

MARINERS

MALAYSIA

IKMAL'S MAGAZINE

THE FORGOTTEN FRONTLINERS



Shipping and seafarers need to continue to deliver vital goods, like medical supplies and food, to help the world overcome the pandemic.

IMO Secretary-General
Kitack Lim

Kitack Lim
IMO Secretary-General

overcome the pandemic
and food to help the world
overcome the pandemic

Seafarers are key workers
and must be recognised as such





VISION

To be the leading Port Authority driving Johor as the preferred port

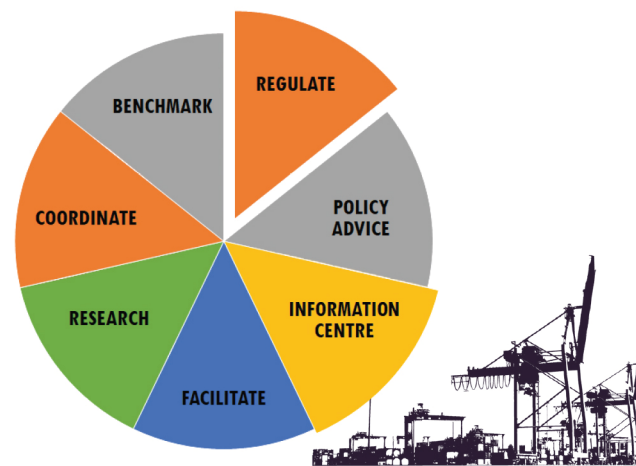
MISSION

To regulate and facilitate maritime industry to enhance the competitiveness of ports in Johor

OBJECTIVES

- 1 Strengthen the development of port infrastructure capacity in line with the needs of customers and stakeholders.
- 2 Enhance the efficiency and effectiveness of port security, health and environment control.
- 3 Strengthening human capital competencies in port and marine knowledge and skills
- 4 Creating a port environment & community that promotes business.

FUNCTIONS



Contents

Pages

• IKMAL'S President's Message	02
• Council Members	03
• CABIN FEVER: SCOURGE OF SEAFARERS	04
By: Mr Jamil Hussain b. Shaik Mohamed M.IK	
• PROPOSAL FOR AN INNOVATION OF PERSONAL PROTECTIVE EQUIPMENT (PPE)	08
By: Angie Adelene Francis ¹ and Noor Apandi Osnin ^{2*} *Corresponding author: apandi@umt.edu.my	
• COURTESY VISIT UPON TUN DAIM ZAINUDIN 26th August 2019	13
• WORKSHOP ON CADETS PLACEMENT 27th August 2019	
• MEETING TO DISCUSS SHIPPING EXPORTS AT MATRADE 28th August 2019	14
• 2019 IKMAL PRESIDENTIAL LECTURE (IPL) 13th September 2019	
• IKMAL 2019 ANNUAL GOLF TOURNAMENT 14th September 2019	15
• LAUNCHING OF NATIONAL TRANSPORT POLICY 17th October 2019	16
• 12th JOINT IKMAL-SNI STS FORUM 12th November 2019	
• PERSONAL PROTECTIVE EQUIPMENT: A MIRAGE OF SAFETY?	17
By: Mr Jamil Hussain b. Shaik Mohamed M.IK	
• "MUST HAVE" ATTRIBUTES AMONG SEAFARERS	21
By: Suzanna Razali Chan	
• ISWAN AGM & SEMINAR IN MUMBAI 16th to 20th November 2019	25
• 05th PETRONAS-MARINE STAKEHOLDERS DIALOGUE 05th December 2019	
• VISIT TO MV POS LOGISTICS 2 19th February 2020	26
• PETRONAS MENTORING PROGRAMME DISCUSSIONS 20th February 2020	
• VISIT TO MV POS LOGISTICS 1 03rd March 2020	
• KUIH RAYA FOR SEAFARERS May 2020	27
• SEAFARERS EDUCATION FUND (SEF) ASSISTANCE PRESENTATION 24th June 2020	
• 36th AGM 25th July 2020	28
• WORLD MARITIME WEEK 10th to 12th September 2019	
• IKMAL'S ACTIVITIES August 2019-October 2020	29
• LIST OF IKMAL'S NEW MEMBERS August 2019-October 2020	33



ROYAL PATRON

Duli Yang Maha Mulia Sultan Sharafuddin Idris Shah Alhaj Ibrni Almarhum Sultan Salahuddin Abdul Aziz Ahah Alhaj Sultan of Selangor

THE COUNCIL

President
Capt. Zuraidi b. Zainol Abidin L.M.I.K.

Vice-President
Capt. Mohd Noor B. Kasim L.M.I.K.

Honorary Secretary
Mr Lee Tong Hua L.M.I.K.

Honorary Treasurer
Capt Panichellvam Ratnam L.M.I.K.

Council Member

En Ahmad Badri B. Alwi L.M.I.K.
En Amirul Syafiq Arunathaym L.M.I.K.
Dr. Md. Redzuan B. Zoolfakar L.M.I.K.
En Ahmad Shuha B. Abu Samah L.M.I.K.
Capt Mohd Fahmi Niza B. Mohd Tarmizi L.M.I.K.
Capt Hillary Lee Jin Siong L.M.I.K.
Capt Kenneth Khoo Beng Chuan L.M.I.K.
En Mohd Shukri B. Mohd Yusoff L.M.I.K.
Capt Musa B. Mohamad L.M.I.K.

Honorary Auditor

Capt Abdul Rahim Othman L.M.I.K.
Mr Balakrishnan s/o Rajagopal M.I.K.

Secretariat

Capt. Abdul Aziz b. Abdullah F.I.K.
Mohamad Zul Fadhlie Bin Mohamad Fithol

EDITORIAL BOARD

Advisor
Capt Zuraidi b. Zainol Abidin L.M.I.K.

Chief Editor
Capt Kenneth Khoo Beng Chuan L.M.I.K.

Editorial Board

Dr Md Redzuan b. Zoolfakar L.M.I.K.
En Amirul Syafiq Arunathaym L.M.I.K.

IKHTISAS KELAUTAN MALAYSIA (IKMAL)

1-06-03, Worldwide@7,
Jalan Lazuardi 7/29,
Section 7,
40000 Shah Alam,
Selangor Darul Ehsan Malaysia.
Tel : +603-5524 1588
Fax : +603-5524 2588
HP : +6016-615 2014
Email : secgen@ikmal.org.my
Website : http://www.ikmal.org.my

Designed & Printed by:

Sepantas Kurnia (M) Sdn. Bhd.
No.50 Jalan Seri Aman,
Taman Sei Aman,
Bt.8 43200 Cheras, Selangor
HP: 017-888 1711

Opinions expressed in this magazine are solely of the authors and do not necessarily reflect the views of IKMAL. Contents of MARINERS MALAYSIA may be reproduced on condition that due acknowledgement is given to the author and the magazine.

JOHOR PORT AUTHORITY

JALAN MAWAR MERAH 2, PUSAT PERDAGANGAN PASIR GUDANG 2,
81700 PASIR GUDANG, JOHOR, MALAYSIA



IKMAL'S President's Message

Greetings from the President of IKMAL and all Council Members. It is with great pleasure that I welcome readers to IKMAL's Magazine, "Mariners Malaysia" Volume 7 (2020). It is being published in conjunction with the "2020 IKMAL Presidential Lecture (IPL)" to be delivered by YM Tengku Muhammad Taufik bin Tengku Aziz, the President/Group Chief Executive Officer (CEO) of PETRONAS.

First, let me take this opportunity to welcome aboard four (4) new Council Members who were elected and appointed during the last 36th Annual General Meeting. In this edition, MARINERS MALAYSIA (MM) focuses on the challenges affecting Malaysian seafarers' livelihood. The unprecedented financial crisis resulting from the coronavirus (COVID-19) pandemic has set forth challenges that have directly affected maritime-related activities, from business to the livelihood of the seafarers. IKMAL is not spared either but somehow, we faced the challenge of the chaotic situation by reaching out to our members who needed immediate help and assistance during the imposition of the initial Movement Control Order (MCO) by providing Emergency Financial Assistance to needy members. A sum of RM 500 was given out to 16 deserving members who met the criteria. Additionally,

IKMAL has presented its Seafarers Education Fund (SEF) assistance to six (6) recipients who applied for financial support towards part-settling of fees for mandatory courses they had taken. This proved that IKMAL is truly "walking the talk" towards its effort in ensuring that our members' welfare are protected. This small gesture of IKMAL has, somehow, been splendidly rewarded. Many seafarers, upon realising that IKMAL will be there to assist them in times of need, were triggered to apply to be IKMAL Members, leading to a sudden surge of fresh membership applications.

Shipping, one of the essential services, are run by essential workers - the seafarers who have been regarded as "keyworkers". They are the 'front liners' of the industry - who sacrificed their lives to keep us comfortable and fed during the lockdown. They are the forgotten, unseen and unsung heroes of the seas, who, unfortunately, were initially denied due process of signing-on and off (crew change) in their tour of duty in compliance to the COVID-19, Standard Operating Process (SOP).

IKMAL will continue to strive with new initiatives and work programmes to navigate our way through the everchanging environment and challenges ahead. Our main objective is to ensure that our members' interests, welfare and rights are placed at the apex of our mission.

On behalf of IKMAL, I take this opportunity to extend our sincere appreciation to all generous sponsors and advertisers for their continued support towards ensuring success of activities of IKMAL. A heartfelt thank you from all of us at IKMAL. "Regardless of your membership category in IKMAL, your interests' is our business!"

Thank you

Capt. Zuraidi Zainol Abidin. LM.IK.

President

IKHTIAS KELAUTAN MALAYSIA (IKMAL)



President

Capt Zuradi b. Zainol Abidin LM.IK.



Vice President

Capt. Mohd Noor b. Kasim LM.IK.



Honorary Secretary

Mr Lee Tong Hua LM.IK.



Honorary Treasurer

Capt Panichellvam Ratnam LM.IK.



Council Member

En Ahmad Badri b. Alwi M.IK.



Council Member

En Amirul Syafiq Arunatheym LM.IK.



Council Member

Dr. Md. Redzuan B. Zoolfakar LM.IK.



Council Member

En Ahmad Shuha B. Abu Samah LM.IK.



Council Member

Capt Mohd Fahmi Niza B. Mohd Tarmizi M.IK.



Council Member

Capt Hillary Lee Jin Siong LM.IK.



Council Member

Capt Kenneth Khoo Beng Chuan LM.IK.



Council Member

En Mohd Shukri B. Mohd Yusoff LM.IK.



Council Member

Capt Musa B. Mohamad LM.IK.

Secretariat



Secretary General

Capt Abdul Aziz b. Abdullah F.IK.



Admin & Account Executive

Mr. Mohd Zul Fadhlie B. Mohd Fithol

Council Members 2019 - 2020





Cabin Fever: Scourge of Seafarers

by:
Mr Jamil Hussain b. Shaik Mohamed M IK

I am writing this from a hotel room in East Malaysia, being under quarantine for 14-days in conformance to the standard operating procedures prior to joining a vessel, our beloved nation, Malaysia, is well into the final stage of the Movement Control Order (MCO), which was introduced on 18th March 2020 to curb (or even halt) the spread of COVID-19 pandemic locally. We all pray that it would, indeed, be the final stage as the spread of this highly contagious virus seems to be under control among the locals and the Director General of Health has even predicted that it can be effectively stopped by mid-July.

