

Social Interaction Onboard among Selected Filipino Seafarers and its Effect on their Well-being

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Abstract

Social interaction onboard is a vital aspect of seafarer's maritime life, shaping their daily experiences and well-being while navigating the open seas. It also fosters a sense of community and belonging for seafarers, counteracting the isolation inherent to long deployments at sea. Employing descriptive-correlation design, this study aims to determine the effect of social interaction on the well-being of Filipino seafarers. A researcher-made instrument was used to gather data from seventy-five (N=75) randomly selected respondents within Metro Manila. Findings revealed that the Filipino seafarers' physical, emotional, mental, and spiritual well-being is in good stand, while they also value their work regardless of the nature and challenges in their job. Furthermore, social interaction is only significantly related to the Filipino seafarers' physical well-being. Though positive and moderate, this relationship implies that the higher the level of social interaction, the better the overall physical well-being. Thus, the physical well-being of Filipino seafarers varies depending on how they socially engage. If the seafarer is socially active towards their crewmates, then it will have a better effect on their physical wellbeing. With the above outcomes, it is recommended that seafarers should engage and give importance to social events onboard in order to improve their wellness and positively affect their mental state.

Keywords: social interaction, well-being, Filipino seafarers, mental state



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INTRODUCTION

Life at sea is a unique existence. Whilst seafarers come from all over the world, with different cultures and backgrounds, and work in diverse areas of the shipping industry, they share many common and uncommon experiences. One distinct experience which they shall nurture is their social interaction onboard.

A social interaction is a social exchange between two or more individuals. These interactions form the basis for social structure and therefore are a key object of basic social inquiry and analysis. A Texas researcher pointed out that social interaction can enhance good health through a positive influence on people's living habits. Lack of social interaction also damages mental health. The emotional support provided by the social connection helps to reduce the damaging effects of stress and can foster a "sense of meaning and purpose in life" (Brody, 2017).

A seafarer belongs to the sensitive category of people in a ship community which is completely self-sustaining in an independent society. Seafarers find their community a completely different world with peculiar lifestyles, working conditions, and relationships. Thus, their social interaction is very important in order to have a good well-being on board. Just like themselves, seafarers should be aware that they deal with people whose way of life is specific and typical, who are detached from their families, friends, and homeland, and who work under specific conditions onboard vessels.

Every time seafarers embark, they meet and socialize with different people. And being away from their family has some effects on their well-being. Social interaction with colleagues has mostly received attention in qualitative research. Although few studies directly examine their effects on strain, research suggests that the quality of social interaction has a negative effect on fatigue. For example, the more support given by people, the lower the reported level of fatigue (Pauksztat, 2017).

Being a seafarer is a tough job as it requires numerous responsibilities. It demands mental, physical, and emotional toughness in order to make their work better even if they are far from their family. Seafarers spend more time on their sea job than with their family or friends.

The purpose of this study is to make a scientific contribution to better understand the social interaction aspects of seafarers and work to point out their interaction style and understanding further their life while onboard. Hence, this study aims to determine the effect of social interaction on the well-being of Filipino seafarers.

LITERATURES

Challenges Faced by Filipino Seafarers. With the Philippines deploying over 300,000 overseas Filipino seafarers (OPS) in international ocean-going vessels, the government's continuous efforts to ensure their protection and welfare have been strengthened through the ratification of the International Seafarers' Bill of Rights. According to Chapter 1 Section 2 of Magna Carta of the Filipino Seafarers, it is hereby declared the policy of the State to recognize the rights, contributions, and unique role of Filipino seafarers as maritime professionals as well as their vulnerabilities and afford them full protection before, during and after their employment.

Since most seafarers are working internationally, most of the time they are away from their family, and they mostly have a small amount of time to spend with their family. So, during onboarding according to Section 12 of Seafarers' Rights, the seafarers especially during their free time or off duty shall have reasonable access to ship-to-shore telephone communication, email, and internet facilities where available.

By the well-being of the Filipino seafarers according to the Labor Code of the Philippines Rule V Section 3 the seafarer shall have the right to consult a qualified physician or dentist without delay in port of call, where practicable.

