

## **EFFECTIVENESS OF BASIC SAFETY TRAINING AS PERCEIVED BY FILIPINO SEAFARERS**

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### **Abstract**

*Basic Safety Training is the cornerstone to maritime training. It provides a hands-on training experience with safety equipment, combined with classroom instruction, and is designed for all seafarers with designated safety or pollution prevention duties. It is a prerequisite before one can become a full-fledged mariner in today's shipping and seaman job industry. The respondents measured the performance of the trainees in terms of learning, training, attitude and communication during their Basic Safety Training; and the respondents also determined the Key Performance Area (KPA) based on the results on the significant relationship of the respondents to better improve the program for students who will undergo the Basic Safety Training. The study made use of a descriptive method. The results show that majority of the respondents are males, aged 21 to 30 years old, most of them are seafarers on their first voyage, and have an average age of 24 years old. The respondents agreed that Basic Safety Training programs could still be enhanced and improved. The results coming from the respondents imply that there are still modules that need enhancement. Manuals must be enhanced to improve the basic safety training at Lyceum of the Philippines–Laguna. The researchers recommend that the trainers must focus in terms of communication wherein the instructor or instructress should be more knowledgeable and experienced in their field of teaching for the future seafarers.*

**Keywords:** *maritime industry, basic safety training, seafarer, Filipino, safety of life at sea*

### **INTRODUCTION**

The Basic Safety Training course has four International Maritime Organization (IMO) modules which are Personal Safety and Social Responsibility (PSSR), Elementary First Aid (EFA), Crowd and Crisis Management (CCM), and Fire Prevention and Fire Fighting (FPFF). These four modules are very important for those people who want to work on-board because basic safety training will help the seafarers enhance their skills and become knowledgeable in safe working practice. It is also a mandatory requirement for a seafarer before getting their Seafarers Identification and Record Book (SIRB) or “seaman’s book.”

The Maritime Education will enhance the learning of every seafarer that will undergo the Basic Safety Training. According to the study of Berg (2013), they said that the training has different scenarios that can happen on-board. This can

improve the understanding between the instructor/instructress and the student through giving them suggestions to enhance their teaching skills.

In the study of Buted (2014), he cited that the different kinds of training activities equipped seafarers with basic competencies that a cruise worker should possess especially in terms of security and safety of passengers and crew.

According to Susan (2012), today's seafarers should be equipped before them entering the cruise line industry. They have different training activities to equip seafarers like firefighting, Personal Safety and Social Responsibility (PSSR), Basic Safety Training, International Safety Management System (ISM) Code Awareness, International Ship and Port Facility Security (ISPS) Code Familiarization, and Crowd and Crisis Management. Ship Familiarization is also part of the training. Competent trainers and resource persons were put together in an intensive training so the trainers will become equipped. A cruise ship worker should know the terms of security and safety of a passenger and crew.

The researcher aimed to define the effectiveness of the Basic Safety Training as perceived by Filipino seafarers. According to Lee (2002), the Basic Safety Training is one of the most important requirements mandatory to a seafarer and all seafarers should focus on the hazards on-board. In fact, this training is protected by IMO's International Safety Management Code. Specifically, it sought to identify the Basic Safety Training in terms of the demographic profile of the seafarers and the type of seafarer's ship that will be effective for every seafarer before working on-board. This study will show if the training is delivered properly by the instructor/instructress. This will also explain the importance of basic safety training before going on-board. In line with this, the researchers believed that through the Basic Safety Training, there would be minimal emergency on board if all seafarers undergo such training. The benefits for the academe will have a basis for the Key Performance Area (KPA) of the respondents and Effectiveness of Basic Safety Training as perceived by Filipino seafarers to better improve the program for students who will undergo the Basic Safety Training.

## **Conceptual framework**

The researchers used the age and gender as the elements of the demographic profile to determine the quantifiable sub-sets of seafarers who underwent the Basic Safety Training, while in order to measure the effectiveness of Basic Safety Training, the researchers used learning, training, attitude, and communication. This effectiveness measures the success of the program in such a way that trainers and mentors in the Basic Safety Training programs can understand, will have increased production, improved quality, decreased costs, reduced frequency of accidents, increased sales, and even have higher profits or return on investment. The significant relationship between the demographic profile of the respondents and the elements was determined and analyzed.