From the initial MCO, the restriction then evolved into the "Conditional Movement Control Order (CMCO)", followed by the "Enhanced Movement Control Order (EMCO)", depending on the severity of infections in the locality and, finally, the current "Recovery Movement Control Order (RMCO)". These controls have proven to be a great success as Malaysia is one of the few countries in the world that experiences a minimal negative impact upon its socio-economic wellbeing. Kudos to the government's administrative and disaster control mechanism, particularly the front-liners within the health and defense ministries. We are all indebted to them for their sacrifices and noble effort.

The global maritime industry, inclusive of the oil and gas support services, has not been spared the negative effects of the pandemic. Undeniably, there has been panic and uncertainty during the early stages, as authorities were still trying to figure out the best standards to apply to bring the situation under control. Within that period, there was a lot of stress and tension regarding the exact processes for seafarers to join ships to commence duty and those completing their service to sign off. Some were stranded

ashore, unable to sign on and yet others were unable to sign off, even after their contract had long expired. Worries abound concerning their source of livelihood and welfare of family members at home.

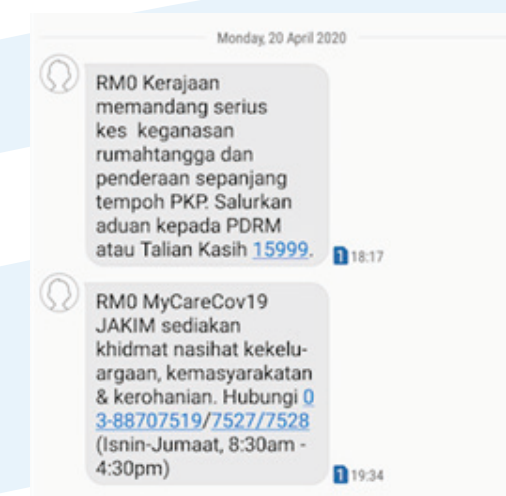
Seafarers within the oil and gas support services, especially, faced a double whammy as the worldwide crude oil price also crashed at about the same time due to oversupply in the market as conflict escalated among the Organisation of Petroleum Exporting Countries (OPEC) nations and closure of heavy duty industries struck by COVID-19, that were consumers of petroleum derivatives. Many vessels are still anchored without any projects as major oil and gas players took drastic action to cut costs during these uncertain times. This, inevitably, shrunk the demand for manpower among ships' crew.

As a domino effect from these maladies, maritime training centers, government agencies dealing with seafarers' affairs, medical centers certifying seafarers and other such establishments handling bureaucratic matters relating to mariners were all, invariably, interrupted. Luckily, the Malaysian Marine Department (MarDep) and the Association of Malaysia's Maritime Professionals or the IKHTIAS KELAUTAN MALAYSIA (IKMAL) played proactive and supportive roles in resolving many such issues afflicting national seafarers. As the maritime industry has been categorized as one of the essential services for the economy, ships' crew were allowed to travel to and from vessels with certain prescribed standard operating procedures (SOPs). Certificates of modular courses and marine medical health certificates were accorded automatic extension of expiry dates. Offshore Petroleum Industry Training Organization (OPITO) also provided allowances for postponement of expiry dates to courses certified by

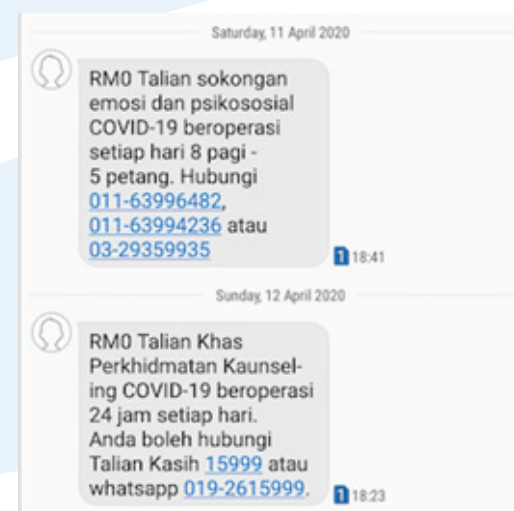
them, albeit same need be applied online through their webpage.

One of the inadvertent crisis resulting from the MCO which did not receive sufficient attention in the mainstream and social media is the escalation of mental health issues and subsequent manifestation, including suicides and domestic violence. This was alarming, so much so, that the Malaysian government launched several initiatives to provide emotional and psycho-social support to those affected. On April 11th and 12th, special hotline numbers were publicized by the National Security Council (NSC) to provide counseling. On April 20th, the police themselves took an active interest in cases involving domestic violence and abuse by providing "Talian Kasih" numbers and encouraging citizens to come forth and report such cases. "Jabatan Kemajuan Islam Malaysia - JAKIM" (Department of Islamic Development, Malaysia) also provided spiritual and interpersonal family advisories for those facing difficult times during the lockdown.

of punishment for crimes. This resulted in a variety of activities in defiance to such orders, including self-harm and unwarranted hostility towards those close to us.



SMS from the NSC on police's legal backup and JAKIM's spiritual support during MCO



Short Message Services (SMS) from the NSC on emotional and psycho-social counseling support during the MCO

This reminds me of the famous words by the counter-culture psychiatrist R.D. Laing, "mental disorders are a perfectly rational response to an insane world". Referring to an article that I wrote before this, similarities could be drawn between the current extraordinary MCO situation and the general nature of the seafaring vocation. In a paper written by Michael Seltzer, "The Sailor's Tavern in History and Anthropology", he stated: "Work at sea also dominates other spheres of the sailor's life. As a workplace, the ship has much in common with prisons, mental hospitals and other institutions, confining and isolating their inmates. Sailors commonly refer to their shipboard stay as 'voluntary prison time' and the social and psychological deprivations shared by prisoners, psychiatric patients and seafarers have been noted by several behavioral and social scientists".

It appears that the "new normal" poses a lot of challenges, not only physical, but, also psychological and spiritual. Being confined in the same space with the same people, day in and day out, unable to enjoy the freedom of movement previously so liberally savored, could be traumatic to the inexperienced general populace. There was something anathema in the human psyche when someone tries to curtail their liberty to travel, which is why, probably, imprisonment is used as a method

Now, whilst those ashore have the facilities and advantages of external support systems, those on board seagoing vessels often do not have such luxuries. All we have are our fellow shipmates and occasional communication with loved ones via voice call. Only recently I have come across WiFi facilities aboard and that, too, if clients demand it. In certain parts of the world, some evangelical organizations take an active interest in the welfare of seafarers, including providing them with



religious and psycho-spiritual support. I am yet to see this in our ports.

So, in principal, it would be up to us, those on board and the company to institutionalize matters concerning the mental health of the crew. How is it going to be managed proactively and pre-emptively?

First of all, do all stakeholders recognize that this is a real issue at all? Or, is it still taboo to discuss this openly sans apprehensions? Are seafarers looked upon with archetypical macho-man persona and expected to conform to the ideal?

Once our company organized a trip to the local old folk's home in Malacca as part of a mindset transformation course which it sponsored. During the question and answer session, the moderator asked us if we would miss our family while at sea. A bosun proudly replied that he is quite used to being away from his family that he no longer misses them anymore. The moderator, in turn, responded saying that was what worried him more, since it's normal for someone to miss their loved ones when being away.

Even seafarers must be bound by emotional needs and conditioning. It would be unfair to expect them to simply snap out of it and get back to work as usual if they are undergoing some form of internal issues. It would be best to recognize and provide a framework of formalized support system aboard as well as ashore to manage such needs.

At the risk of oversimplification, but, without being overly academic, several practical solutions could be considered.

I have come across captains who took an active interest in making the environment on board as homely as possible. "Let us have a happy ship!" is their mantra and they would do everything possible within their capacity to ensure that nobody is left behind or neglected of psycho-social needs. No crew was allowed to have personal television sets in their cabin. This would ensure spare times were spent in the company of others, avoiding isolation and too much self-rumination. Once a week everyone would have to attend a public viewing of movies. Indoor and outdoor sports were organized involving all to promote

social interaction and at the same time spending time usefully. One captain even brought along his wife and two young children as supernumeraries to stimulate the condition closer to life ashore. The ship was full of children's laughter and cries. Once a week we would have a barbecue party with dance and games. It was a memorable and fun time. Muslim captains would regularly enjoin communal prayers and other religious activities that provide spiritual solace.

Some superiors and senior officers would regularly meet up with subordinates to openly talk and inquire regarding their wellbeing and needs. They would listen with patience and understanding of any grouses, personal or professional, and offer support wherever possible. They would also check, informally, with colleagues to ensure if anyone is displaying any suspicious or alarming behavior that was out of the ordinary for early detection and intervention. They try their best to be a role model for positive mental health management on board and lead by example.

There exist a few other pursuits that could be taken on an individual level to better handle our mental fitness while at sea. Having faith in something larger than ourselves gives us the strength and hope to endure difficult times. Having such unshakable faith would remind us that we are not alone in our suffering and we do have our place in the larger scheme of things. Meditation helps to calm our mind and transcends the limitation of stressful situations. Candidly speaking to others of how we are feeling assists to unload the burden of consciousness and brings about lightness to our hearts. Taking care of our physical health, staying active, having good sleep patterns and maintaining a balanced diet contributes, indirectly, to our inner health as well. Being passionate about hobbies and recreational activities gives us a sense of accomplishment, purpose and keeps the mind engaged in worthy enterprises.

As I had emphasized before, any endeavors for positive mental health condition is best not left to chances or arbitrarily in the hands of the captain or senior officers or the crew themselves. A culture of openness and camaraderie between shore and sea personnel must be established to officially get things accomplished. There should be a written policy statement regarding

organizational mental health, hand in hand with other signed important legislative policies, proudly displayed at office lobbies and ships' mess rooms.

Mental health coping tools, skills, resources, information and support system must be made available to those aboard and they should be exposed on how to apply them on a daily basis. Psychologist and other mental health professionals or counselors could be employed in designing and developing the best approach to optimally achieve our target by acknowledging and recognizing the special nature of work at sea.

Everyone would, occasionally, be subjected to some form of mental health challenges, but all of us do have the potential to rise above our circumstantial state by supporting and taking care of one another. As the motto of the MCO goes, "Kita Jaga Kita!"





Proposal For An Innovation Of Personal Protective Equipment (PPE) For Women Seafarers



by: Angie Adelene Francis¹ and Noor Apandi Osnin^{2*}

^{1,2} School of Ocean Engineering, Universiti Malaysia Terengganu,
21030 Kuala Nerus, Terengganu, Malaysia.

