

# IKHTISAS KELAUTAN MALAYSIA (IKMAL)

ASSOCIATION OF MALAYSIA'S  
MARITIME PROFESSIONALS



**IKMAL's  
ROYAL PATRON**

# MALAYSIAN SEAFARERS – PAST, PRESENT & FUTURE

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# INTRODUCTION



MALAYSIAN SEAFARERS – PAST, PRESENT & FUTURE



# INTRODUCTION

*(cont'd)*

- Malaysia (Msia) – a “maritime nation” - long coastlines, separated by South China Sea
- Ancient local Seafarers (SFs) – PIRATES?
- Impetus to develop Msian SFs - began with incorporation of the Malaysia International Shipping Corporation (MISC) Bhd in 1968





# INTRODUCTION

*(cont'd)*



- Records of the Marine Department Malaysia (MarDept) indicated:
- 2013-2018 Number of Officers = **26074**  
*(based on certificates of competency – CoC – issued)*
  - 2006-2018 Number of Ratings = **13654**  
*(holding WatchKeeping Ratings-WKR- certificates)*





# DEFINITION AND CATEGORISATION



**OFFICERS** – Holders of certificates of competency (CoC)



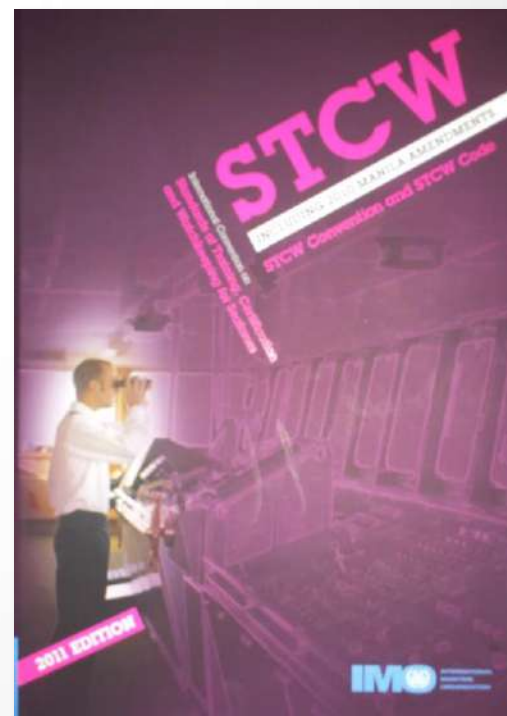
**RATINGS**-Watchkeeping Ratings certificates holders

- **SEAFARERS (SFs)** – Encompass Officers & Ratings (Crew). However, this Presentation will focus only on OFFICERS.



# DEFINITION AND CATEGORISATION (cont'd)

- Categorisation – “**Past; Present & Future**”
- TRAINING Methodology as the criteria differentiating
- International Maritime Organisation’s (IMO) “Standards of Training, Certification and Watchkeeping (STCW) for SFs, 1978” - benchmark

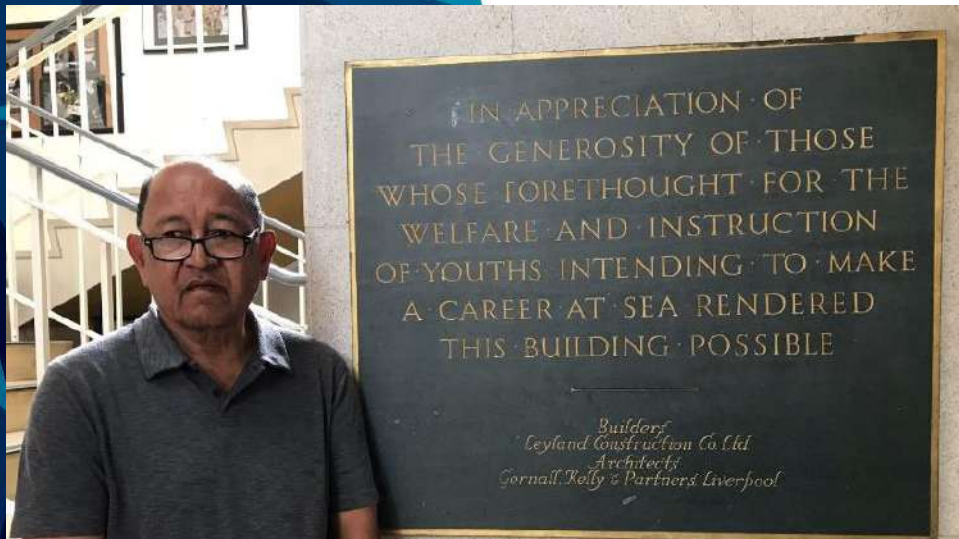






# DEFINITION AND CATEGORISATION (*cont'd*)

- PAST: Those trained under the British Commonwealth maritime training regime, i.e. Pre-STCW '78;
- HMS CONWAY; WORCESTER; PANGBOURNE
- Small group sent to Indonesia (Dutch System)



