

Seafarers Happiness Index

Quarter 2 2024



The
Seafarers
Happiness
Index



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Seafarers Happiness Index Quarter 2

The Seafarers Happiness Index (SHI) is a quarterly survey conducted by the Mission to Seafarers, aimed at assessing the well-being of those working at sea worldwide. This comprehensive survey encompasses ten key questions that address various aspects of the professional and personal lives of those working at sea.

The latest SHI report, covering data collected during Quarter 2 of 2024, provides valuable insights into the factors influencing seafarers' happiness.

The overall index score saw a very slight increase to 6.99 in Q2 2024, marginally up from 6.94/10 in Q1 2024. While the rise is modest, it signifies that seafarers' happiness has at least stabilised, which is good news.

The latest response data shows improvements in several areas, including general satisfaction, shore leave, wages, training, crew interaction, workload, and welfare. However, there were slight declines in satisfaction when it came to connectivity, food, and health and fitness. These results suggest a generally positive trend with some areas requiring further attention to enhance the wellbeing of seafarers.

This report underscores the ongoing efforts and progress in understanding and improving the conditions and happiness of those working in the maritime industry.

Balancing The Needs of All

Overall, despite the relief of seeing a steady improvement and stabilisation in happiness levels, there remain challenges and areas for improvement.

For some seafarers there is satisfaction with their job and career choice. Those fortunate ones appear to find real fulfilment in their work. Unfortunately, that does not apply to all. The quality of life at sea varies significantly depending on the company, ship, and the trials and tribulations of individual circumstances.

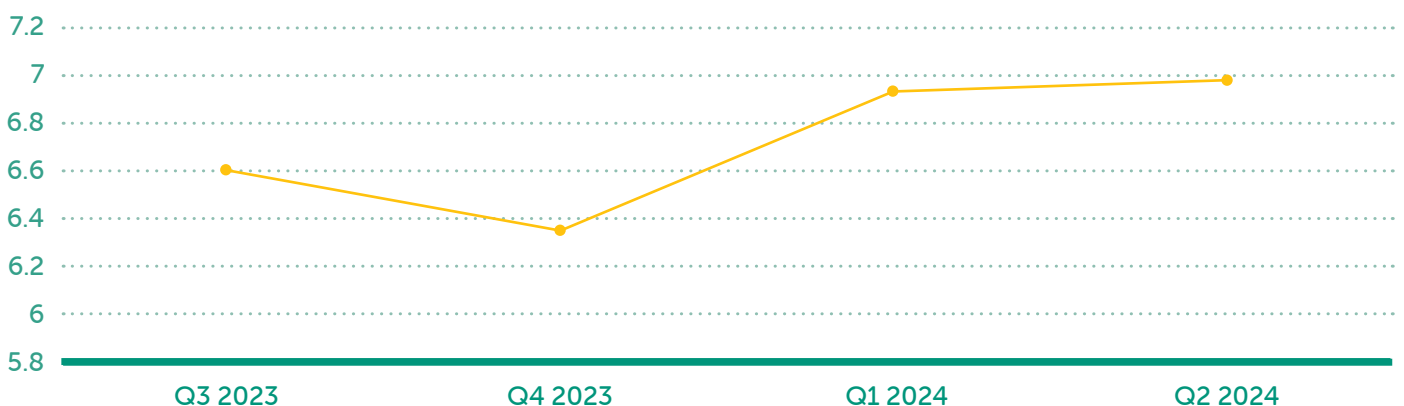
Thanks to the efforts and time spent by seafarers to share their insights, here is a chance to learn from those who are experiencing positives and make them the norm.

What is clear from these latest responses is the two-tiered nature of seagoing. For some seafarers there are positives, but for many there are not. There needs to be a level playing field for all seafarers, irrespective of nation, gender, vessel or cargo. That must be our goal.

This was particularly evident in the feedback on training. Seafarers on tankers reported feeling well-prepared, qualified, and ready to tackle the challenges of new fuels, while those on dry cargo and container vessels feel left out of crucial developments in decarbonisation.

The message from the "haves", is that there are companies who invest, support, care and want the best, and push themselves to deliver it. It appears, therefore, that there is much to be learned. However, it is also clear that many more do not give the right focus and prioritisation to their people.

Overall Happiness Quarter on Quarter



Positive momentum

The performance of the Seafarers Happiness Index over the past four quarters reveals a trajectory of recovery and now some indication of stabilisation. After a noticeable dip in Q4 2023, the subsequent quarters have shown marked improvements.