*Corresponding author: apandi@umt.edu.my

Abstract: Women represent 17-18% of the workforce in the cruise line sector. The problem of equal opportunities in the maritime field has always been an issue, due to the differences that exist. This also relates to personal protective equipment (PPE) which has always been of a 'standard fit' for men's size while women seafarers struggle to find a PPE that fits. Therefore, this research describes an effort to identify the problems with the current PPE, propose a design of specialized women PPE to ensure safety and comfortability for women seafarers and to increase the awareness and usage of proper specialized female PPE. A study is proposed where questionnaires will be distributed to women seafarers in Malaysia and the data will be analysed using frequency analysis to determine the problems with the current PPE. A pictorial design of a PPE will be fashioned to comply with the improvements that may be needed to ensure comfortability of women seafarers. Primary data from maritime authorities and other associated parties will be analysed using the Likert scale aimed to increase awareness and usage of specialized female PPE. A pilot study reveals that problems with the current PPE exist. 78% of the problems are with safety helmets, 89% with coveralls, 82% with safety boots and 76% with safety gloves. The awareness and usage of specialized PPE is expected to increase to a satisfying level whereby many authorities and women seafarers will realize the need of a specialized women PPE. The working environment for women seafarers and female workers, in general, will be enhanced and thus ensure their safety.

Keywords: Personal Protective Equipment; Women Seafarers; Safety of Life at Sea.

1.0 INTRODUCTION

Women seafarers represent a tiny percentage of the world's maritime workforce. There are women masters and chief engineers, as well as other officers on board vessels (ILO, 2003). The problem of equal opportunities in the maritime field has always been an issue due to the differences that exist. Women had the false impression that the maritime industry is forbidden for them since men were the majority dominating the industry (Dragomir & Surugiu, 2010). PPE such as gloves, goggles, respirators, harnesses and safety boots are designed specifically in order that it help keep workers out of danger. However, these PPE are commonly made for average-sized men (Borck, 2015). This results in women having no choice but to wear PPE that was not designed specifically for them, with huge gaps, bulges and a poor overall fit making it quite uncomfortable. The function of a PPE is to protect the personnel wearing them therefore, an improperly fit PPE reduces its effectiveness besides increasing the risk for suffering a workplace injury (Britannia P&I Club, 2013). The one thing employers fail to keep in mind is that, when providing women seafarer employees with PPE, the "one-size-fits-all" mentality does not jive.

In 2006, the Industrial Accident Prevention Association and the Ontario Women's Directorate (2006) said that a typical woman's foot is both shorter and thinner than a typical man's foot, so opting for smaller-sized boots may give the right length but not the right width. Often, employers think that all they need to do for women is to get the same PPE as that for men, but smaller. Inappropriate PPE can increase the risk of injury to the seafarer themselves. When a PPE does not fit and is very uncomfortable, women seafarers often will not use them and as a result, it causes major health problems, sometimes, even fatality. The industry has to bear in mind that women have a relatively smaller body frame which does not fit in an average men-sized coverall. This will result in having flabby sleeves which may cause injury during operations on board vessels. We must keep in mind that the main features when choosing a PPE is that it should fit properly and be reasonably comfortable to wear.

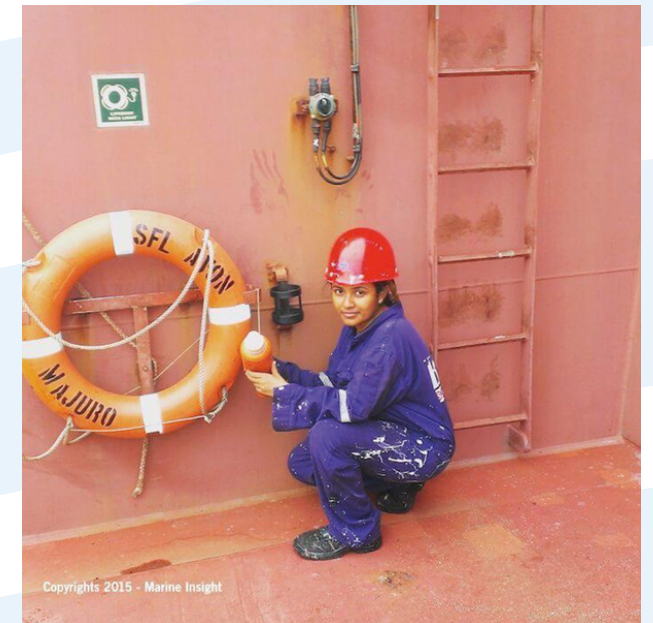


Figure 1: A woman seafarer wearing an oversized coverall that does not fit.
Source: Marine Insight (2015)

2.0 LITERATURE REVIEW

2.1 Women Seafarers

In the world's 1.25 million seafarers, only 2% of the labour force is made up of women (Tansey, 2000). Women seafarers work primarily in the Flags of Convenience (FOC) vessels for cruise ships and ferries. There are only a handful of women working as shipmasters, engineers and officers on board passenger vessel whereas the others are given non-technical position on board (Theotokas & Tsalichi, 2013). Seafaring is not a life for everyone, and shipping companies typically express two key hesitations towards the recruitment of women seafarers (Guo & Liang, 2012). The first being the specific surroundings and nature of the work at sea and second is because of marriage and motherhood leading to women cutting their sea careers shorter to serve their families.



The factors of less women seafarers in the industry is that the lack of awareness and information given to young women which has resulted into them opting for more mainstream industry such as medicine, information technology (IT), and accounting (Aai, 2018). The sense of awareness of the job prospect in the maritime industry should be initiated in schools to facilitate discussions of the maritime careers for women (Theotokas & Tsalichi, 2013). Male domination in the maritime industry has also resulted in women never taking this career option seriously. The greatest challenge was to eliminate the perception that only men are meant for this kind of job due to the advantage of skills which is more appropriate for them.

Traditionally, villagers are very superstitious about women being on board vessels since many believed that women are the source of bad luck (Zhao et al, 2017). However, the old tradition was challenged in the early 1950s when new ideology was brought which promoted equality between men and women in the shipping industry. Times have changed. Whatever men can do, women can also do. Women have been breaking stereotypes and pursuing the maritime world while creating an identity for themselves over the last two decades. These women have proved that gender is not an issue when one performs her work well.

Over time, the industry has slowly come to accept the presence and the value of women in the maritime field and is becoming open-minded about employing them. Since the United Nations began promoting women's employment in the 1970s, women have become integrated into all levels of political, economic and social development (Belcher et al, 2003).



Figure 2: Various types of Personal Protective Equipment on board vessels.
Source: Slide Share (2016)

The purpose of PPE on board vessels is to reduce employee's exposure to hazards when engineering controls and administrative controls are not possible or effective to reduce these risks to acceptable levels. PPE is needed when there are hazards present. The serious limitation of a PPE is that it does not eliminate the hazard at source and, additionally, may result in employees being exposed to the hazard if the equipment fails.

All PPE should be safely designed and should be maintained regularly so that it is in a clean and reliable state. A comfortably-fit PPE will not only encourage the usage among workers but ensure safety and further increase reliance-level. The difference between being safely covered or dangerously exposed of a personal protective equipment, relies on the proper fit of the equipment. Employers must provide PPE to their workers and ensure that the PPE is properly used by their employees (OSHA, 2019). Besides, employers are also required to train each worker on the usage of personal protective equipment and to know the limitations of the equipment, the proper way of donning it, adjust, wear and take it off, as well as the care, maintenance, useful life and disposal of the equipment.

The survey method is the technique of gathering data by obtaining opinion from respondents who are knowledgeable or experienced on the subject matter. A formal list of questionnaires is prepared and distributed to the respondents and they are asked questions on their opinion (Management Study Guide, 2019). Questionnaires has been one of the most common way for collecting data for research. A questionnaire is a research instrument that consist of a series of questions to respondents for the purpose of gathering information.

Questionnaires are a kind of written interview that can be carried out face to face, by telephone or computer (McLeod, 2018). Besides, questionnaires presents a relatively quicker data collection methodology, as the researcher need not be present for the completion of the questionnaires.

Comparative research can be traced to a long history that has gained much attention in current research due to globalization, technological advances, etc. on cross-

national platforms (Azarian, 2011). Comparison method is often used in the early stages of the development of a branch of science. It helps the researcher to ascend from the initial level of exploratory case studies to a more advanced level of general theoretical models (Rutio, 2007). The design of a comparative research is relatively simple whereby the objects are specimens or cases which are similar in some respect but also differ in other aspects. The aim is to determine why the cases are different and to reveal the general structure of the variation.

SUPPOSITION

This study will look at the usage of a proper and well-fitted personal protective equipment that is recommended by OSHA. This will enhance the working environment, not just for women seafarers but also female workers in general as well as ensuring their safety. We therefore invite collaboration, inputs and opinions from members of the IKHTIAS KELAUTAN MALAYSIA (IKMAL) to make this study as practical, effective and beneficial for the industry.





REFERENCES

- Aai.A. (2018). More Women Needed in Maritime Sector. Retrived from <https://www.nst.com.my/opinion/columnists/2018/08/398806/more-women-needed-maritime-sector>
- Azarian, R. (2011). Potentials and limitations of comparative method in social science. *International Journal of Humanities and Social Science*, 1(4), 113-125.
- Borck. N. C. (2015). Ill-Fitting PPE Hurts Women and Construction. (Vol 12, Num 7) Retrived from <https://www.lhsfna.org/index.cfm/lifelines/december-2015/ill-fitting-ppe-hurts-women-and-construction/>
- Britannia P&I Club. (2013). Personal Protective Equipment important for crew safety. Retrived from <https://safety4sea.com/personal-protective-equipment-important-for-crew-members-safety/>
- Comparative Study. (2007). Retrived from <http://www.uiah.fi/projekti/metodi/172.htm>
- Guo. J & Liang G. (2012). Sailing Into Rough Seas: Taiwan's Women Seafarers' Career Development Struggle. *Women's Studies International Forum*, 35(4), 194-202.doi:10.1016/J.WSIF.2012.03.016
- McLeod, S. (2018). Questionnaires. Retrived from <https://www.simplypsychology.org/questionnaires.html>
- Occupational Safety and Health Administration. (2004). (OSHA 3151-12R) Personal Protective Equipment. Retrived from www.osha.gov
- Theotokas, I., & Tsalichi, C. (2013). Employment of women at sea . Perceptions , attitudes and experiences of male seafarers in the Greek context.
- Zhao, M., Zhao, L., Zhang, P., Wu, J., Pike, K. & Broadhurst, E. (2017). Chinese women seafarers: A case study of the women cadets in Shanghai. *Marine Policy*, 83, 40-47.doi:10.1016/J.MARPOL.2017.05.027

COURTESY VISIT UPON TUN DAIM ZAINUDIN 26TH AUGUST 2019



WORKSHOP ON CADETS PLACEMENT 27TH AUGUST 2019



MEETING TO DISCUSS SHIPPING EXPORTS AT MATRADE

28TH AUGUST 2019



IKMAL 2019 ANNUAL GOLF TOURNAMENT

14TH SEPTEMBER 2019



2019 IKMAL PRESIDENTIAL LECTURE (IPL)

13TH SEPTEMBER 2019



LAUNCHING OF NATIONAL TRANSPORT POLICY

17TH OCTOBER 2019



12TH JOINT IKMAL-SNI STS FORUM

12 NOVEMBER 2019

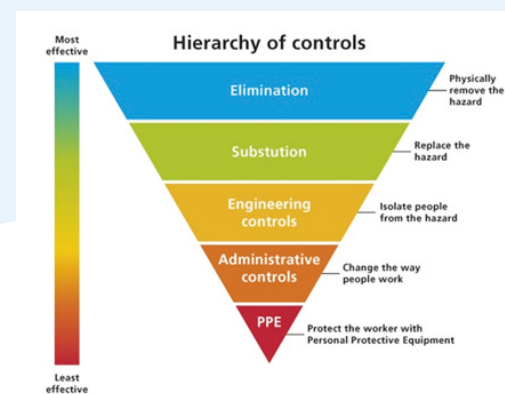


Personal Protective Equipment: A Mirage of Safety?

by:
Mr Jamil Hussain b. Shaik Mohamed M.I.K

One aspect of a seafarer's vocation that has been emphasized again and again every time he reports for duty is the donning of appropriate personal protective equipment (PPE) in the course of his work. Reiteration of this commandment innumerable times has made it into almost a cliché and hyperbole to the point of being a caricature. Utilisation of PPE has become a mindless routine, an automatic stimulus response action, but with the great anticipation of preservation of safety and health.