Social Interaction amongst Seafarers. Social interaction is an exchange between two or more individuals and is a building block of society. Cultural differences may often hinder communication since not all seafarers know how each culture behaves, or how to deal with these differences. With over 85% of the world fleet now mixed manned, a major shipboard social challenge is cultural diversity. Addressing shipboard cultural diversity issues can therefore no longer be thought of as a humanistic or moral issue, or a social responsibility either, but rather an operational imperative required to enable crew members operating in such an environment fit in well with each other, a sort of an interactive design process for ships' crew that can aptly be described as "human ergonomics" (Amanhyia, 2015).

Mental well-being is the state in which employees can realize their potential, they feel positive about the direction of their work, career, and development. Well-being is a state of mind which means that crews can cope with the normal stresses of life and work productively and fruitfully. A sense of community is also an important part of wellbeing. At home, this might be a seafarer's family, faith community, village or locality, or a community built on shared interests or perhaps a virtual community. Therefore, being a seafarer is part of a sense of identity that others don't share, so they can have a sense of community with other seafarers (ISWAN, 2017). Not minding what people say and not being sensitive can also help in terms of having a healthy mental disposition.

Long work hours associated with a poor quality of sleep can cause chronic fatigue and can affect mental health. Mental ill health measurement concerns the degree to which feelings and behavior are affected by the perceived job. A higher score on mental ill health for a particular group indicates that there is a lower sense of emotional well-being (Carotenuto et.al, 2012).

Social interaction effects refer to the particular form of strategic complementarity in which the action choices of agents in the reference group have a positive impact on the DM's propensity

to choose the corresponding action without affecting the DM's material payoffs. Social interaction effects potentially have important economic consequences because any change in the environment has not only a direct behavior but also an indirect effect of the same sign, and thus a small change in fundamentals might result in a large change in aggregate behavior via called "social multiplier" (Gantner et.al, 2018).

Advantages of Filipino Seafarers. According to Depasupil, (2016), "the country remains to be the world's top source of seafarers, with around 229,000 Filipinos on board merchant shipping vessels around the world at any given time. Filipino seafarers comprise more than 25 percent of the 1.5 million mariners worldwide, making them the "single biggest nationality bloc" in the global shipping industry according to the Department of Labor and Employment (DOLE). Besides language, cultural differences can lead to misunderstandings and social problems. However, a good relationship between seafarers onboard is not difficult and prevents intercultural misunderstandings if they can communicate effectively.

This is why Filipino seafarers manage to handle the type of environment onboard due to their competitive communication skills and is considered also one of the advantages why ship owners continue to choose Filipino crew members. Depasupil (2016) also stated that "Filipinos are the most preferred seafarers in the world because they are better trained and proficient in English, according to the DOLE".

Filipino seafarers have generally high and positive attitudes towards the work environment because the physical environment aboard the ship provides them with a better appreciation of standard work performance as well as a general feeling of safety and a healthy working environment. They believe that the work environment promotes pleasant and harmonious relationships with people (Barranta, 2012).

Seafarers Well-being. Well-being is a holistic experience of balance in the face of imbalance that includes the body, mind, heart, and spirit. This holistic view helps us to remember that

well-being is a condition of balance in our lives (Nicotera & Laser-Maira, 2019).

The demands of the job; the level of control seafarers have over their work; the support received from management and colleagues; relationships at work; the seafarers' role in the organization; change and how it is managed are the six key areas or risk factors that can cause work related stress to seafarers. When under severe stress, a seafarer fails to make clear-cut decisions, reevaluate and reassess priorities and lifestyles, and ultimately tends to fall into unproductive distractions ("Guidelines for mental care onboard merchant ships," 2009).

Interacting with others is also beneficial for your mental health. A single act of kindness has the biggest impact on our mental wellbeing. Being concerned for others' welfare, doing something nice for someone, helping them, thanking them, being kind, or even simple can all contribute to your well-being. A sense of community in the ship is therefore an important part of wellbeing. Communities can exist or be created from a shared location, hobbies, interests or other common factors. Being part of a community helps us feel connected and supported, and gives us a sense of belonging. It can also give more meaning and purpose to everyday life. (ISWAN, 2020).