## **Objectives of the study**

This study aims to assess the Basic Safety Training among seafarers. Specifically, it sought to:

- Identify the effectiveness of Basic Safety Training to seafarers who work and are identified on-board. Moreover, it aims to know the demographic profile of a seafarer in terms of age and gender;
- Determine the level of effectiveness of the Basic Safety Training among Filipino seafarers in terms of learning, training, attitude, and communication;
- Determine the significant relationship of the demographic profile of the respondents and the effectiveness of Basic Safety Training in terms of learning, training, attitude, and communication; and
- Determine the Key Performance Area (KPA) based on the results on the significant relationship of the demographic profiles and the effectiveness of Basic Safety Training to better improve the program for students who will undergo the Basic Safety Training.

## **METHODOLOGY**

Descriptive research is a study designed to describe the respondents in a veracious way. According to Wyk (2008), the main purpose of descriptive research is to provide appropriate and valid information of the topic. The researchers used this design to gather information to complete all the data that were needed to assess the effectiveness of the Basic Safety Training among Filipino seafarers.

The respondents of this study are the Filipino seafarers who had an experience of having a Basic Safety Training. The researchers used G-Power, software that was used to determine the sample size. Effect Size = 0.3, Alpha Error = 0.05, and Power = 0.95. A total of 134 individuals from Magsaysay Training Center and Philippine Transmarine Carrier were asked to participate.

The researchers used a survey questionnaire as the main data-gathering tool for this study. The survey questionnaire has two parts: the first part of the questionnaire discussed the demographic profile of the respondents which includes age and gender. The second part of the questionnaire is the assessment of the effectiveness of the Basic Safety Training in terms of learning, training, attitude and communication. The researchers sought the approval of Dr. Dexter R. Buted as a reference for their questionnaire. The questions were modified to fit the respondents' demographic profiles.

The researchers used a survey questionnaire to gather data. The questionnaire was submitted for correction and approval by the thesis adviser. The questionnaire was validated by the panel. Thereafter, the researchers provided the information about the purpose of the study and they asked the respondents to answer the questionnaire. The survey questionnaire were distributed in Magsaysay Maritime Corporation and Philippine Transmarine Carriers, Inc. This was conducted

to determine the effectiveness of the Basic Safety Training by all means. The researchers ensured that the data gathered would remain confidential and would not be distributed to maintain the privacy of the respondents.

The following ethical guidelines were put into place for the research period: The standing and the state of the Filipino seafarers who were involved would be protected at all time. The research data remained confidential throughout the study and the researchers acquired the students' authorization to use their real names in the research report.

The researchers used a statistical treatment using a survey data obtained from the questionnaire in order to determine the effectiveness of the Basic Safety Training of the Filipino seafarer that works on-board. Moreover, it aims to know the demographic profile of the seafarers. To identify the study, frequency and percentage formula were used by the researchers. In line with this, frequency was used to provide an easier way to compare different sets of data such as demographic profile and the effectiveness that makes the Basic Safety Training effective among Filipino seafarers. The researchers used weighted mean to delineate the scale of effectiveness that makes a seafarer effective with trainings similar to Basic Safety Training. Weighted mean was used to assess the effectiveness of the Basic Safety Training in terms of learning, training, attitude, and communication. For the third objective, the researchers determined the significant relationship of the demographic profiles of Filipino seafarers regarding with the effectiveness of the Basic Safety Training in terms of learning, training, attitude, and communication. The researchers used the Pearson Chi-Square to calculate the significant relationship between the set of effectiveness and respondents.

## **RESULTS AND DISCUSSION**

### **Demographic profile for the respondents**

The demographic profile of the respondents is viewed upon in form of age and gender. The cited categories of information were expected to play an important role that measured the effectiveness of Basic Safety Training.

### **Distribution of respondents according to age**

Most Filipino seafarers are aged from 21 to 30 years old, with a frequency of 60 and a percentage of 45; the second are those from 31 to 40 years old, with a frequency of 58 and a percentage of 43; and the last are those from 41 and above, with a frequency of 16 and a percentage of 12.

## **Distribution of respondents according to gender**

The results show that most Filipino seafarers are male, with a frequency of 74 and a percentage of 55, while female has a frequency of 60 and has a percentage of 45.