Every student and practitioner of the science and art regarding managing risks concerning health, safety and environment must be familiar with the concept of hierarchy of hazard controls, which is normally represented by the famous diagram:



Source:
Safety Culture Public Library

As can be clearly observed, application of PPE ranks lowest in the structure of mechanisms to manage risks relating to hazards associated with health and safety and considered as being least effective for such purposes.

(Some other safety cultures place another control, "Risk Transfer" in between after "Substitution" and before

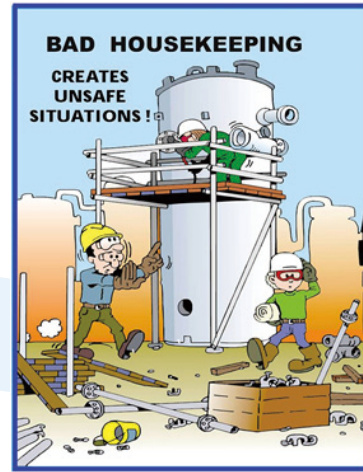
"Engineering Controls". In terms of safety and health, this is mainly achieved by outsourcing the work i.e. using subcontractors. But, strictly speaking, for any work carried out aboard a vessel, the risks are still borne by the ship's personnel, in the sense that we are still responsible and answerable for the safety of the contractors performing the work. Saying that the risk has been transferred just because the physical risk itself is being experienced by another is akin to cheating or being dishonest. So, officially, this control did not gain a good reputation and therefore is not being listed in the hierarchy. In a business environment, "Risk Transfer" is attained by protecting the business through insurance).

Let us briefly go through each type of control and see how it is applicable aboard a sea going vessel.

Elimination involves physical removal of the hazard and probable cause of danger completely. For instance, hot work on pipelines connected to tanks are potential source of fire and explosion. This risk is eliminated by disconnecting and removing the sections of pipelines and related fittings such as strainers, valves and bends and transporting them to designated space for hot work repairs, such as the engine room workshop. This eliminates the risk related to hot work on pipelines connected to tanks.

Or a very simple task such as mopping the engine room platform. If it can be carried out by using everyday household detergents, we would eliminate hazards connected with using industrial grade chemical cleaning agents which maybe caustic.

Good housekeeping after finishing up any work using tools will eliminate hazards with regard to slips and trips.



Source: HSE Professionals

Substitution is a form of elimination control, but to a lesser degree. In this instance, high risk work practices, materials or machines are replaced or substituted with an alternative, which poses lesser risk or no risk at all. A typical example would be the substitution of solvent-based paint with water-based paint. This reduces or even eliminates the risks of harmful fumes and flammable vapors related to solvent-based paints.

Work practices which involve putting ship's crew at a high risk could be replaced with machines. For instance, cleaning of bridge windows manually poses hazards of working aloft. This risk is eliminated by substituting manual labor with automated robotic arms.

There are a lot of chemicals being used on board, particularly in the engine room, for various purposes. Wherever possible, chemicals with less hazardous properties are to be preferred and substituted for chemicals with greater risks. Certain chemical's toxicity can be reduced by diluting it or mixing it with other substances. This involves substitution in work practices to reduce or eliminate the risks concerned.

Engineering controls does not eliminate or substitute the hazards but forms a barrier between the risks and people. For example, moving components of machineries have covers over them to prevent workers accidentally coming into direct contact. Flywheels of internal combustion engines, couplings of pumps, pulleys of compressors and cooling fans of electric motors are such examples. It is not wise to remove such covers. If it must be removed

for maintenance, once the work is over, it must be fitted back into its original position for all intended function and purposes.



A typical pulley and belt cover as an engineering control.
Source: MOFOCO.com

I remember a case whereby an oiler was trying to lift up a piece of platform near the flywheel of the main engine to do some work in the bilges, only to have the platform getting caught in the rotating wheel and the platform smashing back onto his thumb. He lost his thumb that unfortunate day. So, clearly, there was insufficient engineering control implemented to safely cover the flywheel.

Exhaust fans in the galley to extract fumes from cooking process is also an engineering control. Otherwise, fumes may engulf the galley and accommodation spaces.

There was an instance whereby engineering control had to be implemented ad hoc from another unfortunate incident. A surveyor was taking a stroll on the poop deck inspecting the vessel for on-hire. He was walking ahead of the ship's personnel and looking around when suddenly he fell into an opening for vertical stairs. The ship's crew were familiar with the ship's structure and arrangement but not a stranger. So, some engineering changes must be made by forming barriers around the opening and clearly marking it to prevent similar future mishaps.

Administrative control has to do with guiding people to work in a safe manner. Like engineering control, this control also does not eliminate or substitute the hazard. It's purposes is to reduce the danger of a hazard to workers by way of training, changes in work procedures and processes, changing attitude and behavior of workers, safety signages, planned maintenance systems

and having the right policies with regard to health and safety.

In the maritime industry, this is closely related to the International Convention for the Safety of Life at Sea (SOLAS), Maritime Labour Convention (MLC), International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the Safety Management System (SMS). The rest hours and watch systems are well defined in the conventions to minimize risk exposure to seafarers. Minimum requirements for training are also specified in the rules. Work procedures, standards of safe work practices, safety and health rules, alarms, signs and labels are provided for this purpose.

Chapter VIII (continued)

- **Section A-VIII/2: Watch keeping arrangements and principles to be observed**
 - Part 1- Certification: Must be a qualified duty personnel (in relation to Chapter II & III and VII of the STCW)
 - Part 2- Voyage Planning
 - Part 3- Watch-keeping at sea
 - Part 4- Watch-keeping in port

A chapter from the STCW - a form of administrative control.

It is common sense that a seafarer should take shelter whenever possible whilst working on deck on a hot day. Unnecessary exposure for prolonged periods to the sun would risk the seafarer to heat related illnesses such as heat stress and heat stroke. If any work could be carried out after sunset, then it should be postponed. Work rotation can be planned to reduce the exposure period.

Lastly, there is the PPE, as mentioned earlier in this article.

PPE ranks lowest in the hierarchy of control, if the hazard is not possible to be eliminated or substituted, no engineering control can be implemented to barricade the hazard and worker, no administrative control is effective to further lower the risk, then, finally, PPE is used as the ultimate protection for the worker against the hazard.

Every seafarer worth his salt knows his PPE well, like the back of his hand. It has been hammered into his mind day in and day out at every briefing before joining a vessel and tool-box meetings. Writing about this would be like preaching to the choir.

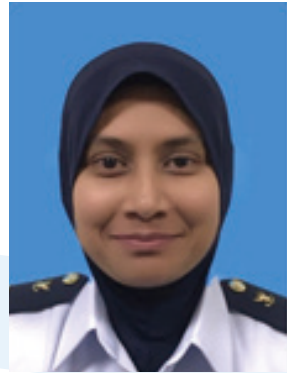
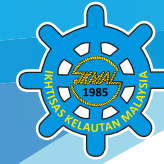
But, while a seafarer maybe aware of the necessity and urgency of the applications of PPE, he may not be aware and participate in all the greater controls that ranks higher in value than PPE, which provide him with sturdier safety than PPE. This is a tragedy. This involves their lives, safety, health and livelihood. At every available opportunity, seafarers must be involved in all levels of hierarchy of controls of risk management and not merely rely on PPE as his protection from hazards. He must be encouraged to communicate with his superiors, officers, engineers and superintendents to provide suggestions and feedback concerning matters related to safety for improvement on all levels of controls.

There was one incident when I was a second engineer. I was having a casual conversation with the captain of the ship on the main deck when I pointed out to him about the arrangement of the outboard engine of the rescue boat. It was positioned hanging outside its platform, so the crew in-charge of testing the engine on weekly basis would risk falling over the platform each time he performs the task. I suggested an engineering change so that the support bases of the rescue boat be adjusted and the boat turned the other way around so that the outboard engine would not be hanging over the platform, but securely inside it. The modification was approved by the superintendent and carried out during the maintenance day.

In this scenario, even though the crew responsible was wearing full PPE for the task at hand, he was unnecessarily exposed to fall hazard due to the unnatural position of the rescue boat. An engineering control eliminated that risk altogether.

Further training can be provided on board to identify risks and various levels of controls to manage them and the crew be motivated and provided incentives to actively participate in such endeavors.

Think safety and work safely!



“Must Have” Attributes Among Seafarers

by: **Suzanna Razali Chan**

The shipping industry, one of the main transportation modes, plays an important role in the world's trading and global economy. As the shipping industry is expanding tremendously, with worldwide traffic at sea, a growing number of vessels face greater potential for incidents and hazards. Shipping offers low cost in trading, import and export and ninety per cent (90%) of the world trading currently are carried out by shipping activities. Although trading and transportation by ship take a long time, the demand is still high, and it remains as an option to transport goods in large quantity and save cost. In order to reach the destination from port to port safely, seafarers play a vital role in ensuring the safety of all personnel, property and the environment.

A study by the British Board of Trade in 1984 highlighted a mortality rate of 113 deaths per thousand seafarers, and it shows that seafaring is one of the most dangerous occupations in the world and remains to be the most dangerous occupation. The increase of death of Danish seafarers are the result of ship accidents. A seafarer is a person who works on a ship (vessel) which is an isolated and confined environment (ICE) and they live and work within the same environment for a period. Seafarers are defined as deck officers, engineer officers and ratings who operate ships around the world. Each has a specific as well as multiple tasks to perform. Being a seafarer is not an easy job as he must be physically and mentally prepared and should know how to sort things out and must fully understand his/her profession.

Seafaring is said to be one of the most dangerous occupations and could be categorized as working in an inherently stressful environment. Thus, a seafarer should

be a person who is able to perform duties under stressful environment and take risks during work. As a seafarer, they must pass the on-job training, which is the most important part of the system in ensuring the competency needed to perform onboard ship successfully. Working onboard ships for a particular period is a prerequisite for the certificate of competency of the seafarer. If the seafarers do not perform well, it will result in failure and contribute to maritime accidents. The job as a seafarer is a 24-hour service and they must perform many duties such as maintenance, cargo handling, navigation, communication and other associated activities. They also need to cope with a myriad of hectic activities, apart from performing watch-keeping and other critical activities, at night and during irregular working hours. No matter how critical it is, a seafarer should not take any risk in ensuring the safety of all crew, passengers and cargoes.