The latest data from Q2 2024 suggests that while there is still room for growth, measures are clearly being taken by some companies to enhance seafarer wellbeing. This trend is encouraging and points to the importance of continued support and interventions to maintain and further this positive momentum.

Q1 2024 v Q2 2024

— Q2 2024 — Q1 2024



The Q2 2024 results reveal a subtle yet positive shift in overall wellbeing.

General satisfaction levels have risen, indicating a more positive outlook. Access to shore leave, a vital component of work life balance at sea, and wage satisfaction have seen improvement. Additionally, seafarers are reporting better experiences with training opportunities, interpersonal interactions, workload management, and welfare provisions.

However, the responses also highlight areas where attention is needed. Satisfaction with connectivity services declined slightly, indicating challenges in staying connected with loved ones while at sea. Food quality emerged as another concern, with a small dip in satisfaction levels. Health and fitness facilities also saw a minor decrease, emphasising the importance of physical wellbeing for those working in maritime environments.

While the overall trend remains positive, the results underscore the need for targeted initiatives to address specific aspects of life at sea.

General Happiness

7 ↑ from 6.86

The responses reveal a compelling narrative about the complex nature of seafarers' happiness, painting a picture of a life filled with contrast. Working at sea can be both deeply rewarding and intensely challenging.

Many seafarers express a profound pride in their work, describing it as a "dream job" that offers unique opportunities for personal growth, global travel, and financial stability. They take satisfaction in their profession, seeing it as a calling that allows them to provide for their families while exploring the world's oceans.

Camaraderie among crew members emerges as a significant source of joy. Numerous responses highlight the "harmonious relationships" and "family-like culture" on board, suggesting that strong bonds formed at sea can help mitigate the isolation inherent to the job.

However, this positive sentiment is tempered by harsh realities. Separation from loved ones is a recurring theme, with many expressing a deep longing for home and family. This separation, coupled with long working hours, high-stress environments, and limited connectivity, can take a heavy toll on mental well-being.

Interestingly, there is a notable difference in how seafarers perceive their work-life balance. While some praise the opportunity for reflection and personal time, others lament the lack of rest and recreational facilities. This disparity likely reflects differences in company policies, ship conditions, and individual coping mechanisms.

The responses also reveal an industry in flux, grappling with increasing demands and evolving expectations. Many seafarers express frustration with excessive paperwork – a perennial problem despite so much talk of digitalisation – frequent inspections, and the pressure to maintain flawless performance.

Yet, despite these challenges, a resilient spirit shines through. Many responses reflect contentment not necessarily with all aspects of the job, but with the life it enables them to lead. There's a recurring theme of finding joy in small moments, appreciating the opportunity to be out at sea, taking pride in overcoming daily challenges, working with good people and ultimately getting back home safely.



The camaraderie on board and the culture of being family is extraordinary.

Contact with family

7.14 ↓ from 7.22

The responses about connectivity and links to home reveal how technology is transforming the social and emotional landscape of life at sea. Many seafarers express profound gratitude for the ability to maintain regular contact with loved ones.

One respondent poignantly states, "Family is my strength and everything," underscoring the critical importance of these connections. Another notes, "I feel I am at home when in contact with them online," highlighting how digital communication can provide a lifeline to combat isolation.

The advent of improved internet access, particularly through services like Starlink, is proving transformative. "Good internet, thanks to Starlink and owners. More and good quality video calls with family," one seafarer shares, encapsulating the power of clear, reliable communication.

This technological leap allows for more meaningful interactions. As another explains, "I can share daily updates with my family and they can share with me too. It keeps me going."

However, this narrative of progress is set against ongoing frustration and inequality across large swathes of the industry. Many seafarers still grapple with limited data allowances, slow connections, or complete lack of access. "My company has kept 3hr maximum internet which is a mess," one respondent laments, while another states bluntly, "No internet." These limitations create a digital divide within the seafaring community, where the quality of one's connection to home can vary dramatically from ship to ship.

The responses also reveal a tension between the desire for connection and the realities of life at sea. While many cherish the ability to communicate, others note the challenges of balancing this with their work responsibilities. "No time to take a call or message because too much work and no signal," one seafarer shares, highlighting how even with improved technology, the demands of the job can still create barriers to communication.

