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EMTI News

RELEVANT INFORMATION, HAPPENINGS AND NEWS



CARNIVAL
MARITIME

MARINE ENGINEERING WITH CARNIVAL MARITIME

Like other specialized vessels in the merchant marine the cruise line industry is very different to other vessels our seafarers serve on.

A number of our seafarers are carving their careers in this unique branch of the merchant marine.



PROCESS ENGINEER (4th) MEBRATU, ABIY ADDISU (AIDA CRUISE LINES)

Having completed his OICEW programme as part of ME 11 in 2016 Engineer Mrbratu, Abiy Addisu was one of the first EMTI seafarers to join the Carnival Maritime Group. He has since been steadily progressing within the company and is currently serving as a Process Engineer (4th) onboard **AIDAprera**. He offers some insight regarding serving in such a large company onboard vessels with hundreds of other crew members and passengers.

SERVING ONBOARD CRUISE VESSELS

Q: Has serving onboard met your dreams and expectations?

A: In many regards working and living onboard a ship has met all my dreams and expectations. I am quite interested in systems and their mechanisms. Onboard a ship I found a good opportunity to develop my knowledge and skill. Working with variety of people with different backgrounds plays a significant role to success.

Q: How has it affected your life? Special places you might have seen?

A: I met a variety of people from all backgrounds, forged new friendships and made international contacts that will come in useful during my career. The other most obvious benefit of working on a cruise ship, as on other vessels, is the opportunity to travel the world. As a crew member with AIDA I have seen far-flung destinations in Europe, the Mediterranean and the Caribbean.

Q: How is life onboard a passenger vessel different for you as a crew member compared to for example life on a bulk carrier?

A: Because of the large number of crew onboard a cruise ship it is like a small corporation by itself. The much larger organizational structure means there are some positions which does not even exist in merchant vessels. Due to the large hierarchy between different positions, it takes considerable time, patience, and hard work for career progression and promotion. This is because the crew is expected to understand all the complex systems of the ship before reaching the highest chain of command. As with other vessels you will encounter routine emergency drills throughout your employment on the ship.

There are a variety of options for crew members to spend their leisure time onboard. Whether exercising or socialising with colleagues when the opportunity arises. With a proper mandatory company dress code, there are opportunities to enjoy the passenger areas at certain times as well. Many cruise ships do offer different internet connection plans (for free and with payment) for crew members. If the cost is more than you want to pay, it is common for crew members to use international mobile sim cards as well as free Wi-Fi in each port of call.



SEAFARING IS AN ADVENTURE

SPECIFIC ADVICE TO ANYBODY THAT MIGHT WANT TO PURSUE A CAREER ONBOARD PASSENGER VESSELS

Working with 1,500 crew members on passenger vessel is much different from working with 25 crew members on cargo vessel. The ability to positively interact with others is important but, as anywhere else, if you are a self-disciplined hard worker you will succeed. If you love adventure cruise ships are the right destination for you.



MEML 5 AND 6

The MEML 5 Programme commenced on 17 May 2021. We wish the participants in our senior course all success in this endeavor.

MEML 6 is scheduled to follow in the second half of 2021. Potential candidates are to contact Mr Dereje Alemayehu Zemedkun (DZemedkun@emacrew.com) at the Addis Office regarding further information and application to participate in the programme.

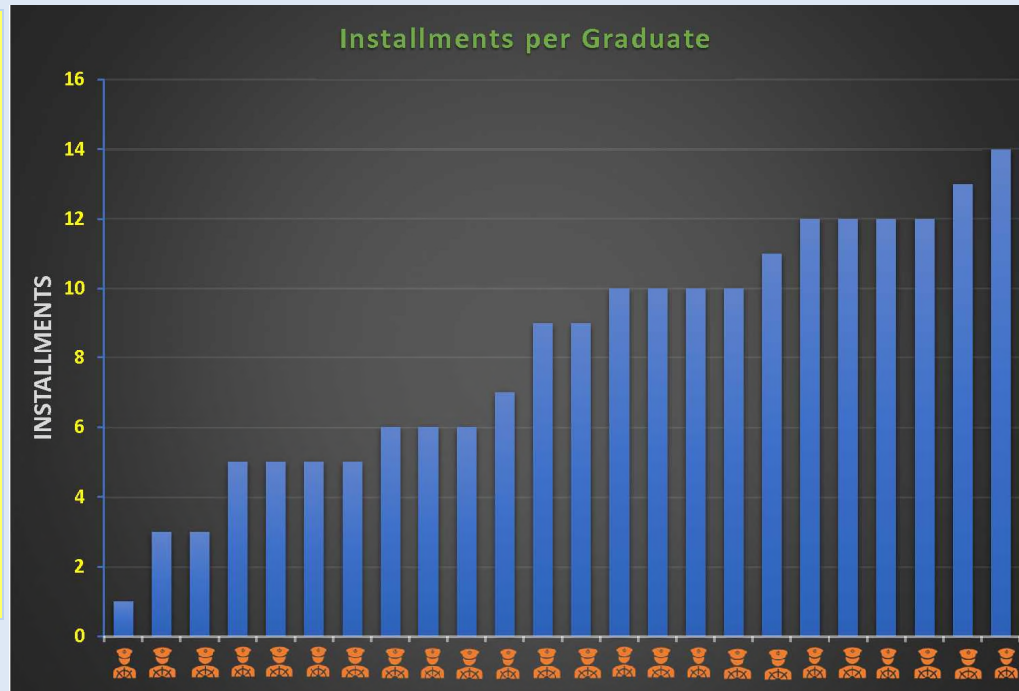
MEML PAYMENT STATISTICS

Some interesting facts in respect of the MEML Programme:

MEML Graduates who completed their tuition payments – **24**

Average number of installments paid to complete – **8**

Majority completed their tuition payment while working as 3rd engineers and allocating only 30% of salary.