The environment on board a vessel (ship) is that of 24/7 and within a restricted environment for a significant period without break, and most of the time dangerous, with a potential for accidents and incidents. A seafarer should not be delinquent and must avoid delinquency as the lives of other seafarers on board the vessel and the vessel's safety itself lies in their hands until they reach the destination. Thus, it is the responsibility of the ship owners to ensure that their seafarers are well trained, knowledgeable, skilful and reliable in operating ships.

Social Control Theory (SCT), introduced by Travis Hirschi (1969) could be adapted in the seafarers' world. Originally, it was named Social Bond Theory (SBT) and this theory was initially used on juveniles' studies, where it assumes that criminal behaviour and delinquent are

normal whereas conformist behaviour is the phenomenon that could be explained. SBT was specifically used to explain delinquency of adolescents. However, scholars extended the scope of SCT from youths to adults and found that there is a presence of a relationship between social bonds and deviant behaviour among adults. In addition, according to Hirschi, people who possess strong social ties are less likely to be engaged in deviant behaviour and vice versa. SCT consists of four elements, attachment, commitment, involvement and belief.

The first element of the SCT is attachment. Attachment refers to the affection and respect that an individual has with significant others. In other words, it refers to the individual's sensitivity to other people's opinions. Individuals would not participate or involve in delinquent behaviour if they are sensitive to the feelings and norms of the role models. However, a person with lack of attachment is free to commit deviant behaviour and on the other hand, if a person has a strong attachment to delinquent peers, it might increase the probability of engagement in delinquent behaviour. Attachment is an effective identification an individual has with parents, teachers and peers.

In the context of an organization, a significant attachment may include immediate supervisors, co-workers, the organization or the job itself. In another study, focusing on parenting and delinquency showed some examples regarding attachment. For instance, a wife may be attached to her husband and an adolescent may be attached to his teacher. If a wife is not attached to her husband and the adolescent is not attached to his teacher, the wife and adolescent are free to behave as they please. In other words, if a person is attached to someone, they will be concerned about the expectations and wishes of the other person.

In seafaring, supervision is closely related to the seafarers according to their rank and position. Although the terms of signing on duty is short, seafarers should be bonded or attached to the ship and organization. As seafaring has been referred to as a career which is isolated from normal human interactions due to restricted direct contact with home and loved ones, they have limited time for shore

leave, low operating scale and mostly single person tasking, the prolonged absence from their families has been reported as a major cause of dissatisfaction. Hence, being away from spouse or parents are related with a negative impact on the psychological well-being of the seafarer and the kin, which may result in depression or anxiety prior to the seafarer's departure or return.

The second element of SCT is commitment. It can be defined as the individual's investment in conventional society. It refers to how much time or energy that a person would lose when involved in delinquent behaviour. Features related to commitment may include education, good reputation and good pay. Commitment explains material goals or possessions that could be lost if the person engages in delinquent behaviour and involves rational thought. The element of commitment also prohibits people to be involved in delinquency because of what line of behaviour endangers. Hence, it refers to future goals.

Similarly, to consolidate commitment among seafarers, management commitment must be in force. The association between safety climate perceptions and management commitment to safety has been stated in theoretical reviews and empirical findings. Besides, management commitment to safety influences workers' behaviour. Additionally, the role of senior managers in safety aspects has been connected to major incidents and there is currently little empirical indication regarding safety influences of senior management on occupational safety performance. On the other hand, thematic analysis of the safety climate literature identified management commitment and workforce involvement as the main characteristics of safety climate and there seems to be agreement among safety climate and culture researchers by which at least one of the elements for safe operations relates to management. Thus, they perceived that management commitment to safety will be the main factor in determining levels of safety behaviour at the workplace.

Hence, management commitment can be expressed in a variety of techniques such as being involved in safety activities on a routine basis and such commitment was



obviously lacking in companies with high-accident rates. Alternatively, another manifestation of management commitment found to have differences between companies was the rank and status of safety officers. In better-run companies, they hold a higher status. On top of that, the strong level of commitment to safety by enforcing safety practices and procedures would put safety as a top priority and management commitment towards safety is generally acknowledged as a fundamental aspect of successful safety performance. Companies use resources to identify the basic causes of their safety issues and will later address those issues and try to improve the management commitment to safety as well as improving safety knowledge and skills. Hence, it could be concluded that seafarers that accrue support from the supervisor are more aligned with the safety onboard ships.

Management commitment has been studied comprehensively among the researches of behavioural and organizational studies since 1960s and empirical evidence presented that more influences, such as the management commitment to safety and the efficacy of safety measures, have more impact on workforce behaviour and consequent accident rates that are fundamental to national values. It can be concluded that the support and commitment of the management may be an important influence in encouraging the employees to behave in a safe manner, even if they are prepared to take more risk than is deemed acceptable. Nevertheless, if the commitment of senior managers declines, there will be an increase of workers taking risk and breaking rules and if the senior managers are observed to be committed enough to safety (by the perception of the workers, the probability of the workers to take risks and breaking the rules will decline. Thus, the behaviour of the workers relies on their supervisor or senior managers.

The third element of SCT is involvement. Involvement in conventional activities is said to be most relevant to delinquent behaviour. Hence, conventional activities

might provide opportunities for delinquent behaviours. Employees that get involved more in the organization's activity will have a low probability of violating the security policy. Involvement is often considered the least important element among the other elements of Hirschi's Social Control Theory. Despite that, involving in conventional activities will reduce the opportunity to be in a situation where delinquent opportunities are available and enough time to be engaged in them. Here, employee involvement is one of the main elements in safety climate. In addition, management attitudes are also considered as an important dimension in safety climate as it is also an indicator of safety performance and it includes their involvement of safety at work. Safety issues should be raised, and all safety information should be communicated regularly among seafarers on board the ship.

The fourth element of SCT is belief. Belief refers to the degree to which an individual believes and accepts a conventional value system. Most people behave within the boundaries of law because they believe in the validity of the law and they have been socialized to think that the law is right and worthy of being followed. In this study, belief, norms, attitudes and social-technical practices are related closely with safety climate. Belief is one of the factors that are related to safety climate and it is, however, to be determined according to studies that are concerned with minimizing the exposure of individuals within and beyond an organization towards conditions that are resulting to danger or injuries.

Seafarers should be provided with all types of training and should be given high priority in training programs in order to improve themselves. This study also focuses on the identification of the exact nature of employees' belief regarding the benefit of training in their organization. The relationship between employees' beliefs in training that is provided by their employer and their level of commitment to the employer is a vital importance in determining the consequences of training and it is believed that if

there is any relationship established, it will open many research associations for human resource development professionals. Employees who have positive beliefs about the benefits of training are reflected in showing a high level of commitment to the employer who provides the training. A crucial determinant of successful management of safety is the promotion of a positive safety culture which comprises of the right attitudes, belief and commitment of the directors and employees at all levels.

In conclusion, all the four elements of SCT, namely attachment, commitment, involvement and belief are important attributes among seafarers. Besides seafarers, the management and shipowners play a vital role in ensuring the safety of the ship. It is hoped that the attributes can provide a further input towards much better planning, management and operations of marine and shipping related activities.



Corporate Profile

E.A. Technique (M) Berhad (E.A. Technique) was incorporated in Malaysia on 18 January 1993 under the Companies Act 1965 as a private limited company as E.A. Technique (M) Sdn Bhd. It was listed on the Main Market of Bursa Malaysia on 11 December 2014 as E.A. Technique (M) Berhad.

Since then it has developed itself as a logistic provider and ship manager with site offices located in Melaka, Terengganu, Bintulu and Port Klang. The corporate office and business address of E.A. Technique is registered at Setiawangsa Business Suites, Unit C-3A-3A, No.2 Jalan Setiawangsa 11, Taman Setiawangsa, 54200 Kuala Lumpur.

We are principally an owner and operator of marine vessels where our business is focused on marine transportation and offshore storage of Oil and Gas (O&G) and provision of port marine services.

Also as part of our vertical expansion plan, we have ventured into shipbuilding, ship repair and minor fabrication through our subsidiary, Johor Shipyard and Engineering Sdn Bhd (JSE).



Vision

"To be the locally preferred service provider of Marine Services with a Global Vision"

Mission

A local shipping company focuses and exemplifies attributes of :-

- Safety
- Quality
- Security Culture
- Environment



ISWAN AGM & SEMINAR IN MUMBAI
16TH TO 20TH NOVEMBER 2019



05TH PETRONAS MARINE STAKEHOLDERS DIALOGUE
05TH DECEMBER 2019



PERLINDUNGAN DAN INDEMNITI MALAYSIA SDN BHD

Perlindungan dan Indemniti Malaysia Sdn Bhd, better known as P&I Malaysia was officially launched in 2016. This initiative to set up a national protection and indemnity carrier was the brain child of the Ministry of Transport and forms part of the government's strategy to enhance Malaysia's maritime infrastructure whilst increasing insurance premium retention in the country. This 100% government support establishment aspires to be a preferred marine liability insurance provider in ASEAN.



"YOUR RISK, OUR FORTE"

WWW.PNIMALAYSIA.MY

"Visit Us"


VISIT TO MV POS LOGISTICS 2

19TH FEBRUARY 2020



PETRONAS MENTORING PROGRAMME DISCUSSIONS

20TH FEBRUARY 2020


PETRONAS

Sharing with IKMAL on
"Mentorship of Marine Crew"
Program

19.02.20



VISIT TO MV POS LOGISTICS 1

03RD MARCH 2020



KUIH RAYA FOR SEAFARERS

MAY 2020



SEAFARERS EDUCATION FUND (SEF) ASSISTANCE PRESENTATION

24TH JUNE 2020



36TH AGM 25TH JULY 2020



WORLD MARITIME WEEK 10TH TO 12TH SEPT 2019



IKMAL's Activities August 2019-October 2020

26 th August 2019	The President led IKMAL's Team to make a Courtesy Visit upon YABhg. Tun Daim Zainuddin at his office to brief on IKMAL 2019 Presidential Lecture (IPL), at which Tun will be the Presenter.
27 th August 2019	IKMAL conducted a "Workshop on Placement of Cadets from Non-Ship-Ownning Entities on board Ships – Challenges & Solutions" at the Ministry of Transport's (MoT) Auditorium. The Minister of Transport officially closed the event in the afternoon while his Deputy declared it open in the morning. Resolutions derived were fine-tuned by Council and submitted to the Lead Person, Advisory Council (AC) 2, National Shipping and Ports Council (NSPC) for further action.
28 th August 2019	Secretary General (Sec Gen) represented IKMAL at a meeting called by the Malaysia External Trade Development Corporation (MATRADE) at its office in Kuala Lumpur. Tan Sri (Dr) Halim Mohammad, MATRADE's Chairman, presided over the meeting to deliberate on "Malaysian Shipping Industries – Issues and Challenges".
10 th to 12 th September 2019	IKMAL participated in the "World Maritime Week (WMW) 2019" events at the KLCC Convention Centre (KLCC Convex). These include opening an Exhibition Booth and the President making a Presentation during the Conference.
13 th September 2019	IKMAL conducted its "2019 IKMAL Presidential Lecture (IPL)" delivered by YABhg. Tun Daim Zainuddin at the KLCC Convention Centre. Opportunity was taken to present IKMAL's Seafarers' Education Fund (SEF) grants to 2 deserving IKMAL's Members and Dato' Sri Che Khalib, the Managing Director of MMC Corp, presented a cheque of RM 20000.00 for the SEF.
14 th September 2019	IKMAL conducted its 2019 Golf Tournament at the Bukit Kemuning Golf & Country Resort. It was followed by Dinner during which players who won received their prizes. Others had a chance to participate in the Lucky Draw.
19 th September 2019	The President represented IKMAL at the Central Mercantile Marine Fund (CMMF/KWPPL) Committee Meeting.
14 th to 15 th October 2019	The Sec Gen represented IKMAL at the Johor Port Authority's (LPJ) "Port Week Conference 2019" event at the Double Tree by Hilton Hotel in Johor Bahru.