The picture from seafarers is of a life in transition, with stark differences between the haves and the have-nots. Improved connectivity is redefining the emotional experience of life at sea, offering unprecedented comfort and connection to some, while simultaneously highlighting the inequalities and unique challenges that persist in this global industry. It's a story of technology's power to shrink vast distances, but also a reminder that in the world of seafaring, the tension between connection and isolation remains a defining feature of the profession.



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I can share daily updates with my family and they can share with me too. It keeps me going.

Shore leave

6.76 ↑ from 6.56

The message from seafarers is clear: shore leave is not a luxury, it is a lifeline. For seafarers who spend months confined to the ship, stepping onto land, even briefly, can have a profound impact.

Seafarers describe shore leave as a way to reconnect with a semblance of normalcy. One respondent shared that it allows them to “live the life of a normal human being for a period,” highlighting the psychological importance of a break from the constant routine of ship life.

Perhaps the most compelling aspect is the restorative power of shore leave. Seafarers describe it as a way to “renew everything inside” or “refresh my mind and body.” These responses highlight shore leave’s importance not just as a break from work, but as a crucial element in maintaining mental health and job satisfaction in a demanding profession.

Sadly, for many, shore leave remains elusive. The responses paint a picture of barriers, such as tight duty schedules, quick turnarounds, remote ports, and expensive transportation which can make shore leave impractical, even when technically possible.

There are so many benefits which come with shore leave, such as discovering new places and cultures, with some seafarers highlighting the unique travel opportunities their profession offers. This aspect of shore leave enriches the seafaring experience, making the sacrifices of life at sea more bearable.

However, the reality often falls short of the ideal. Some seafarers report working for many months without ever setting foot on land, while others face financial hurdles like expensive shore passes. Agents who charge exorbitant fees were mentioned.

The inconsistency across ports and companies creates an unpredictable environment, which can lead to disappointment and exacerbate the strains of seafaring life.

The opportunity to escape the ship for a short time becomes a symbol of the need for connection, renewal, and a reminder of the “real” life waiting back home.

There are questions whether some within shipping, from owners to ports and authorities, are doing enough to facilitate such an important and valued opportunity.



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It connects to the normalcy of life. You get to see lots of new people, things and places which lets you live life of a normal human being for a period.

Wages

6.88 ↑ from 6.81

The responses about seafarers' wages reveal diverse experiences and perspectives. They highlight both satisfaction and discontent, reflecting the nuanced reality of compensation in this challenging global profession. Once again, the haves and have nots within the seafaring population are highlighted.

For many seafarers, wages provide pride and financial stability. One respondent states, "Wages are good, allowing us to have a comfortable way of living." Others echo this sentiment, expressing gratitude for the ability to support their families and pursue personal goals. The unique nature of seafaring work, with minimal expenses on board, allows some to save and plan for the future.

However, beneath this contentment lies frustration and concern. A recurring theme is wage stagnation amid rising global inflation. One seafarer notes, "No hike in wages for several years. Inflation is rising, but the salary is the same." This disconnect between compensation and the cost of living ashore creates a sense of diminishing returns for many.

Some seafarers report wages below International Labour Organization (ILO) standards, undermining their financial security and the value of their work. Flags without corresponding wage agreements often result in reduced labour protections and lower wage standards, further compromising their rights and working conditions.

Disparate contract terms based on nationality create tension among crew members and raise ethical concerns. "Wages should be the same across all nationalities," one respondent asserts, highlighting a desire for equality in a global industry.

Many feel wages do not adequately reflect the sacrifices and challenges of the profession. One seafarer states, "Wages against inflation and our output are not enough. Salaries don't separate us from other earning groups ashore; the sacrifices we make are higher than what we're paid." This sentiment captures the broader feeling that the demands of seafaring – long periods away from home, physical risks, isolation – are not fully recognized financially.

Responses reveal a stark contrast within the industry. Some describe exploitation and unfair practices. One officer's statement is particularly striking: "Companies exchange our money at nearly one-third of the market rate, exploiting our rights." This highlights how company policies can impact individual seafarers' financial well-being.



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Wages against inflation and our output are not enough... the sacrifices we make are higher than what we're paid.

Food

7.03 ↓ from 7.23

The responses about food on board reveal its crucial role in shipboard life. Meals are a daily necessity, and the quality of food greatly affects seafarers' well-being and job satisfaction.