Table 1 shows the effectiveness of Basic Safety Training in terms of learning. According to Alipranis (2013), measuring the learning in training is important. Before they start the session, they should have a list of objectives of the training because it can be used to measure the learning of the trainers. The respondents said that Basic Safety Training has an effect on the learning of the seafarers, having a composite mean of 1.69 and a verbal interpretation of Moderately Effective. When they planned a training session, they would also start with specific learning objectives—that would be a starting point for their measurement. It can be noticed from the Table that the respondents said that they gained more knowledge about the different types of fire, with the highest weighted mean of 1.61 They can measure learning from different ways depending on their goals and on whether they are interested in changing the skills, attitude or knowledge, followed by 1.64 in gaining knowledge on firefighting and other personal survival techniques, and 1.74 in knowledge that is gained on handling on-board passengers' safety and the lowest weighted mean, with 1.77, is on gaining knowledge on crowd and crisis management.

**Table 1. Effectiveness of Basic Safety Training in terms of learning**

<b>A. LEARNING</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTREPRETATION</b>	<b>RANK</b>
1. Knowledge gained on firefighting and other personal survival techniques	1.64	Moderately Effective	2
2. Knowledge gained on the different types of fire	1.61	Moderately Effective	1
3. Knowledge gained on crowd and crisis management	1.77	Moderately Effective	4
4. Knowledge gained on handling onboard passenger safety	1.74	Moderately Effective	3
<b>Overall</b>	<b>1.69</b>		

Table 2 shows the effectiveness of Basic Safety Training in terms of training in International Maritime Organization (IMO) course in Fire Prevention and Firefighting. According to Aguado (2011), as part of the IMO course for seafarers, fire prevention and firefighting are very important. As shown in Table 2, the respondents said that Basic Safety Training has an effect on the training of the seafarers. Having a composite mean of 1.65, with a verbal interpretation of Moderately Effective, education and training of seafarers has a majority role in maritime industry. It can help to protect the environment and can help to implement a maritime safety. Sometimes, professional education cannot ensure the standard training of all seafarers. If all seafarers will have a better learning, they will have safer shipping. It can be seen from the table that the respondents' training on the use of fire extinguisher in firefighting has the highest weighted mean of 1.57, followed by the training on the use of fire hydrant in firefighting, with a weighted mean of 1.63, a weighted mean of 1.69 on the use of self-contained breathing apparatus, and the least weighted mean of 1.71 on the use of fire blanket in firefighting.

**Table 2. Fire prevention and fire fighting**

<b>B.1 Fire Prevention and Fire Fighting Training on...</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTREPRETATION</b>	<b>RANK</b>
1.1 the use of fire blanket in firefighting	1.71	Moderately Effective	4
1.2 the use of fire hydrant in firefighting	1.63	Moderately Effective	2
1.3 the use of fire extinguisher in firefighting	1.57	Moderately Effective	1
1.4 the use of self-contained breathing apparatus	1.69	Moderately Effective	3
<b>Overall</b>	<b>1.65</b>		

Table 3 shows the effectiveness of Basic Safety Training in terms of training in International Maritime Organization (IMO) course in Personal Safety and Social Responsibility which is one of the mandatory requirements for seafarer's familiarization. It can help the seafarers to be knowledgeable in safe working practices. As seen from Table 3, the respondents said that Basic Safety Training has an effect on the training of the seafarers, having a composite mean of 1.8, with a verbal interpretation of Moderately Effective; thus, it will meet the mandatory requirement for seafarer's familiarization. It can help the seafarers to be

knowledgeable in safe working practices. This module will provide information how a seafarer can be able to follow the rules and apply it in every situation on-board. Ship familiarization is a must for seafarers. They must know the parts of the ship, where the emergency exits especially the muster station, where the personnel protective equipment is located, what the meaning of the signs is on board. This module can help to prevent accident and to know what a seafarer must do if something happened on-board like disaster. It can be seen from the table the different training undergone by the respondents i.e. on the identification of the different types of lifeboats, having a highest weighted mean of 1.69; followed by the training on how to locate essential safety and emergency equipment onboard control passenger and other personnel during emergency situation, 1.72; and the training on how to give reassuring orders and guidance/ direction in the conduct of muster procedures onboard passenger ships that are engaged in domestic voyages, having a weighted mean of 1.86 and with the least weighted mean of 1.93 training on how to organize the safe movement of vehicles and passenger when embarking and disembarking.