The large number of Filipinos who work in the global maritime industry has been building up for decades. There are some reasons why there is a large number of Filipino seafarers. Filipino seafarers are known for their discipline and dedication. They adhere to policies well and are careful about their conduct. Report shows that the ability to connect with family regularly while away was also understood to ease the transition into home life when returning home. This is a valuable insight that connectivity to the family and the people has a huge impact on seafarers' well-being ("Digital Connectivity Beneficial to Seafarers Well-Being," 2018).

Career Development of Filipino Seafarers. Filipino seafarers at all levels working aboard the ship shared the same feeling that economic factors, behavioral factors, and

physical factors hindered their career development except for social factors. The support level groups felt that social factors hindered the seafarers' desire for career growth. They were easily affected by homesickness; the foods served aboard ship as well as the presence of different nationalities to work with (Anacta, 2011).

METHODOLOGY

Research Design. The study utilized the descriptive-correlation design in order to determine if the social interaction of Filipino seafarers onboard has an effect on their well-being (physical, emotional, mental, and spiritual).

Sample Size and Sampling Technique. The respondents of the study were seventy-five (75) randomly selected Filipino seafarers with at least 2 years onboard experience. Simple random sampling was chosen due to ease of use and accurate representation. It offered a chance to perform data analysis that has less risk of carrying an error.

Research Instrumentation. The researcher utilized a researcher-made survey questionnaire as main data gathering instrument of the study. Part 1 of the questionnaire sought to determine the social interaction experiences of respondents during their onboard deployment. Part 2 measured the overall well-being of the Filipino seafarers. A 4-point Likert scale was used to measure the extent of the respondents' agreement towards the indicator statements reflected in the questionnaire. The ratings are as follows: Legend: 1.00-1.75 (Strongly Disagree); 1.76-2.50 (Disagree); 2.51-3.25 (Agree); 3.26-4.00 (Strongly Agree).

The instrument was checked and validated by 3 experts: 1) Experienced seafarer; 2) Statistician; and, 3) Research adviser. Every part of the instrument undergone strict validation to guarantee that its contents meet the required data to answer the objectives of the study. A reliability test was also conducted to determine the internal consistency of the instrument. Based on the result, the

instrument yielded a Cronbach alpha of 0.718 which is acceptable.

Data Gathering Procedure. Upon approval of the final version of the instrument, the researcher planned the administration of the instrument. The survey was done face-to-face at Kalaw Avenue, in the City of Manila. This location was chosen for a fact that the area is a hub for Filipino seafarers seeking onboard employment as well as a venue for manning agency representatives to outsource prospective manpower. A simple statement of consent was extended to acquire the voluntary participation of the respondents. Upon reaching the required number of respondents, the researchers compiled the survey sheets and tabulated the data to come up with the raw results. These results were then forwarded to the Statistician for treatment.

Statistical Treatment. To analyze the data, pertinent statistical tools were used. Weighted mean was also used to describe and interpret the level of social interaction onboard as well as the overall well-being among the Filipino seafarers. Lastly, Pearson R was used to determine the relationship between the respondents' level of social interaction and overall well-being.

RESULTS AND DISCUSSION

Table 1
Mean Distribution of Social Interaction in Terms of Exchange

Statements	Weighted Mean	Descriptive Interpretation
1. I was able to have an informative conversation with my crewmates.	3.17	Agree
2. I was able to confide some of my problems to other crewmates.	3.23	Agree
3. I was able to receive assistance from my crewmates during difficult situations.	3.37	Strongly Agree
4. I was able to receive good advice with my crewmates.	3.23	Agree
5. I was able to have bonding time with my crewmates.	3.20	Agree
Average Weighted Mean	3.24	Agree

Table 1 presents the level of social interaction of the respondents in terms of exchange. It can be seen that most of the statements were marked "agree" except the statement "I was

able to receive assistance with my crewmates during difficult situations” which was marked “strongly agree” having the highest weighted mean of 3.37. This is followed by both statements “I was able to confide some of my problems to other crewmates” and “I was able to receive good advice from my crewmates” with a weighted mean of 3.23. On the other hand, the statements “I was able to have bonding time with my crewmates” and “I was able to have an informative conversation with my crewmates” have weighted means of 3.20 and 3.17, respectively. As a whole, the respondents “agree” with the statements related to the level of social interaction in terms of exchange, as reflected in the average weighted mean of 3.24.