For many, food offers rare comfort. One seafarer notes, "Eating good food makes me feel good," underscoring its emotional and psychological importance. Good meals can be a daily highlight, providing sustenance and a sense of care and home. As one respondent recalls, "We had a French chief cook who made French specialities and common European foods," showing how familiar tastes bridge the gap between ship and shore.

However, a common complaint is the monotony of meals, with one respondent lamenting, "Always the same food every day so you cannot be happy when you go to eat." This repetition wears on crew members during long voyages, turning mealtime into a dreary routine.

The quality and variety of food often depend on the skills of the chief cook, creating a lottery-like situation. One seafarer starkly states, "It's hell when you get a poor chef on board for 6 months. Bread and Maggi would be your favourite food."

Cultural differences in food preferences present another challenge. "We are a full European crew, recently they changed to Filipino cook and steward. The food is very greasy and no taste. It is too much Oriental and not Western," one respondent notes, highlighting the difficulties in catering to a multinational crew with diverse tastes and dietary needs.

Budget constraints and supply challenges are perhaps most concerning. Companies often run low on food while awaiting port calls in cheaper locations. "Low food rate, tight budget, any ship delay lets the vessel run out of almost everything," one seafarer reports, indicating potential impacts on crew health and safety.

This cost-cutting approach is evident to seafarers. "Shipping companies are not increasing provision budgets sufficiently. Low food rates remain a problem and create an even larger problem in times of high recession," one respondent observes, showing how broader economic factors directly affect daily life at sea.

The responses reflect the tension between cost efficiency and crew welfare, the challenges of catering to a global workforce, and the significant impact small factors have on job satisfaction and morale.



A good meal can make the difference between a tolerable day and a miserable one.

Ability to keep fit and healthy

6.99 ↓ from 7.18

The responses about maintaining fitness and health on board highlight the importance of physical well-being for seafarers, but so too the often inadequate resources provided to achieve it.

For many seafarers, the ship's gym is a lifeline for physical and mental health. One respondent shares, "I go to practice sport a minimum of three times per week during my rest time," illustrating the discipline many bring to their fitness routines.

These moments of activity offer health benefits and a vital sense of normalcy and personal time in the confined ship environment. However, fitness facilities often fall short. "Small vessels lack space, big is easier as we can walk around the vessel in two different directions or walk on top of the hatch covers forward and aft," one seafarer notes, highlighting improvised exercise routines born of necessity.

The quality and safety of gym equipment are significant concerns. Ingenuity in the face of limited resources is common, with many describing makeshift solutions to stay active. One respondent warns, "We take engine parts to lift, until someone got injured," illustrating the risks of using heavy, unsecured weights, especially in rough seas.

Another issue is the accumulation of dust on rarely maintained equipment, creating fire hazards. One respondent explains, "I want to warn of fire risks. I ran for a few minutes and could smell burning – looked down and dust under the machine was starting to combust." These safety issues highlight the need for better maintenance of onboard fitness facilities.

Time constraints and fatigue are major obstacles to maintaining fitness. "No time to exercise, too much paperwork," one seafarer laments. The demanding nature of life at sea, with long hours and irregular schedules, often leaves little energy or motivation for physical activity. "Sometimes you cannot go to the gym or exercise because you are tired from your work," another notes, highlighting the cycle of fatigue and inactivity many face.

Despite these challenges, many seafarers show remarkable resilience and creativity in maintaining their health. From organising group activities like basketball games to using every available space for movement, there's a strong sense of determination. "Stay fit and healthy so you go home safe," one seafarer simply states.



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**We take engine parts to lift,
until someone got injured.**

Training

7.28 ↑ from 7.23

Training is a vital and often positive aspect of seafarer skills development and career progression. Responses reveal that crews recognise its importance in enhancing abilities, staying updated with regulations, and ensuring safety at sea. Many report receiving informative training that helps them understand their duties and grow professionally.

Officers delivering training and mentoring are often described as patient, willing to teach, and eager to share their knowledge with cadets and junior crew members, which is hugely well received by their colleagues.

However, the quality and effectiveness of training can vary significantly. Some express frustration with training that feels disconnected from their daily tasks or consumes too much of their limited free time. Others mention a lack of standardisation, with the quality of instruction heavily dependent on individual officers' willingness to teach.

Onboard practical experience is highly valued, with many seafarers feeling they learn best through hands-on work and drills. This real-world application of skills is often seen as more beneficial than classroom or online courses.