SEAFARING DOCUMENTS

As seafarers we understand that our passports, seaman books and certificates are vital in ensuring that we can practice a career at sea. Their validity, or lack thereof, is often instrumental in audits conducted on the vessels we serve on and determine whether we can join or in some cases even travel. It is therefore extremely important that we as seafarers communicate often with our crew operators to ensure that our certificates and travel documentation are in date and that we have completed the required refresher courses stipulated by the STCW and flag state.

It can make the difference in whether we can get a lucrative boarding or not. Please ensure your documents and certificates are in date and contains the correct information.



COURSES

Courses completed:

TRT 8 (Online) – 28 to 29 April 2021

JOE 31 (Online) – Completed 24 March 2021.

JOE 32 (Online) – Completed 16 April 2021. The prescribed simulator phase of 5 days and exam will be scheduled once the simulator and instructor are available at the academy.

Recommencement of courses:

ETO 18 – Commenced 17 May until 25 August 2021.

ME and ETO 19 – For graduate Mechanical and Electrical engineers. Scheduled to commence in July 2021. A very good response has been received. The selection process is currently underway.

***WE ARE
HIRING!***

Looking for motivated and energetic Senior seafarers (2nd Engineers and Senior ETOs) looking to give back to the Seafaring community and ongoing education and advancement of post-college opportunities. EMTI is actively seeking Seafarers to assist in teaching courses as assistant faculty during their periods at home with an opportunity for permanent teaching faculty in the future.

PROMOTIONS

A hearty and well-deserved congratulations to the following officers on their recent promotions:

Promotion to Second Engineer

2/E Gebresilassie, Eskindir Mekonen

2/E Fitaye, Lemlemu Tesfaye

2/E Degefu, Belay Ayalew

Promotion to Fourth Engineer

4/E Werku, Habtamu Tibebu

4/E Andargie, Abel Nebebe

4/E Guye, Natenale Mohammed

4/E Eshete, Daniel Zenebe

4/E Shemuye, Tigabu Abrha

4/E Gesit, Ashebir Belayneh

4/E Haile, Daniel Mitiku

Promotion to Electro Technical Officer

ETO Degenet, Michael Wubishet

ETO Yai, Nathan Lemma

ETO Mengesha, Getinet Mesele

ETO Gebre, Temesgene Estifanos

ETO Tewele, Abel Abrha

ETO Hundera, Habte Warkisa

ETO Abebe, Mesele Asmamaw



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INTERTANKO

Social Media Guidance for Seafarers

Social media is a very important tool for communicating with the world off the ship as well as keeping direct contact with family and friends. Such social media platforms as Facebook, YouTube, Twitter, Snapchat and many others are fantastic for keeping in touch, sharing information and general entertainment. They are immensely powerful and can make the separation from home less onerous.

It should be remembered that the use of instant communication tools must be done so carefully, responsibly and with regard to negative consequences. The possibility of the use of an innocent post by the news media is an ever-present situation. A post that appears innocent from a seafarer's perspective can be misinterpreted by the news media to show the ship and company in a very bad light.

It is entirely natural for a person to want to immediately share something. The popularity of photo sharing sites is testament to that. But when you share something online you have to remember that it is publically viewable and open for scrutiny and criticism within a matter of seconds. Some people refer to the red-faced test. This means if the post was viewed by your boss ashore, would you be embarrassed about it? The safest option is not to post, or at least wait until the morning. It should also be remembered that a post which could be viewed negatively can have a serious impact upon the corporate image and reputation of the shipping company.

Your company will also have a corporate policy regarding posting on social media. It is quite reasonable to expect that the shipping company will have a policy which in the event of an employee posting something in breach of a safety policy, they could face disciplinary action. An example could be a picture of a party on board showing non-compliance with the company's alcohol policy or breaches of the PPE policies.

In the event of an emergency incident, it would be reasonable for a company to prioritise official communication over social media for bandwidth and access reasons. As social media is heavily analysed and referenced by media organisations, a company will need to take an official line in communications. Therefore, great care must be taken to avoid posting anything which can be used to either contradict or negatively influence that company approach. During such times, the news media may make direct approaches to seafarers and any such approaches should be referred back to the company.

Social media is one of the most fantastic innovations available to seafarers. It can close the distance between ship and shore and bring your family into your cabin. Used carefully and sensibly, it can enhance the life on board. There are of course risks, but for professional seafarers, used to facing risks on a day-to-day basis, they are risks that can be managed.

'Golden Rules'

- Never publish inaccurate information.
- If you are unsure of the accuracy of your comments, do not publish them.
- Always ensure that if you are talking about your workplace online that you have made it clear any statements are your own and do not represent the views or values of the Company.
- Avoid violating the privacy of your fellow seafarers and co-workers.
- Only post online what you would be comfortable saying to people in person or in public.
- Never use social media as a platform to harm, intimidate, insult, threaten, defame or embarrass others.

