building vessels with a extra student bridge on top of the normal navigation bridge,on which 6 students are sailing for their 5 months practical period.For that reason Spliethoff has their own personnel for training the students,being Masters and Chief engineers,who have got special teaching courses to train and attend them during their seagoing period on board and acting extra on board.

Also the master and Chief engineer have had the same teaching courses, to make the project a succes. On this way, Spliethoff hopes that the students later on are joining the company as mates and engineers,in order to have sufficient personnel now and in the future due to shortage.

For the other 90%, who quit after some time and what for reasons(family life, not the job they expected,other qualities etc)there are a lot of possibilities in a shorefunction.

The original way was to become a pilot(navigation) or a shore based engineer at a power plant(technical department).

We see also people going to the portcontrol operation- VTS trafficcontroller,and also we found people now working as air controller.

For all these positions,you need extra courses to be followed, so life long learning.

We see people employed in shipping companies,either in managing vessels , at the operating and chartering c.q cargohandling(portsurveyors-supercargo,s)

From my own experience,I know that, Seatrade Groningen likes to have people in their higher positions from the fleet as they know how to work in a shipping company, knows the structure and handling via short lines in the management team .

An advantage also is,that people with a seacareer has responsibilities already on a young age for instance and knows to make good decisions ,after inputs and on a short time.

We see people in the top of the managing part of the company as director now, an ex-master and also in the technical department as senior superintendents on a young age.

To have these intakes,it is one of the reasons,students during their practical 10 months at sea at that company,will also working a part of their period on the office,in order to have knowledge of managing and operating that part of the vessels,from the shoreside view.

At the personnel department we see also ex- seafarers in different positions,all after extra additional courses,so again a longlife learning in the maritime wirtschaft.

Also there are changes and possibilities to be employed in the educationfield on the nautical colleges.

All the teachers, given the nautical or technical subjects, are ex-seafarers, who did a lot of longlife learning continously after their seacareer, to be a qualified teacher in a very quick changing field in the maritime industry.  
So their are a lot of opportunities for the seafarers, but to be a master on a seagoing vessel, is still one of the nicest jobs to be executed, according me, as a retired master.

Thank you for your attention