**Table 3. Personal safety and social responsibility**

<b>B.2 Personal Safety and Social Responsibility Training on...</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTERPRETATION</b>	<b>RANK</b>
2.1 the identification of the different types of lifeboats	1.69	Moderately Effective	1
2.2 how to organize the safe movement of vehicles and passenger when embarking and disembarking	1.93	Moderately Effective	4
2.3 how to locate essential safety and emergency equipment onboard control passenger and other personnel during emergency situation	1.72	Moderately Effective	2
2.4 how to give reassuring orders and guidance/direction in the conduct of muster procedures onboard passenger ships that are engaged in domestic voyages	1.86	Moderately Effective	3
<b>Overall</b>	<b>1.8</b>		

*Legend: 1.00-1.49=Highly Effective 1.50-2.49=Moderately Effective 2.50-3.00=Effective*

Table 4 shows that the effectiveness of Basic Safety Training in terms of training in International Maritime Organization (IMO) Course in Elementary First Aid. According to Magnaye (2011), Elementary First Aid can be done by personnel who are knowledgeable in giving immediate care to a person who has been injured or suddenly taken ill. As seen from Table 4, the respondents said that Basic Safety Training has an effect on the training of the seafarers, having a composite mean 1.73 with a verbal interpretation of Moderately Effective. First aid can be done by personnel who are knowledgeable in giving immediate care to a person who has been injured and suddenly becomes ill. They can help themselves or other people who needed first aid. It can be seen from the table that the respondents have undergone training on the how to perform the proper way of giving first aid, having a highest weighted mean of 1.65. A first aider must have the will to help, have words of encouragement, and have confidence while demonstrating competence. Every crew member on-board can be a first aider as long as he/she is knowledgeable in first aid; followed by how to perform the proper way of Artificial Respiration, having a weighted mean of 1.71; and how to perform the proper way of giving Cardio Pulmonary Resuscitation (CPR), with a weighted mean of 1.72 He/she must deal in the situation. When he sees a victim, he must know what to do and not to do but of course, what kind of injury or illness that the victim has. He must know his first aid knowledge and skills that can identify the difference between life and death, and the least weighted mean of 1.83 how to perform the proper carrying of the victim. This is very important when there is accident or disaster at sea because there are a large number of persons who will need treatment for sudden illness or accidental injury. The general principle of a first aid aboard ship is that a first aider must keep calm in every situation, or else, he must be out of control to the victim also in himself. Communicating in a manner, honestly and frequently, can reassure and inspire cooperation.

**Table 4. Elementary first aid**

<b>B.3 Elementary First Aid Training on...</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTREPRETATION</b>	<b>RANK</b>
3.1 how to perform the proper way of giving Cardio Pulmonary Resuscitation (CPR)	1.73	Moderately Effective	3
3.2 how to perform the proper way of giving first aid	1.65	Moderately Effective	1
3.3 how to perform the proper way of Artificial Respiration	1.71	Moderately Effective	2
3.4 how to perform the proper carrying of the victim	1.83	Moderately Effective	4
<b>Overall</b>	<b>1.73</b>		

*Legend: 1.00-1.49=Highly Effective 1.50-2.49=Moderately Effective 2.50-3.00=Effective*



Table 5 shows the effectiveness of Basic Safety Training in terms of training in International Maritime Organization (IMO) Course in Crowd and Crisis Management. According to Özdemir (2011), IMO decides that it is time to introduce a new type of training to the shipping community named Crowd and Crisis Management Training. Over the past few years, human sector has discussed a lot on how important to understand and to analyze accidents and incidents of different kinds of disasters. As seen from Table 5, the respondents said that Basic Safety Training has an effect on the training of the seafarers, having a composite mean 1.86 with a verbal interpretation of Moderately Effective. CCM courses, based on the relevant part of the STCW-95, were provided by the course participants with the same type of document and were accepted by the authority that has knowledge in the curriculums. It can be seen from the table that the respondents have undergone training on proper donning of life jackets, with a highest weighted mean of 1.72, where competent trainers and resource persons were put together in an intensive training so the trainers become equipped. A cruise ship worker should know the terms of security and safety of a passenger and crew. Second in rank, which has a weighted mean of 1.80, training on emergency procedures and proper handling of customer complaints, with a weighted mean of 1.93, maritime safety prioritized concerns when it comes to maritime industry. Safety is very important at sea. The purpose of Safety of Life at Sea is to keep human alive when accident happened. It is the top priority as there is no loss of human life, and the least weighted mean of 1.83, on their training on how to establish and maintain effective communication. The course requires that each seafarer or crew members must have a role in the evacuation process that has background on the training in CCM.