Table 2
Mean Distribution of Social Interaction in terms of Competition

Statements	Weighted Mean	Descriptive Interpretation
1. I was able to show good performance during my work onboard.	3.09	Agree
2. I was able to act according to the norms of our community.	3.27	Strongly Agree
3. I was able to fulfill my daily task with better results.	3.32	Strongly Agree
4. I was able finish my contract with a remarkable appraisal.	3.12	Agree
Average Weighted Mean	3.20	Agree

Table 2 presents the level of social interaction of the respondents in terms of competition. Among the four statements, two were marked “strongly agree” and the statement “I was able to fulfill my daily task with the better result” had the highest weighted mean of 3.32. This is followed by the statement “I was able to act according to the norms of our community” with a weighted mean of 3.27. Thus, the remaining statements “I was able to finish my contract with remarkable appraisal” and “I was able to show good performance during my work onboard” were marked “agree” having weighted means of 3.12 and 3.09, respectively.

As a whole, the respondents “agree” with the statements related to the level of social interaction in terms of competition with average weighted mean of 3.20.

Table 3
Mean Distribution of Social Interaction in terms of Cooperation

Statements	Weighted Mean	Descriptive Interpretation
1. I was able to efficiently perform my role during maneuvering operations.	3.16	Agree
2. I was able to take on my responsibilities during port operations.	3.39	Strongly Agree
3. I was able to fulfill my task during cargo hold cleaning operation.	3.21	Agree
4. I was able to fulfill my task when we are conducting drills.	3.24	Agree
5. I was able to perform on time the maintenance and reports needed.	3.20	Agree
Average Weighted Mean	3.24	Agree

Table 3 presents the level of social interaction of the respondents in terms of cooperation. It can be seen that most of the statements were marked “agree” except the statement “I was able to take my responsibilities during port operations” was marked “strongly agree” having the highest weighted mean of 3.39. This is followed by the statement “I was able to fulfill my task when we were conducting drills” having a weighted mean of 3.24. On the other hand, the statement “I was able to fulfill my task during cargo hold cleaning operation” has a weighted mean of 3.21. Thus, statements “I was able to perform on time the maintenance and reports needed” and “I was able to efficiently perform my role during maneuvering operations” have weighted mean of 3.20 and 3.16 respectively. As a whole, the respondents “agree” on the statements related to the level of social interaction in terms of cooperation, as reflected from the average weighted mean of 3.24.

Table 4
Mean Distribution of Social Interaction in terms of Conflict

Statements	Weighted Mean	Descriptive Interpretation
1. I have conflict with crewmates due to differences in culture.	2.47	Disagree
2. I have conflict with crewmates due to differences of opinions on ways to settle discrepancies.	2.64	Agree
3. I have conflict with crewmates due to work pressure.	2.97	Agree
4. I have conflict with crewmates due to lapse of communication.	2.55	Agree
5. I have conflict with crewmates due to language differences.	2.40	Disagree
6. I have conflict with crewmates due to differences in religion.	2.11	Disagree
Average Weighted Mean	2.52	Agree

Table 4 presents the level of social interaction of the respondents in terms of conflict. Three (3) of the statements were marked “agree”, with “I have a conflict with crewmates due to work pressure” having the highest weighted mean of 2.97, followed by “I have a conflict with crewmates due to differences of opinions on ways to settle discrepancies” with a weighted mean of 2.64 and lastly “I have a conflict with crewmates due to lapse of communication” with a weighted mean of 2.55. On the other hand, the remaining three (3) statements were marked “disagree” with “I have a conflict with crewmates due to differences in culture” with a weighted mean of 2.47. This is followed by the statements “I have a conflict with crewmates due to language differences” and “I have a conflict with crewmates due to differences in religion” which have weighted means of 2.40 and 2.11, respectively.