17 th October 2019	<p>Morning:</p> <p>The President led IKMAL's Team to meet MMC Corp's Training Unit Representatives at the MMC Corp's Headquarters. Several options, including the drawing up of proposed "Training Calendar" were suggested.</p> <p>Afternoon:</p> <p>En Amirul, Council Member (CM) & Sec Gen represented IKMAL at the launch of Malaysia's "National Transport Policy" by Tun Dr Mahathir, the Prime Minister, at KL Sentral.</p>
24 th October 2019	Sec Gen represented IKMAL at the "International Conference on Indo Pacific – The New Maritime Geopolitical Theatre" organised by MIMA at the Intercontinental Hotel in KL.
30 th October 2019	Mr President led IKMAL's Team to meet Capt Mohd Halim, the Undersecretary of Maritime Division (SUB-M) at the MoT in Putrajaya to discuss matters related to the 2020 World Maritime Day (WMD) event.
02 nd November 2019	IKMAL's Council conducted a Special Meeting focused on discussing matters related to types of training courses to be offered to MMC Corp via its Johor Port Skills Centre (JPSC).
12 th November 2019	IKMAL and the SNI successfully organised the "12 th Joint IKMAL-SNI STS Transfer-Best Practices Forum" at the Capri by Fraser Hotel in Johor Bahru. Over 100 participants attended.
16 th to 20 th November 2019	Honorary Secretary & Sec Gen represented IKMAL at the International Seafarers' Welfare Assistance Network (ISWAN) Annual General Meeting (AGM) and Seminar at Mumbai, India.
23 rd November to 02 nd December 2019	The President was a member of Malaysia's Delegation lobbying for a Council Seat at the International Maritime Organisation (IMO) in London.
05 th December 2019	The Vice President, En Amirul (CM) and Sec Gen represented IKMAL at the 5 th PETRONAS-Stakeholders Dialogue Session at the Intercontinental Hotel in KL.
11 th December 2019	The Vice President and Sec Gen represented IKMAL at the soft launch of the "International Project Management Conference (IPMC) 2020" to be organised by PETRONAS at the Grand Hyatt Hotel in KL.

29 th January 2020	The President led IKMAL's Team consisting of the Vice President (VP) and Sec Gen to meet the Johor Port Skills Centre (JPSC) Representatives (Reps) at the CONTRAVES Simulator Centre in exploring future conduct of training courses.
11 th February 2020	En Amirul (CM) represented IKMAL at the Malaysian Maritime Education & Training Association's (MyMET) Workshop on "Marine-Basic Offshore Operations Module (M-BOOT)" in Kota Kinabalu.
19 th February 2020	At Pos Logistics Bhd's invitation, the Sec Gen boarded MV Pos Logistic 2 at Port Dickson to deliver a briefing on IKMAL and provide a motivational talk.
20 th February 2020	The President led IKMAL's Team in a discussion with PETRONAS Reps on IKMAL collaborating with the later towards conduct of the "Mentoring Programme for Senior Officers and Dynamic Positioning Operators (DPOs)".
03 rd March 2020	At Pos Logistics Bhd's invitation, the Sec Gen boarded MV Pos Logistics 1 at Port Dickson to deliver a briefing on IKMAL and provide a motivational talk.
28 th March 2020	The first Seafarers' Emergency Assistance Fund due COVID-19's Movement Control Order (MCO) imposition was disbursed to a deserving IKMAL Member. Monies for the fund were contributed by generous entities and individuals. A total RM 8000.00 were disbursed to 16 deserving IKMAL's Members (RM 500.00 each).
17 th May 2020	IKMAL commenced distributing 100 boxes containing "Kuih Raya" under its "Kuih Raya for Seafarers" annual initiative. Funds were garnered from JLM and other generous maritime entities.
05 th June 2020	IKMAL initiated the formation of a loose coalition of maritime non-governmental organisations (NGOs) called: Coalition Of Maritime Professionals, Associations and Shipping Sector (COMPASS) comprising Malaysia Shipowners' Association (MASA); Malaysia Offshore Support Vessels Owners' Association (MOSVA); Sarawak and Sabah Shipowners' Association (SSSA); Association of Marine Industries Malaysia (AMIM); IKMAL; Malaysian Maritime Education & Training Association (MyMET); Maritime Strategic Association of Malaysia (MASTRA) and Sarawak Association of Marine Industries (SAMIN). An online session on the "Way Forward" was conducted, hosted by Capt Kenneth Khoo, the President of MyMET.



LIST OF IKMAL'S NEW MEMBERS August 2019 to October 2020

22 nd June 2020	At the invitation of the MoT, the Vice President & Honorary Secretary represented IKMAL for a discussion on maritime-related issues to be raised by the MoT to the National Economic Action Council (NEAC). Sec Gen attended in his capacity as the Secretariat Staff of COMPASS. The Deputy Sec Gen (Policy) of the MoT noted on the points raised by all who attended the meeting.
24 th June 2020	The President of IKMAL presented the 2020 Seafarers' Education Fund (SEF) Assistance cheques to 4 successful recipients and their representatives who were able to appear at IKMAL's Office. In total, RM 16890.00 were disbursed to 8 successful recipients.
25 th June 2020	The President of IKMAL was a Panel Member at the Panel Discussion on "Pandemic & Seafarers" organised by JLM. Moderator was from the Seafarer Management Centre (SMC). Other Panel Members were representatives from JLM and the National Union of Seafarers Peninsular Malaysia (NUSPM).
17 th July 2020	En Ahmad Badri (CM) and Sec Gen represented IKMAL at a meeting called by the Marine Department Malaysia (JLM) at Wisma Pelaut to discuss full employment of Malaysian Seafarers (SFs) serving on board bunker vessels and other harbour crafts operating within Johor Port waters. Other entities present were Reps of the NUSPM and SMC. Several proposals were made by IKMAL.
25 th July 2020	IKMAL conducted its 36 th Annual General Meeting (AGM) at the Holiday Villa Hotel in Subang. 34 members attended the event.
24 th September 2020	The President represented IKMAL at the Central Mercantile Marine Fund (CMMF/KWPPL) Committee Meeting.

NAME	GRADE	MEMBERSHIP NO.
CLLB SDN BHD	CORPORATE MEMBER	C 0617
MMC PORT HOLDINGS SDN BHD	CORPORATE MEMBER	C 0618
SR MARINE SERVICES SDN BHD	CORPORATE MEMBER	C 0619
RELBON ASIA SDN BHD	CORPORATE MEMBER	C 0620
ARAVIND ARUNASELAM	LIFE MEMBER	LM 0722
ALIF SHAFIQ BIN ALI SAIFUDDIN	LIFE MEMBER	LM 0723
CAPT. PUNG KOK YAU	LIFE MEMBER	LM 0724
MUHAMMAD SHAKIR BIN YASIN	LIFE MEMBER	LM 0725
AHMAD SYAHARUZZAMAN BIN AHMAD KAMARUZZAMAN	LIFE MEMBER	LM 0726
AZMAN BIN ATAN	LIFE MEMBER	LM 0727
MUHAMAD FIRUS BIN LAT	LIFE MEMBER	LM 0728
MALEK BIN MUSTAPHA KAMAL	LIFE MEMBER	LM 0729
JOHARI BIN AHMAD	LIFE MEMBER	LM 0730
MUHAMMAD LUTFEE MUHAMMAD YUNUS	LIFE MEMBER	LM 0731
HO WEE LIAT	LIFE MEMBER	LM 0732
MUHAMMAD FARID BIN MUHAMMED	LIFE MEMBER	LM 0733
JASHREEN HJ MOHD SETIAWAN AMPURIA@JAWANTING	LIFE MEMBER	LM 0734
MOHAMED SHERIF MANSOUR B. MOHAMED MANSOUR	LIFE MEMBER	LM 0735
NIK MOHD AFIEFIE BIN NIK ARIFFIN	LIFE MEMBER	LM 0736
MOHD HAFIZ BIN RAMLY	LIFE MEMBER	LM 0737
NOR HADI BIN ASFAN	LIFE MEMBER	LM 0738
ASHRUL HIDAYAT BIN AMI HASAN	LIFE MEMBER	LM 0739
TENG SU WIN	LIFE MEMBER	LM 0740
MOHD HATTA BIN MAT NOR	LIFE MEMBER	LM 0741
ALEI ZHARIEF BIN ISMAIL	LIFE MEMBER	LM 0742
ADHAM KHUSYAIRI BIN BASRI	LIFE MEMBER	LM 0743
MOHD ZUBIR BIN SHARIPUDIN	LIFE MEMBER	LM 0744
AL AHMAD SHAH BIN ABDUL KADIR	LIFE MEMBER	LM 0745
MUHAMMAD HISYAM BIN ZAINAL ABIDIN	LIFE MEMBER	LM 0746
MOHD SHARIR BIN SAHARUDIN	LIFE MEMBER	LM 0747
MUHAMAD MAZRAN BIN AHMAD SHAH	LIFE MEMBER	LM 0748
MITHAN RAJ NAIR A/L LETCHUMANAN	LIFE MEMBER	LM 0749
MOHD AZMI BIN JUSOH @ SHAFIE	LIFE MEMBER	LM 0750
ABDUL RAHMAN BIN ABDULLAH	LIFE MEMBER	LM 0751
NOR HAMZAH BIN JAAFAR	LIFE MEMBER	LM 0752
AHMAD RIDHUAN BIN MUHAMAD	LIFE MEMBER	LM 0753
ZULKHAIRI BIN RAMLI	LIFE MEMBER	LM 0754
HAIRISSAM BIN IDRIS	LIFE MEMBER	LM 0755
AB RAZAK BIN MOHD YUNUS	LIFE MEMBER	LM 0756
NITHIANANTHAN LETCHUMANAN	LIFE MEMBER	LM 0757
MUHAMAD RIZAL BIN CHE ZUL	LIFE MEMBER	LM 0758
MUHAMMAD AFIF BIN OTHMAN	LIFE MEMBER	LM 0759
MOHD ALIF BIN ARSAD	LIFE MEMBER	LM 0760
MUHAMMAD ZAIM BIN MISRI	LIFE MEMBER	LM 0761
MIR SHAFFIN BIN ZAKARIA	LIFE MEMBER	LM 0762
ABDUL RAHMAN MOHAMED YUSOFF	LIFE MEMBER	LM 0763
AZLAN ZAKARTA	LIFE MEMBER	LM 0764
MUHAMMAD NUR ALI BIN OMAR	LIFE MEMBER	LM 0765
MOHAMED HAFIDZ BIN ABDUL RAHMAN	LIFE MEMBER	LM 0766
SIVA KUMAR KANAGASABAI	LIFE MEMBER	LM 0767
KHAMZAH BIN HUSAIN	LIFE MEMBER	LM 0768
RAJA SEGARAN PERIASAMY	LIFE MEMBER	LM 0769
AHMAD SYAMIL BIN AHMAD TERMIZI	LIFE MEMBER	LM 0770
POOVENDREN RATNAM A/L PANICHELLVAM	LIFE MEMBER	LM 0771
MOHD NOOR ASHRAQ BIN NORDIN	LIFE MEMBER	LM 0772
MOHD SAIFUL BAHRI BIN NOH	LIFE MEMBER	LM 0773