**Table 5. Crowd and crisis management**

<b>B.4 Crowd and Crisis Management Training on...</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTREPRETATION</b>	<b>RANK</b>
4.1 proper handling of customer complaints	1.93	Moderately Effective	3
4.2 on emergency procedures	1.80	Moderately Effective	2
4.3 on proper donning of life jacket	1.72	Moderately Effective	1
4.4 how to establish and maintain effective communication	1.99	Moderately Effective	4
<b>Overall</b>	<b>1.86</b>		

*Legend: 1.00-1.49=Highly Effective 1.50-2.49=Moderately Effective 2.50-3.00=Effective*

Table 6 shows the effectiveness of Basic Safety Training in terms of attitude. Alipranis (2013) stated that the behavior of the trainees will change due to the training they will receive. Specifically, this will apply to information on how the trainees react to important conditions that are favorable. Therefore, they believe that the trainees have not learned anything and that the training was ineffective. The respondents said that attitude has also an effect on the effectiveness of Basic Safety Training, which has a composite mean of 1.97, with a verbal interpretation of Moderately Effective. It can be seen from the table the attitude of the respondents how they provide a solution to a given situation, with the highest weighted mean of 1.90; followed by the attitude on team-orientedness to perform well the tasks, with a weighted mean of 1.91; and the attitude on recognizing the need to make a decision when needed; and the least weighted mean of 2.09 on the attitude on determining the kind of solution that is most appropriate on various situations encountered.

**Table 6. Effectiveness of Basic Safety Training in terms of attitude**

<b>C. ATTITUDE</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTREPRETATION</b>	<b>RANK</b>
1. attitude on how to provide a solution in a given situation	1.90	Moderately Effective	1
2. attitude on team-orientedness to perform well the tasks	1.91	Moderately Effective	2
3. attitude on recognizing the need to make a decision when needed	1.98	Moderately Effective	3
4. attitude on determining the kind of solution that is most appropriate on various situations encountered	2.09	Moderately Effective	4
<b>Overall</b>	<b>1.97</b>		

*Legend: 1.00-1.49=Highly Effective 1.50-2.49=Moderately Effective 2.50-3.00=Effective*

Table 7 shows the effectiveness of Basic Safety Training in terms of communication. According to ITU (2009), as part of human interaction, language in communication plays an important role in it. One can have many benefits in communication and build up many aspect in personal lives. The respondents said that communication skills of the instructor have an effect on Basic Safety Training, with a composite mean of 2, with a verbal interpretation of Moderately Effective. With the highest weighted mean of 1.97, the use of examples and explanation about the topic encountered, followed by the use of clear voice in teaching Basic Safety Training, with a weighted mean of 1.98 and the use of visual instruments in

teaching Basic Safety Training, with a weighted mean 2.01 and the least weighted mean of 2.06, the ability establish and maintain effective communication between them and the respondent.

**Table 7. Effectiveness of Basic Safety Training in terms of communication**

<b>D. COMMUNICATION skills of the training instructors in terms of...</b>	<b>WEIGHTED MEAN</b>	<b>VERBAL INTREPRETATION</b>	<b>RANK</b>
1. the ability to establish and maintain effective communication between them and the participants	2.06	Moderately Effective	4
2. the use of visual instruments in teaching Basic Safety Training	2.01	Moderately Effective	3
3. the use of clear voice in teaching Basic Safety Training	1.98	Moderately Effective	2
4. the use of examples and explanation about the topic encountered	1.97	Moderately Effective	1
<b>Overall</b>	<b>2</b>		