As a whole, the respondents “agree” on the statements related to the level of social interaction as to conflict, as reflected by the average weighted mean of 2.52.

Table 5
Mean Distribution of Well-being as to Physical Well-being

Physical Well-Being	Weighted Mean	Descriptive Interpretation
1. I was able to have enough rest hours.	2.80	Agree
2. I was able to have regular balanced meal and good nutritional habits.	2.79	Agree
3. I was able to have regular, enjoyable exercise.	2.81	Agree
4. I was able to have daily relaxation.	2.75	Agree
5. I was able to live an addiction-free life.	3.16	Agree
6. I was able to have confidence in one's appearance.	2.87	Agree
Average Weighted Mean	2.86	Agree

Table 5 above shows the respondents' overall physical well-being. As shown, all statements were marked “agree”. These include the statement “I was able to live an addiction-free life” having the highest weighted mean of 3.16, followed by “I was able to have confidence in one's appearance” having a weighted mean of 2.87. On the other hand, statements “I was able to have regular, enjoyable exercise” and “I was able to have enough rest hours” have weighted means of 2.81 and 2.80, respectively. While statement “I was able to have regular balanced

meal and good nutritional habits” has a weighted mean of 2.79 and the statement “I was able to have daily relaxation” has the lowest weighted mean with 2.75.

In general, the respondents “agree” with the statements related to overall physical well-being, as shown by the average weighted mean of 2.86 (agree).

Table 6
Mean Distribution of Well-being as to Emotional Well-being

Emotional Well-Being	Weighted Mean	Descriptive Interpretation
1. I was able to have compassion and empathy to others.	2.99	Agree
2. I was able to have strong sense of belonging.	3.04	Agree
3. I was able to have good balance of social and solitude time.	2.77	Agree
4. I was able to have frequent acknowledgement of self and others.	3.03	Agree
5. I was able to have the capacity to know and express one's feelings and needs.	2.99	Agree
6. I was able to have a mature handling of negative emotions.	3.12	Agree
7. I was able to have a capacity to reach out for help when needed.	3.03	Agree
8. I was able to have a positive, non-judgmental communication.	3.03	Agree
9. I was able to have a healthy acceptance of self and others.	3.04	Agree
10. I am at peace with family & crewmates most of the time.	3.11	Agree
11. I was able to experience happiness frequently.	3.07	Agree
12. I was able to have a capacity to be honest in an assertive & respectful way.	3.00	Agree
Average Weighted Mean	3.02	Agree

Table 6 shows the respondents' overall emotional well-being. It can be seen that all the statements were marked agree. These include the statement “I was able to have mature handling of negative emotions” having the highest weighted mean of 3.12, followed by “I am at peace with family & crewmates most of the time” having a weighted mean of 3.11. The statement “I was able to experience happiness frequently” has a weighted mean of 3.07 and this is followed by statements “I was able to have a strong sense of belonging” and “I was able to have a healthy acceptance of self and others” with the same weighted mean of 3.04. Thus, three of the statements: “I was able to have the frequent acknowledgment of

self and others”, “I was able to have the capacity to reach out for help when needed” and “I was able to have a positive, non-judgmental communication” have also the same weighted mean of 3.03. The statement “I was able to have the capacity to be honest in an assertive & respectful way” has a weighted mean of 3.00. While both statements “I was able to have compassion and empathy to others” and “I was able to have the capacity to know and express one’s feelings and needs” have the same weighted mean of 2.99 and lastly, the statement “I was able to have a good balance of social and solitude time” has the lowest weighted mean of 2.77.

The respondents in general “agree” with the statements related to their emotional well-being, as evident from the average weighted mean of 3.02 (agree).