There is a notable divide in opinions about the quantity and focus of training. In keeping with the sense of the haves and have nots, we have heard from those on wet cargo vessels and tankers, who feel far more ready, able, qualified and prepared for the challenges of new fuels, versus those on dry cargo and container vessels who feel extremely concerned and cut out of the loop.

Some desire more comprehensive training to boost their confidence and capabilities. A few reported feeling overwhelmed by the amount of training required, especially alongside concerns about workload.

The availability of online training platforms and technologies like video conferencing has made some training more accessible, but concerns persist about the quality and practicality of some shore-based or online programs compared to onboard experience.

Cost is a significant factor. Some express frustration at the high costs of renewing certifications or attending courses far from home.

There is a clear desire among seafarers for more consistent, practical, and job-relevant training opportunities. The ideal approach seems to be a balance of formal instruction, hands-on experience, and a supportive shipboard culture where knowledge is freely shared among crew members at all levels.



Officers were really interested in teaching me new things and answered my questions.

Interaction with crew

7.75 ↑ from 7.68

The life of a seafarer is one of constant adaptation. The ship becomes a second home, and the crew, a surrogate family.

As one seafarer poignantly states, "I've made friends for life. We find a second family on board." The bonds formed at sea are profound, forged through shared experiences and challenges.

The multicultural nature of modern shipping crews is a double-edged sword. While it fosters rich cultural exchanges and learning opportunities, it also presents challenges, such as language barriers. As one respondent states, "The interactions are good when you are with crew which speak the same language... but when you are with peoples which speak a different language, it is hard to integrate."

Despite these challenges, many seafarers report positive experiences. "Camaraderie, mutual trust, and friendship among crews and captain abound everywhere," says one. Another adds, "Everybody on board is really kind and are in good mind." This spirit of cooperation is crucial in the high-stakes environment of a ship, where teamwork can be a matter of life and death.

The hierarchy on board can sometimes complicate social interactions. A cadet mentions, "Sometimes hard, especially as a cadet, not many interactions with other crew members than officers."

Social activities play a crucial role in bonding the crew. "We gather together every Saturday," one seafarer reports, while others allude to regular social events. However, some note a decline in social activities: "Less social activities. No parties. Most companies have zero alcohol policy."

The demands of the job also impact social interactions. One seafarer observes, "Often no time for nonwork-related interaction. Or I am exhausted and want at least a little time alone." Quick turnarounds and increasing workloads and paperwork are cited as factors reducing social time.

Technology, particularly smartphones and internet access, is changing the social dynamics on ships. "Not much connection these days as all are glued to their phones," one seafarer laments. Digital isolation is a growing concern in an environment where personal connections have traditionally been so important.

While challenges exist, the overwhelming sentiment is one of camaraderie and mutual support. As one seafarer aptly puts it, "All are just seafarers, supporting each other, fellow sufferers in the worst case." This shared experience, with all its ups and downs, forms the backbone of the seafaring community, creating bonds that often last a lifetime.



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Life at sea is a constant social experiment. People from different backgrounds in close quarters for extended periods.

Workload

6.32 ↑ from 6.11

The issue of workload is a constant challenge for seafarers. The latest responses reveal a vivid picture of well-managed experiences versus those left to struggle and battle through.

On the positive side, some seafarers find their workload manageable and even enjoyable. One seafarer says, "My job is my hobby." Another states, "The work is interesting so I don't care working too much anyway." This positive attitude is echoed by others who find their work engaging and well-balanced.

For others, however, workload is a source of stress and exhaustion. One deck officer describes their role as "very tiring, No.2 of captain and I also have to take care of the department operationally exhausting." The demands of the job can be relentless, as another seafarer notes, "To be available 24/7 for 16 weeks is hard."

A recurring theme, despite talk of digitalisation, is the increase in paperwork and regulations. One respondent points out, "All our time is eaten by administrative tasks – so it is not even enjoyable or interesting." This administrative burden adds to the already demanding physical work, creating a perfect storm of stress.

The issue of work hours is particularly contentious. While some report reasonable schedules, others face gruelling shifts. "Too much push and extra work," one seafarer states bluntly. Another describes a common scenario for junior officers: "Too much work with so much paperwork. It is mostly 6 on 6 off for junior officers."