Table 8 shows that there is a significant relationship between age and communication, while the learning, training and attitude have no significant relationship with the age. In the study of Patrick (2009), a good communication between instructor and trainees will develop effective instructional leadership and promote professional growth in terms of age of the trainees wherein they can easily understand the discussion of their instructor. Most of seafarers on their first voyage have an average age of 24 years old, aged 21 to 30 years old, because they are fresh graduates who have new knowledge and more skills in being a seafarer and they have strength to make all the tasks; followed by 31 to 40 years old, the seafarers who have more experience on working on-board and they are only renewing their contract; and the least are those 41 years old and above, because some of them want to spend their time for their family and they also have savings to put up some business. It shows that aging is a big factor in the neutral basis in absolute associative learning but the remaining evidence is deficient. Other observable pattern states that the age difference boosts on process, maybe in return, the involvement of distinctive brain with exercise. Simon also said that lots of studies record fresh involvement with learning, becoming more and more defenseless on the caudate with training.

**Table 8. Significant relationship between demographic profile and effectiveness of Basic Safety Training perceived by Filipino seafarers**

Variables	Pearson Chi-Square Value	P-Value	Verbal Interpretation
Age vs. Learning	4.180	0.382	Not Significant
Age vs. Fire Prevention and Fire Fighting	1.671	0.796	Not Significant
Age vs. Personal Survival and Social Responsibility	0.775	0.942	Not Significant
Age vs. Elementary First Aid	5.886	0.208	Not Significant
Age vs. Crowd and Crisis Management	5.044	0.283	Not Significant
Age vs. Attitude	0.784	0.941	Not Significant
Age vs. Communication	8.894	0.046	Significant

*Legend: p-value is <0.05 then, there is a significant relationship between the Demographic Profile and the Effectiveness of Basic Safety Training; p-value is >0.05 then, there is no significant relationship between Demographic Profile and the Effectiveness of Basic Safety Training*

Table 9 shows that there is no significant relationship between the demographic profile of the respondents and the effectiveness of Basic Safety Training in terms of learning, training and attitude; except communication wherein there is a significant relationship between gender and communication. According to Lee (2015), that gender of the instructor has an effect in effective training, wherein it influences the trainee's knowledge and has a strong gender effect. Another effectiveness of training is communication, according to ITU (2009). As part of human interaction, language in communication plays an important role in it, one can have many benefits in communication and build up many aspects in personal lives. But there is a confusion because language can limit communication fast and efficient environment.

**Table 9. Significant relationships between demographic profile and effectiveness of Basic Safety Training perceived by Filipino seafarers**

Variables	Pearson Chi-Square Value	P- Value	Verbal Interpretation
Gender vs. Learning	2.319	0.314	Not Significant
Gender vs. Fire Prevention and Fire Fighting	1.081	0.582	Not Significant
Gender vs. Personal Survival and Social Responsibility	1.080	0.583	Not Significant
Gender vs. Elementary First Aid	0.683	0.711	Not Significant
Gender vs. Crowd and Crisis Management	3.983	0.137	Not Significant
Gender vs. Attitude	1.316	0.518	Not Significant
Gender vs. Communication	6.978	0.031	Significant

*Legend: p-value is <0.05 then, there is a significant relationship between the Demographic Profile and the Effectiveness of Basic Safety Training; p-value is >0.05 then, there is no significant relationship between Demographic Profile and the Effectiveness of Basic Safety Training*

## CONCLUSIONS

Based on the results, the researchers conclude that:

Results show that majority of the respondents are males, aged 21 to 30 years old because they are fresh graduates, who have a new knowledge and more skills in being seafarer and they have a strength to make all the tasks; followed by those 31 to 40 years old, the seafarers who have more experience on working on-board and they are only renewing their contract; and the least are those 41 years old and above because some of them want to spend their time for their family and they have also savings to put up some business.

Respondents agree that the effectiveness of Basic Safety Training is moderately effective in terms of Fire Prevention and Fire Fighting, which ranks first, followed by Learning, Elementary First Aid, Personal Survival and Social Responsibility, Crowd and Crisis Management, Attitude and Communication.

The results also show that age and gender, and communication between the respondents' demographic profile and the effectiveness of Basic Safety Training have a significant relationship, together with gender and communication also resulted in having a significant relationship as shown in the study.

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