**HMS CONWAY**



# DEFINITION AND CATEGORISATION (*cont'd*)

- PRESENT: Trained under STCW 1978, as amended in 1995 (STCW '95) convention
- At: Akademi Laut Malaysia (ALAM)







# DEFINITION AND CATEGORISATION (*cont'd*)

- At Polytechnic Ungku Omar (PUO)







# DEFINITION AND CATEGORISATION

*(cont'd)*

- FUTURE – Affected by the STCW 1978, as amended, incorporating the Manila Amendments adopted in 2010.





# SEAFARERS OF THE PAST



- Sent overseas at very young age (some, 15-years old);
- Recipients of “Federal Marine Scholarship” (in 1956), later Public Services Department (JPA) Scholarship;
- Port Authorities’ Scholarship;
- Colombo Plan Scholarship;
- MARA Scholarship (Indonesia).

# SEAFARERS OF THE PAST

## (*cont'd*)



➤ Besides the UK, other countries these Malaysians were sent to included:

- India;
- Canada;
- Pakistan;
- Singapore &
- Indonesia



❖ A great opportunity for amalgamation of THE BEST from these nations' training regimes to be incorporated when developing the Malaysian Maritime Academy



# SEAFARERS OF THE PAST

(cont'd)



- Many served at the Marine Departments all over Malaysia;
- Upon MISC Bhd's establishment, some were assigned to manage the entity;
- Also the PERBADANAN NASIONAL SHIPPING LINE (PNSL)
- Many joined the private sector later;
- Current "Taikos" of Malaysia's maritime industry.

# SEAFARERS OF THE PAST

*(cont'd)*



## ➤ Challenges:

- Quite young when leaving home – encountered daunting cultural/religious adaptation;
- Many served only on board foreign-flagged ships;
- Completely under command & tutelage of foreign officers;
- Studied for certificates of competency (CoC) examinations in foreign land, assessed by foreign examiners;

# SEAFARERS OF THE PAST

*(cont'd)*



## ➤ Privileges:

- British Commonwealth maritime syllabus & mode of training – the BEST, then;
- Traditional ships – large number of crew;
- Long stays in ports – “Saw the World”;
- Appropriate Leave & “Study Leave” wages;
- NIL “Revalidation of Certificate” required; NO International Safety Management Systems (ISM); NO International Ship & Port-facility Security (ISPS) Code;
- Jobs awaiting on return to Malaysia-permanent employment.



# PRESENT-DAY SEAFARERS



- Most received their Pre-Sea Training at the Akademi Laut Malaysia (ALAM);
- ALAM upgraded from a Maritime Training Centre in 1977 to an Academy in 1981;



# PRESENT-DAY SEAFARERS (cont'd)

- Mostly sponsored by MISC Bhd & AET;

- Many are now holding very senior posts & helming shipping & maritime-affiliated companies



# PRESENT-DAY SEAFARERS

(cont'd)

## ➤ Challenges:

- Stiff competition to get sponsorships;
- Language issues – syllabus & training in English;
- Dearth of “training berths” - for “non-ship owning” entities’ sponsored cadets;



- Modern, high-tech ships – lesser number of crew;





# PRESENT-DAY SEAFARERS *(cont'd)*

## ➤ Challenges:

- Very short stay in ports – “Saw only gantry cranes & tank-storage farms”;



- Except for MISC/AET-sponsored officers, employment generally “On Contract” basis;
- Leave wages diminished, “Study Leave Pay” – with conditions attached; Course Fees ESCALATING;
- Increased “paperwork”.

# PRESENT-DAY SEAFARERS (*cont'd*)



## ➤ Privileges:

- Many appeared for their examinations in Malaysia;
- Served on board Malaysian-registered vessels;
- Governed by the STCW '95, then, only main CoC had to be “revalidated”, saving time & costs.





# SEAFARERS OF THE FUTURE

- Very “bright” students will be opting for a seagoing career;
- Sponsorship – still THE main driver;
- Parents willing to “pay-on-my-own”.
- Posses high tech skill-sets.