Table 7
Mean Distribution of Well-being as to Mental Well-being

Mental Well-Being	Weighted Mean	Descriptive Interpretation
1. I was able to have enjoyable hobbies/activities.	2.89	Agree
2. I was able to have good self-discipline.	3.01	Agree
3. I was able to have effective time management.	1.80	Agree
4. I was able to have a positive/optimistic attitude.	2.97	Agree
5. I was able to create and follow through on goals and dreams	2.97	Agree
6. I was able to have a clarity of purpose in career and life.	3.01	Agree
Average Weighted Mean	2.94	Agree

Table 7 above shows the respondents’ overall mental well-being. As shown, all the statements were marked agree. Two of the statements have the highest weighted mean of 3.01, these were “I was able to have good self-discipline” and “I was able to have a clarity of purpose in career and life” which is followed by statements “I was able to have a positive/optimistic attitude” and “I was able to create and follow through on goals & dreams” with the same weighted mean of 2.97. On the other hand, the statement “I was able to have enjoyable hobbies/activities” has a weighted mean of 2.89, and the lowest is “I was able to have effective time management” with a weighted mean of 2.80.

As a whole, the respondents “agree” with the statements related to their mental well-being, as shown by the average weighted mean of 2.94 (agree).

Table 8
Mean Distribution of Well-being as to Spiritual Well-being

Spiritual Well-Being	Weighted Mean	Descriptive Interpretation
1. I was able to aspire to live one’s highest values.	3.03	Agree
2. I was able to have a sense of trust in life.	3.08	Agree
3. I was able to experience frequent awe & appreciation.	3.01	Agree
1. I was able to have frequent gratitude for myself and others.	3.05	Agree
5. I was able to have a healthy respect for religious/political differences.	3.08	Agree
6. I was able to have frequent inner peace and serenity.	3.05	Agree
Average Weighted Mean	3.05	Agree

Table 8 above shows the respondents’ overall spiritual well-being. As shown in the table, all the statements were marked agree. Two of the statements have the highest weighted mean of 3.08, these statements were “I was able to have a sense of trust in life.” and “I was able to have a healthy respect for religious/political differences.” while it is followed by statements “I was able to have a frequent gratitude for self & others” and “I was able to have a frequent inner peace & serenity.” with the same weighted mean of 3.05. On the other hand, the statement “I was able to aspire to live one’s highest values” has a weighted mean of 3.03, and the lowest is “I was able to experience frequent awe & appreciation” with a weighted mean of 3.01. In general, the respondents “agree” with the statements related to their spiritual well-being, as reflected by the average weighted mean of 3.05 (agree).

Table 9
Relationship between Social Interaction and Overall Well-being

Variables	Person r	p-value	Interpretation	Decision
Social Interaction and Physical Well-being	0.238	0.040	Significant	Reject the Hypothesis
Social Interaction and Emotional Well-being	0.223	0.054	Not Significant	Accept the Hypothesis
Social Interaction and Mental Well-being	0.108	0.355	Not Significant	Accept the Hypothesis
Social Interaction and Spiritual Well-being	0.028	0.812	Not Significant	Accept the Hypothesis

Table 9 shows the relationship between the respondents' level of social interaction, and their overall well-being as to physical, emotional, mental, and spiritual aspects. It can be noticed that social interaction is only significantly related to their physical well-being, as shown by the Pearson r of 0.238 with a p -value of 0.040. The said relationship is positive, and moderate which implies that the higher the level of social interaction is, the better the overall physical well-being. Thus, statements under physical well-being varies its result depending on how seafarers engage in social interaction. If the seafarer is socially active towards their crewmates, the better its effect in terms of the seafarer's physical wellbeing.

On the other hand, social interaction is not significantly related to emotional well-being ($r=0.223$, p -value=0.054), mental well-being ($r=0.108$, p -value=0.355), and spiritual well-being ($r=0.028$, p -value=0.812). This is just a mere descriptive discussion. Dig deeper and put your inferences.

Conclusions. In terms of social interaction, receiving assistance from crewmates during difficult situations is the scenario that mostly happens onboard in the aspect of social interaction in terms of exchange. It is because helping one another is an important factor since most of the task onboard requires the assistance of the other crew member to complete the task efficiently and safely.