MOHAMAD HANAFFEY BIN MUHAMMAD GHAZALI	LIFE MEMBER	LM 0774
MUHAMMAD KHIR BIN RAZANI	LIFE MEMBER	LM 0775
JOSEPH EMMANUEL RENTAP ANAK NINGKAN	LIFE MEMBER	LM 0776
SUGINTHIRAN KRISHNA	LIFE MEMBER	LM 0777
SHAHROL FARID BIN MAT	LIFE MEMBER	LM 0778
MOHAMAD NASHARUDDIN BIN NAZEER AHAMED	ORDINARY MEMBER	M 0882
MUHAMMAD ADI PUTRA BIN ABDUL RAZAK	ORDINARY MEMBER	M 0883
MOHAMAD TARMIZI BIN ABD SAMAD	ORDINARY MEMBER	M 0884
MOHD AZAM BIN DIN	ORDINARY MEMBER	M 0885
MOHD HAFIZ BIN ISMAIL	ORDINARY MEMBER	M 0886
WILFRED BIN DOMINIC	ORDINARY MEMBER	M 0887
ANUM BINTI MD SHAH	ORDINARY MEMBER	M 0888
MOHD HANNIF BIN ABDULLAH	ORDINARY MEMBER	M 0889
HATIKULLAH BIN AHMAD ONG	ORDINARY MEMBER	M 0890
FARID MASWAN BIN ABD HALIM	ORDINARY MEMBER	M 0891
SHIVAN NAIR KRISHNAN UNNI	ORDINARY MEMBER	M 0892
AZMIR NORSAIRY BIN ALI NIFPIAH	ORDINARY MEMBER	M 0893
MOHD FAIZAL BIN MOHD YUSOFF	ORDINARY MEMBER	M 0894
EDWIN AK CHAP	ORDINARY MEMBER	M 0895
MOHD ROHAIZAD BIN FAIZUL	ORDINARY MEMBER	M 0896
ABD HALIM BIN DAUD	ORDINARY MEMBER	M 0897
MOHD IKHWAN BIN OMAR ALI	ORDINARY MEMBER	M 0898
MOHD SYAZWAN BIN HAJI AHMAD NAWAWI	ORDINARY MEMBER	M 0899
NIK LUTFI BIN MOHD ZAWAWI	ORDINARY MEMBER	M 0900
SITI FATIMAH BINTI ZAINAL AMAN	ORDINARY MEMBER	M 0901
NORJIANA BINTI TAMBIL	ORDINARY MEMBER	M 0902
ABDULLAH SYAWAL BIN MAT YUSOF	ORDINARY MEMBER	M 0903
REDHUAN BIN MOHAMAD SAAD	ORDINARY MEMBER	M 0904
MUHAMMAD IZZUDDIN AMSYAR BIN NOOR HISHAM	ORDINARY MEMBER	M 0905
JEFFERY BANAU ANAK JALIN	ORDINARY MEMBER	M 0906
MOHD YUNUS BIN ABD AZIZ	ORDINARY MEMBER	M 0907
PRASAD KRISHNANMURTY	ORDINARY MEMBER	M 0908
NAGUIB ABDILLAH BIN OTHMAN	ORDINARY MEMBER	M 0909
MUHAMMAD AKHYAR BIN ABDULLAH	ORDINARY MEMBER	M 0910
ADIB MUKMIN BIN MUHAMMAD ABKARI	ORDINARY MEMBER	M 0911
MUHAMMAD EQMAL BIN MOHD SALLEH	ORDINARY MEMBER	M 0912
MUHAMMAD SYAFIQ BIN HANAFI	ORDINARY MEMBER	M 0913
YUSSHAHDAN BIN YUSOP	ORDINARY MEMBER	M 0914
MOHAMMAD EZAT BIN NAZLAN	ORDINARY MEMBER	M 0915
MULIA FATHUL HANIFAH BIN ZAINAL	ORDINARY MEMBER	M 0916
ASMAT BIN AWANG	ORDINARY MEMBER	M 0917
NIK AZBILLAH BIN NIK YAHAYA	ORDINARY MEMBER	M 0918
MOHD ZAMRAY BIN ZAKARIA	ORDINARY MEMBER	M 0919
GABILANPILLAI PALLANI SAMY	ORDINARY MEMBER	M 0920
MOGAN ARUMUGAM	ORDINARY MEMBER	M 0921
ABDUL RAHMAN BIN ABDUL HASHIM	ORDINARY MEMBER	M 0922
MUHAMAD SYARIF BIN CHE SEMAN	ORDINARY MEMBER	M 0923
MOHD HAZLAMI BIN HISHAMUDDIN	ORDINARY MEMBER	M 0924
MUHAMMAD SHAHIR BIN MOHD SAID	ORDINARY MEMBER	M 0925
MUHAMMAD IZZAT B. CHE MOHD ROSLI	ORDINARY MEMBER	M 0926
NASRULLAH BIN ZAHROL LAIL	ORDINARY MEMBER	M 0927
MOHD KHAIRI BIN MOHD YUSOFF	ORDINARY MEMBER	M 0928
MOHD SABRI BIN SHUIB	ORDINARY MEMBER	M 0929
MUHAMAD RAHAFIZ BIN AWANG	ORDINARY MEMBER	M 0930
ZULHELMI BIN ABDUL LATIB	ORDINARY MEMBER	M 0931
THEVARMUTHES VARATHARAJU	ORDINARY MEMBER	M 0932
BALAMURUGAN CHELLVARAJOO	ORDINARY MEMBER	M 0933

MOHD IKRAM BIN MOHD SAFIAN	ORDINARY MEMBER	M 0934
SAIFUL BAHRI BIN MOHAMED FATHILLAH	ORDINARY MEMBER	M 0935
MUHAMAD IZHAM BIN ISMAIL	ORDINARY MEMBER	M 0936
MOHD ROS BIN MOHD RAMLI	ORDINARY MEMBER	M 0937
VJENDRAN A/L KANNAN	ORDINARY MEMBER	M 0938
MOHD KHAIRUL NIZAM B ABD RAZAK KHALIM	ORDINARY MEMBER	M 0939
AZIZUL BIN AZMI	ORDINARY MEMBER	M 0940
AZZAHARUL NAZRIN BIN ZAINAL AZRI	ORDINARY MEMBER	M 0941
MOHAMED ZAHARIL BIN MOHAMED SUFFIAN	ORDINARY MEMBER	M 0942
MUHAMMAD HAFIDZ BIN MD SAH	ORDINARY MEMBER	M 0943
FAREEZ BIN MUHAMMAD HAZMI	ORDINARY MEMBER	M 0944
MUHAMMAD ABDUL FIZAL BIN FINI	ORDINARY MEMBER	M 0945
AMIRSHHRIZA BIN AMINUDDIN	ORDINARY MEMBER	M 0946
NIK MUHAMMAD IMANUDDIN BIN NIK ZAINAL ABIDIN	ORDINARY MEMBER	M 0947
MUHAMMAD FARID MURSHIDI BIN MD NOOR	ORDINARY MEMBER	M 0948
FAUZI BIN MD ZIN	ORDINARY MEMBER	M 0949
TENG SOON WAI	ORDINARY MEMBER	M 0950
AMIRUL AZLEE BIN MOHAMED NOOR	ORDINARY MEMBER	M 0951
MOHAMAD HIDAYAT BIN ISMAIL	ORDINARY MEMBER	M 0952
LING SZE-WEI	ORDINARY MEMBER	M 0953
AKLYMEE SHAH BIN NORDEN	ORDINARY MEMBER	M 0954
CAPT PARVINDER SINGH	ORDINARY MEMBER	M 0955
ZAIHAN IKHWAN BIN ZAINOL AKMAR	ORDINARY MEMBER	M 0956
MOHD ADHAM WAFI BIN MOHMAD BAKHARI	ORDINARY MEMBER	M 0957
MOHD FAIZAL BIN HARUN	ORDINARY MEMBER	M 0958
NIK AMANULLAH NIK AHMAD	ORDINARY MEMBER	M 0959
SABRI SYAFIQ B YUSOF	ORDINARY MEMBER	M 0960
MARWAN BIN MASRI	ORDINARY MEMBER	M 0961
MOHAMAD AZWAN BIN ALIAS	ORDINARY MEMBER	M 0962
FARIS IDZWAN BIN AZMI	ORDINARY MEMBER	M 0963
MOHAMAD SOFI BIN AHMAD	ORDINARY MEMBER	M 0964
MOHD TAUFIQ BIN BASHARI	ORDINARY MEMBER	M 0965
MUHAMMAD JAD BIN AZALI	ORDINARY MEMBER	M 0966
ASHRAF BIN ABDUL JAMIL	ORDINARY MEMBER	M 0967
MOHD RASYID BIN TAJUL URUS	ORDINARY MEMBER	M 0968
MOHD RIDHWAN BIN AB RAHIM	ORDINARY MEMBER	M 0969
KAMALRUDIN BIN ZAN	ORDINARY MEMBER	M 0970
LAI JIAN CHAIK	ORDINARY MEMBER	M 0971
MOHD NASARUDDIN BIN SURATMAN	ORDINARY MEMBER	M 0972
MOHAMAD FAKRUL FAHMI BIN KAMARUL ZAMAN	ORDINARY MEMBER	M 0973
MOHD ZAKI BIN KHALID	ORDINARY MEMBER	M 0974
MOHD FIRDAUS BIN ZAINUDIN	ORDINARY MEMBER	M 0975
MOHD SAIFULNIZAM BIN MOHD NOOR	ORDINARY MEMBER	M 0976
NOOR AIMAN BIN AZAMI	ORDINARY MEMBER	M 0977
MUHAMAD SYAFIQ BIN MAZLAN	ORDINARY MEMBER	M 0978
MD NAZRIZAM MD SARIP	ORDINARY MEMBER	M 0979
MUHAMMAD SHAHRIL AZLAN BIN SUNIT	ORDINARY MEMBER	M 0980
MUHAMMAD DANIAL ASYRAAF BIN JAMEL	ORDINARY MEMBER	M 0981
MD FARIZ BIN JIMIN	ORDINARY MEMBER	M 0982
MOHD IKHWAN BIN MOHD ROSMEY	ORDINARY MEMBER	M 0983
MUHAMAD TAJUL ASHRAF BIN MOHD SAAD	ORDINARY MEMBER	M 0984
MUHAMMAD FAHMIE BIN SHAFIE	ORDINARY MEMBER	M 0985
NIDZAR BIN CHE ANI	ORDINARY MEMBER	M 0986
SOON KONG HAN	ORDINARY MEMBER	M 0987
HAIZIR ABU HASAN	ORDINARY MEMBER	M 0988
MD DION HAZIQ BIN MD RAMDAN	ORDINARY MEMBER	M 0989
MOHD AFFANDI BIN ABD RAZAK	ORDINARY MEMBER	M 0990