### CADETSHIP INTAKE 2018

AKADEMI LAUT MALAYSIA (ALAM) | APPLICATION IS NOW OPEN!

## SAIL INTO A REWARDING MARITIME CAREER

Akademi Laut Malaysia (ALAM) is looking for candidates with the right mindset and attitude to take up a rewarding career as maritime professionals. We are currently recruiting Cadet Officers who will be fully trained for future career advancement as a Ship Captain or Chief Engineer with global merchant navy organisations. If you have what it takes for a challenging and rewarding sea-going profession, then ALAM is the place for you.



**Navigation Officer Cadet (Diploma in Nautical Studies) [KPT/JPS (A1142) 12/19]**  
**Marine Engineering Officer Cadet (Diploma in Marine Engineering) [KPT/JPS (A1143) 12/19]**

**ENTRY REQUIREMENTS:**

**For Navigating Officer Cadet (Diploma in Nautical Studies)**

- SPM with minimum 'C' or with strong credits in 5 subjects: Bahasa Malaysia, English Language, Mathematics, Physics and another subject (either Additional Mathematics/Chemistry/Biology)
- Degree, Diploma and Foundation/Matriculation certificate holders are encouraged to apply
- Single, Male or Female, not more than 25 years of age on 1 August 2018
- Mentally, physically and medically fit
- Minimum height of 158cm and weight of 48kg for male applicants (BMI: 18.5 - 24.9)
- Minimum height of 155cm and weight of 42kg for female applicants (BMI: 18.5 - 24.9)
- Not colour blind
- Good eyesight without visual aid

**For Marine Engineering Officer Cadet (Diploma in Marine Engineering)**

- SPM with minimum 'C' or with strong credits in 5 subjects: Bahasa Malaysia, English Language, Mathematics, Additional Mathematics and Physics
- Degree, Diploma and Foundation/Matriculation certificate holders are encouraged to apply
- Single, Male or Female, not more than 25 years of age on 1 August 2018
- Mentally, physically and medically fit
- Minimum height of 158cm and weight of 48kg for male applicants (BMI: 18.5 - 24.9)
- Minimum height of 155cm and weight of 42kg for female applicants (BMI: 18.5 - 24.9)
- Not colour blind
- Visual aid with a limitation of 200 (power)

**WALK-IN INTERVIEW**

Date: 1 - 3 June 2018 • Time: 8:30 am (Please be punctual)  
Venue: ANCASA HOTEL, Jalan Tun Tan Cheng Lock, 50500 Kuala Lumpur

**KINDLY READ THE INSTRUCTIONS CAREFULLY:**

1. Candidates are required to bring along the following documents during the interview:  
Original & photostat copy of:  
i. Identity card ii. SPM result slip iii. School leaving certificate  
iv. Birth certificate v. Co-curricular activities certificates  
vi. Eye test confirmation letter from a registered doctor
2. Those who fail to bring any of the above documents will not be allowed to proceed with the interview.
3. Body Mass Index (BMI) check and colour blind test will be conducted during registration and only those who cleared them will be allowed to proceed with the interview.
4. Knowledge in shipping and maritime industry is an added advantage.

Please contact us for further clarifications and assistance.  
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# SEAFARERS OF THE FUTURE

*(cont'd)*

## ➤ Challenges:

- Perennial training ship berths issue;
- Lesser “sea-time” – resulting in “experience deficiency”;
- Nil “Leave Wages” nor “Study Leave” privileges;
- Manila Amendments 2020 – myriad of mandatory NEW courses & periodical revalidation – huge additional COST for SFs;
- Decline in number of Msian-registered ships – have to market themselves in foreign companies;
- Advent of “Autonomous Ship”.



# SEAFARERS OF THE FUTURE

## (cont'd)

### ➤ Privileges:

- Greatly assisted by technology in undertaking tasks;
- Welfare, rights & privileges assured under the Maritime Labour Convention (MLC) 2006, as amended;
- Less duration at sea at a stretch.





# CONCLUSION

- “Past SFs” – still around, willing to contribute their wisdom and guidance for the betterment of Msia’s shipping industry - presently, a forum for such engagement does not exist;
- “Present SFs” are doing all their utmost to groom and mentor the “Future SFs”, but, the ball is in the court of the later;
- “Future SFs” see escalating training costs as their greatest burden. A solution to this malady need be explored.



# THANK YOU

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