Seafarers are also required to fulfill their daily tasks with better results in situations of social interaction in terms of competition because Filipino seafarers are known for being hardworking, and disciplined and possess positive working attitudes that's why tasks assigned to them are done with better results.

Taking responsibility during port operations is also the most agreeable situation in social interaction in terms of cooperation. It is because when you are at port, responsibilities will not just only in the vessel but also includes the nearby activities that can affect the operation or safety of the crew and ship, thus cooperation with officers and other crew member is important.

Lastly, work pressure is the leading reason why conflict arises onboard. The working environment or the nature of work onboard is different compared with the land-based working environments because unexpected circumstances normally arise that require seafarers to extend more hours of work in order to get the job done.

With respect to overall well-being, living an addiction-free life is the most agreeable statement in the aspect of physical well-being. The seafarer's daily routine onboard is full of activity or task that needs to be done especially when there is an unexpected additional job. That's why most seafarers prefer to take a rest during free time than to engage in activities that will lead to addiction.

Mature handling of negative emotions is the most agreeable statement in the aspect of emotional well-being. Filipino seafarers value their work onboard so that whatever difficult circumstances arise in their lives, they can settle it professionally. Thus, they prefer to handle negative emotions professionally in order not to compromise the healthy relationship with their crewmates.

Having good self-discipline is the most agreeable statement in the aspect of mental well-being. Seafarers working environment sometimes involves a task that has a possibility of danger. Thus, good discipline must be applied at all times to avoid mistakes and not compromise the safety of the seafarers. Therefore, with this practice, seafarers can further develop the discipline that they already have.

Having a sense of trust in life is the most agreeable statement in the aspect of spiritual well-being. Seafarers believe that their sacrifices and loneliness in working away from their families will result in something good for themselves and their families.

Among the four aspects of overall well-being, it can be noticed that social interaction is only significantly related to their physical well-being while emotional well-being, mental well-being, and spiritual well-being are not significantly related.

Recommendations. For a seafarer to show good performance during their work onboard, it is recommended that seafarers do their best in their work but with the mindset of just performing properly to comply with the requirements of the job. Though competition at work is a normal atmosphere, nonetheless, seafarers should not be pressured by competition so as not to distract their focus and retain a good mental disposition.

To avoid conflicts due to differences of opinion between the crew on ways to settle discrepancies, it is recommended that toolbox meetings should be done properly to discuss with the crew and for them to be heard and able to share ideas to come up with better a solution on settling encountered discrepancies. It is recommended as well that seafarers should learn to distinguish what is urgent and what is not to accomplish the task and avoid pressure. Unexpected situations are normal onboard, that's why seafarers should prioritize the important and urgent things and adapt to a fast-paced work environment. It is recommended that seafarers should not hesitate to clarify questions or information to gain a better understanding of the situation and avoid lapses of communication that can cause conflict.

To have regular balance meals and good nutritional habits, it is recommended that seafarers must bear in mind that regular balanced meal and good nutritional habits are necessary to efficiently perform a task that involves physical strength. Companies must ensure as well that they are providing adequate and healthy food. Thus, seafarers should keep a healthy diet and avoid too much alcohol. To have daily relaxation, it is recommended that seafarers should learn to adapt and accept the fact that there are times that is needed to extend extra time on their duty due to some exceptional circumstances. Management level officers shall observe and implement the proper rest hour period for the crew to relax their minds and efficiently perform their tasks.

To have a good balance of social and solitude time, it is recommended that seafarers should learn to manage their time. Although managing

time onboard is different from that onshore due to ever-changing circumstances and unplanned events. That's why it is important to spend time accordingly between engaging socially and solitude time, especially during off-duty and rest days.

Lastly, it is recommended that seafarers should engage and give importance to social events onboard in order to improve the wellness of seafarers in terms of the aspects that affect their mental state. These events allow them to chat with others and break free of the work and cabin cycle. Mental health should be discussed as well during meetings.

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