MEMBERSHIP APPLICATION FORM



1-06-03, WORLDWIDE@7, Jalan Lazuardi 7/29, Section 7, 40000 Shah Alam, Selangor, Malaysia
Tel: +03 5524 1588 / +601 6615 2014 | Fax: +603 5524 2588 | Email: secgen@ikmal.org.my

I/We wish to apply for membership of the **IKHTIAS KELAUTAN MALAYSIA (Association of Malaysia's Maritime Professionals)**. Personal/Corporate details are as follows:

TASHVIR SINGH RANDHAWA	ORDINARY MEMBER	M 0991
KONG ZIE WEI	ORDINARY MEMBER	M 0992
FAISAL BIN MOHD RUSTHAM	ORDINARY MEMBER	M 0993
NASIRUDDIN BIN WAZERMAT ALI KHAN	ORDINARY MEMBER	M 0994
GOPI A/L ERAKKANAYADU	ORDINARY MEMBER	M 0995
BAPU A/L MADHAVAN	ORDINARY MEMBER	M 0996
SARAVANAN KRISHNAN	ORDINARY MEMBER	M 0997
EDDIE EFFENDI BIN HUSAIN	ORDINARY MEMBER	M 0998
NISHANT DARSHANA NAIDU	ORDINARY MEMBER	M 0999
GANTHAN THIRUVANGADAM	ORDINARY MEMBER	M 1000
MOHD FAZLY IRWAN BIN AHMAD SHAIBI	ORDINARY MEMBER	M 1001
VIVEKANANTHAN SUBRAMANIAM	ORDINARY MEMBER	M 1002
MOHD FADLY BIN ASMAAI	ORDINARY MEMBER	M 1003
CAPT. MOHD ROSLAN B AB RAZAK	ORDINARY MEMBER	M 1004
MOHAMMAD AMJAD BIN MOHD YAZID	ASSOCIATE MEMBER	A 0642
VENOTHVEGELEN A/L MARIAPPAN	ASSOCIATE MEMBER	A 0643
ASRUL FAIRUS BIN ARIFFIN	ASSOCIATE MEMBER	A 0644
LARRY MORRISON ANAK GUP	ASSOCIATE MEMBER	A 0645
MD SOFFEE BIN HARON	ASSOCIATE MEMBER	A 0646
MOHAMAD FADHZIL BIN ZAHA	ASSOCIATE MEMBER	A 0647
JAIDIN BIN JAILANI	ASSOCIATE MEMBER	A 0648
WAN MOHD NOR AOLIAK BIN WAN JAAFAR	ASSOCIATE MEMBER	A 0649
NIK MUHAMMAD HANIF BIN ABDUL HALIM	ASSOCIATE MEMBER	A 0650
JIMMY ALEXZENDER	ASSOCIATE MEMBER	A 0651
MOHD TERMIZI BIN MD HASIM	ASSOCIATE MEMBER	A 0652
KHAIRIN BIN IBRAHIM	ASSOCIATE MEMBER	A 0653
MOHD FAIRUS BIN MUSSAN	ASSOCIATE MEMBER	A 0654
MOHAMMAD IZZAT DANIAL BIN ISMAIL	ASSOCIATE MEMBER	A 0655
MOHD NORHAN BIN HARINDAL	ASSOCIATE MEMBER	A 0656
HARIS BIN HAMDAN	ASSOCIATE MEMBER	A 0657
ZAHANIZAM BIN BAKAR	ASSOCIATE MEMBER	A 0658
MOHD ZAIDI BIN ABDUL WAHAB	ASSOCIATE MEMBER	A 0659
MOHD NAZRI IBRAHIM	ASSOCIATE MEMBER	A 0660
CHRISTIE BALAN ANAK REBA	ASSOCIATE MEMBER	A 0661
MOHAMAD AMIR EIZLAN BIN MOHAMAD FAIZAL	ASSOCIATE MEMBER	A 0662
SOEHED BUDIADJI BIN USUP	ASSOCIATE MEMBER	A 0663
NAZMI BIN AHMAD KAMAL	ASSOCIATE MEMBER	A 0664
MUNESWARMA A/ L NANDA GOPAL	ASSOCIATE MEMBER	A 0665
RAZLE BIN ASGAT	ASSOCIATE MEMBER	A 0666
MOHD AZIM BIN ABDUL NAZAR	ASSOCIATE MEMBER	A 0667
MUHAMMAD HAZIQ FITRI BIN ABDUL WAHID	ASSOCIATE MEMBER	A 0668
MUHAMMAD IYAS BIN IBRAHIM	ASSOCIATE MEMBER	A 0669
SHAHROM BIN SALIM	ASSOCIATE MEMBER	A 0670
RONY BIN IBRAHIM	ASSOCIATE MEMBER	A 0671
MUHAMMAD AZRUL BIN AZAMI	ASSOCIATE MEMBER	A 0672
ALI IMRAN BIN ABDUR RANI	STUDENT MEMBER	S 0579

GRADE	TOTAL NEW MEMBERS
FELLOWS	0
CORPORATE MEMBERS	4
LIFE MEMBERS	57
ORDINARY MEMBERS	123
ASSOCIATE MEMBERS	31
STUDENT MEMBERS	1
TOTAL	216

INDIVIDUAL MEMBERSHIP

Name: _____

Citizenship: _____

Date of Birth: _____

Passport No: _____

MYKAD No: _____

Profession/Occupation: _____

Professional Qualifications (Please enclose photocopies):

Academic Qualifications (Please enclose photocopies):

Home Address (Admission Pack will be delivered here):

Telephone: House: _____ HP: _____

E-Mail (Personal): _____

Name Address of Employer: _____
(If applicable)

Telephone No: _____

Fax No: _____

E-Mail: _____

NEXT OF KIN DETAILS

Name: _____

MyKad No: _____

Relationship: _____ HP No: _____

Address (if different from self-home address): _____

CORPORATE MEMBERSHIP

Company's Name/Address: _____

Nature of Business: _____
(Please enclose copy of business license)

Telephone No: _____

Fax No: _____

E-Mail: _____

COMPANY'S NOMINEE 1

Name: _____

Designation: _____

Date of Birth: _____

MYKAD No/Passport No: _____

Telephone No: _____

Fax No: _____

E-mail: _____

Name: _____

Designation: _____

Date of Birth: _____

MYKAD No/Passport No: _____

Telephone No: _____

Fax No: _____

E-mail: _____

Note: Successful applicants will be notified on procedure of banking in the RM 50.00 Entrance Fee and appropriate Membership Fee once approved.

SIGNATURE:

NAME: _____

DATE: _____

ANNUAL SUBSCRIPTION

ORDINARY MEMBER RM100.00	LIFE MEMBER (One time subscription) RM1000.00	ASSOCIATE MEMBER RM60.00	STUDENT MEMBER RM20.00	CORPORATE MEMBER RM1000.00
-----------------------------	---	-----------------------------	---------------------------	-------------------------------

MEMBERSHIP REQUIREMENT

Every candidate for election or transfer to the class of Ordinary Member shall satisfy the Council that he:

Ordinary Member

- Is a holder of one of the following qualifications or equivalents;
- Master or Chief Mate of 3.000GT or more on unlimited voyage;
- Chief Engineer Officer or Second Engineer Officer of 3.000GT or more on unlimited voyage;
- Master or Chief Mate of 3.000GT or more on and between 500GT and 3,000GT on near coastal voyage;
- Chief Engineer Officer or Second Engineer Officer of 3.000kW or more and between 750kw and 3,000kW on near coastal voyage;
- Officer in charge of a navigational watch of 500GT or more or Officer in charge of an engineering watch of more than 750kW;
- Master or officer in-charge of navigational watch of less than 500GT on near coastal voyage;
- Master or Mate of less than 500GT on domestic voyage;
- Engineer officer of less than 750kW on domestic or near coastal voyage;
- Degree in maritime field with 1-year's relevant experience or other degrees with 2-years' continuous experience in the maritime field
- Pilot License acceptable to the Council;
- is a holder of relevant qualification acceptable to the Council.

Associate Member (M.I.K)

- Should be associated with the maritime field and hold qualifications other than that of an Ordinary Member.

Student Member:

- Should be between 17 to 25 years old and pursuing a maritime-biased course.

Corporate Member:

- Open to companies/entities dealing with maritime related activities, except a ship owning or ship management outfit.



Advantages of being an IKMAL member

1. Under the royal patronage of the HRH the Sultan of Selangor, Duli Yang Maha Mulia Sultan Sharafudin Idris Shah Ibni Almarhum Sultan Salahudin Abdul Aziz Shah Alhaj.
2. As a non profit organization, IKMAL is managed by a Council elected from amongst its members. As such the Council members have nothing to gain by becoming a member. All those who are at the post have the intention of only gearing forward for the improvement of the maritime profession.
3. Not any person can join IKMAL. You do need to have certain basic qualifications before you are eligible to join IKMAL. As such, it is a professional organization and your participation will enhance the maritime fraternity.
4. Being a part of the team of improving the maritime profession to a higher level.
5. Able to build a rapport with other members not only locally but internationally.
6. IKMAL has long standing collaboration with other organizations to foster practical working relationships such as MOU with KLRCA, Universiti Industri Selangor, port operators, to further advance the maritime profession. As such, you as a member, will obtain first hand information of any business advancement in the maritime industry.



If you have articles or information to share with the maritime community please forward them to us.

To advertise your business in MARINERS MALAYSIA please call :

Secretariat:

IKHTISAS KELAUTAN MALAYSIA (IKMAL)

1-06-03, Worldwide@7, Jalan Lazuardi 7/29, Section 7, 40000 Shah Alam, Selangor D.E., MALAYSIA.
Tel: +603-5524 1588
Fax: +603-5524 2588
HP: +6016-615 2014
email: secgen@ikmal.org.my
website: <http://www.ikmal.org.my>



SURUHANJAYA PELABUHAN PULAU PINANG
PENANG PORT COMMISSION



GERBANG UTARA KE PERSADA DUNIA
NORTHERN GATEWAY TO GLOBAL FOREFRONT

LEVEL 2, SWETTENHAM PIER CRUISE TERMINAL,
NO.1A, KING EDWARD PLACE
10300 GEORGE TOWN, PULAU PINANG.
TEL:604.263.3211 | FAX: 604.262.6211 |
E-MAIL: sppp@penangport.gov.my
<https://penangport.gov.my>

- Suruhanjaya Pelabuhan Pulau Pinang
- Penangport
- sppp1



Data Centre



Connectivity



Cloud



Security



Voice

One-stop Solution For Your Digital Growth

Get ahead of the competition by seamlessly integrating processes into a cloud-enabled environment, allowing your business to operate at peak efficiency and reduced cost. Digitalise securely and confidently with TIME's robust infrastructure and comprehensive solutions to achieve your business goals.

Connect with us to stay at the forefront of the technology race.



1800-18-2828
www.time.com.my

TIMETM