Rest hours are a critical concern as the reality does not always match the regulations. As one respondent admits, "Normally I should work 10 hours every day but in reality, I worked about 12 hours a day. So it was tiring."

Decisions from shore management to reduce crew sizes can exacerbate the workload issue. "With the reduction in crew, it means the workload is increasing massively," one seafarer observes. Another points out, "Not enough crew left, our company is removing people without relievers."

Perhaps most concerning are reports of unpaid overtime and pressure to work beyond reasonable limits. "Overtime with no pay," one seafarer reports. These practices, if widespread, raise serious ethical and legal questions about labour practices.

The challenge of workload at sea varies widely depending on the ship, company, port schedule and crew on board. Many seafarers struggle under the weight of increasing demands and shrinking crew sizes. Finding this balance between productivity and well-being remains one of the greatest challenges at sea today.



With the reduction in crew, it means the workload is increasing massively.

Access to welfare facilities

6.8 ↑ from 6.58

The latest responses on seafarer welfare ashore highlight varied and often limited access to facilities, emphasising their importance for those spending months at sea.

For those fortunate enough to access seafarer centres and shore leave, welfare facilities provide a welcome respite. One respondent enthusiastically states, "Great to have free time to visit the cities all around the world." These opportunities to step off the vessel and experience local culture are invaluable for mental health and relaxation. Another notes, "It's good to unwind and see other places."

However, the reality for many is less positive. A significant number report limited or no access to welfare facilities. "Almost none," says one seafarer bluntly, while another states, "Doesn't exist." This lack of access is often due to tight schedules. The frustration is palpable in responses like, "We rarely get to go shore. So I can't answer the question."

Positive experiences underscore the potential impact of well-managed welfare facilities, with praise from seafarers including comments such as: "Most Seafarer Clubs are very well equipped with nice outdoor facilities to play Basketball etc. Great Staff everywhere. Always worth a visit!"

However, more could be done to make sure there is awareness and access. "We do not get briefed on the welfare facilities available to us," one seafarer points out, suggesting a lack of information could be preventing crew from accessing existing services.

Responses also reveal disparities based on ship type and port size. "In medium-sized ports, there are not enough welfare facilities for seafarers. Sometimes ships are docked far from the town and can't enjoy their shore time," one crew member explains. This highlights the need for more comprehensive and accessible welfare provisions across all ports.

Perhaps most concerning are reports of feeling unwelcome or unsupported ashore. "We get shunned and told we are foreign workers," one seafarer laments. Another states, "I feel we are on our own once ashore." These experiences point to a need for greater recognition and support for seafarers in the wider port communities.

Despite these challenges, many seafarers express gratitude for the available facilities. "Welfare facilities are good," says one, while another describes them as "very awesome and amazing." These positive experiences demonstrate the potential impact of well-designed and accessible welfare provisions.



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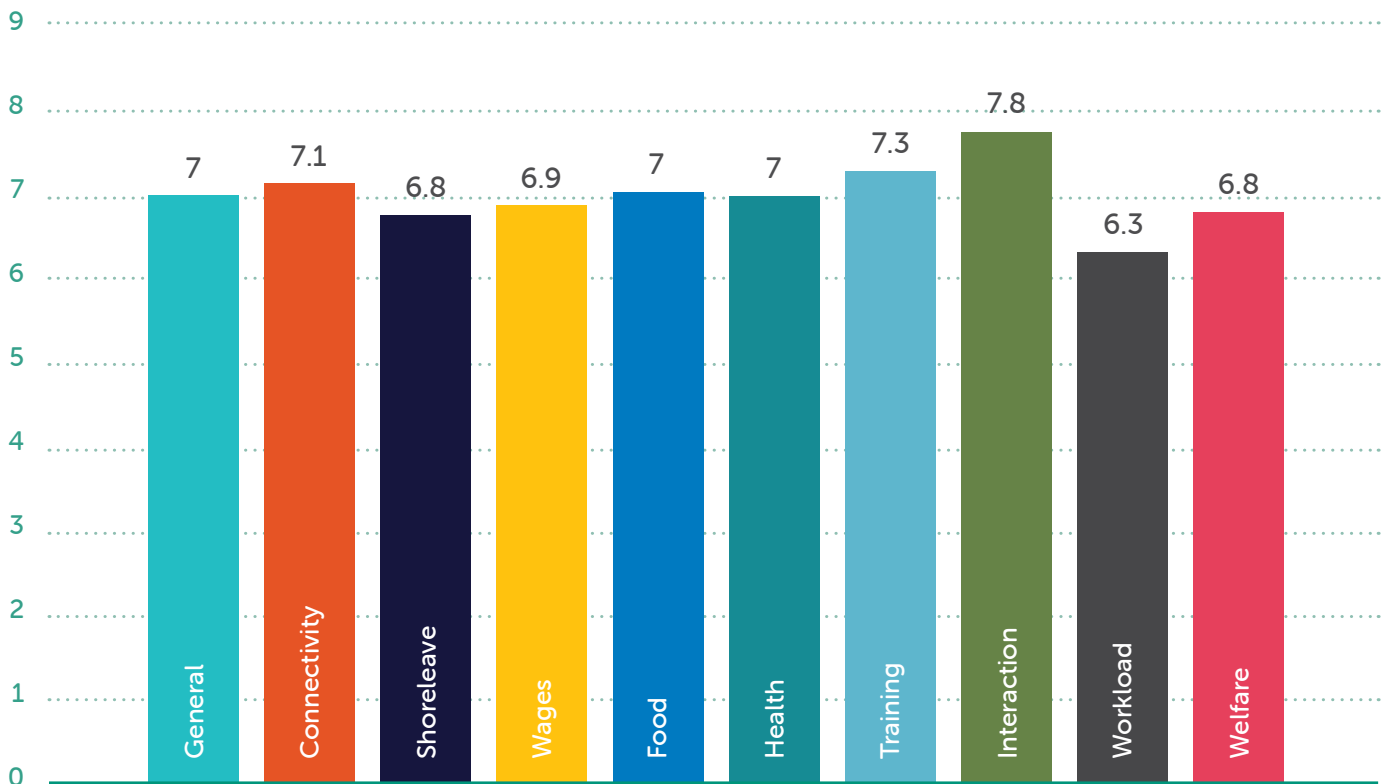
Conclusions

The Seafarers Happiness Index for Q2 2024 reveals a picture of subtle yet meaningful changes in life at sea. With a slight uptick in the overall happiness score from 6.94 to 6.99, there is some stability in the data and an inching towards improved conditions.

It is clear from previous quarters that any signs of recovery are delicate and hard fought. As such it is important to assess the successes and appreciate that, despite modest progress, lingering challenges remain.

To help us understand and take stock of these successes and challenges, we can look at them within the context of eight key areas. From bureaucratic burdens to calls for recognition and respect, these give us an even more patent sense of the state of seafaring today.

Q2 2024: Happiness by Question



The state of seafaring



Digital Divide at Sea

Shipping is experiencing a digital revolution with improved internet access, particularly through services like Starlink, which has proved transformative for some. Yet, this progress is unevenly distributed, creating a stark divide between the “haves” and “have-nots” among seafarers. Many still grapple with limited data allowances, slow connections, or a complete lack of access, highlighting the industry’s technological growing pains.



Shore Leave: Lifeline, Not Luxury

Seafarers emphatically stress that shore leave is not a mere perk but a vital necessity for their well-being. However, the reality often falls short, with many facing a frustrating landscape of restrictions, tight port calls, and missed opportunities. The inconsistency across ports and companies creates an unpredictable environment, exacerbating the inherent strains of life at sea.



Financial Pain Points

Compensation remains a significant issue. Amid global inflation, wage stagnation is a recurring theme, with some reporting pay below International Labour Organization (ILO) standards. Allegations of exploitation and unfair practices, such as companies taking cuts from exchange rates, further compound the financial challenges faced by maritime workers.



From Meals to Mental Health

The quality of life reported on board ships presents a mixed picture. Dietary concerns are prevalent, with many lamenting the monotony of meals and the impact of cost-cutting measures on food quality. On the flip side, ship gyms serve as crucial lifelines for physical and mental health, though the quality and safety of equipment remain significant concerns.



Bureaucratic Burdens and Workload Woes

Despite the buzz around digitalisation, seafarers report an increase in paperwork and regulations. Workload challenges vary widely and appear to be dependent on factors such as ship type, company policies, port schedules, and crew composition.



Training and Technology: A Two-Speed Industry

As technological changes accelerate, particularly in fuel technologies, a disparity in preparedness is emerging. Tanker crews report feeling well-equipped for these challenges, while their counterparts on dry cargo and container vessels express deep concerns about being left behind.



Social Dynamics and Cultural Diversity

The multicultural nature of modern shipping crews presents both opportunities and challenges. While fostering rich cultural exchanges, it also requires careful navigation of social dynamics in the confined space of a ship. Social activities play a crucial role in crew bonding, with life at sea described as a form of constant social experiment.



Call for Recognition and Respect

Perhaps most concerning are reports of seafarers feeling unwelcome or unsupported ashore, with some lamenting being shunned as “foreign workers”. This highlights a pressing need for greater recognition and support for those working at sea.

Q2 2024 Demographics

The data on seafarer happiness reveals significant variations based on vessel type, age group, rank, length of time at sea, geographic region, and gender.

Cable ship seafarers report the highest happiness, though it should be noted that only a small percentage of responses were from these ships. Of the predominant larger represented groups, seafarers on cruise ships were the happiest.

This is a welcome return of cruise ship seafarers to the Seafarers Happiness Index, as this is the most significant volume of responses we have received from that sector since COVID-19. Welcome back!

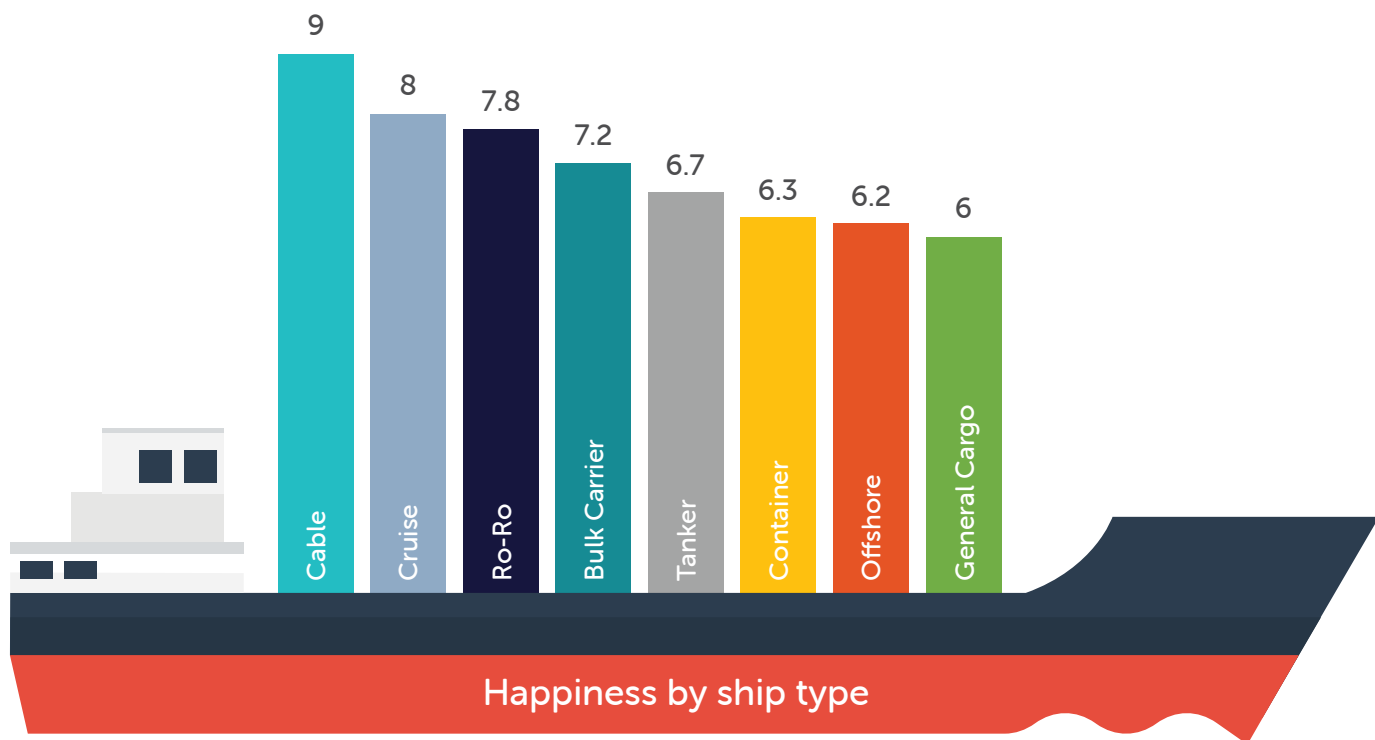
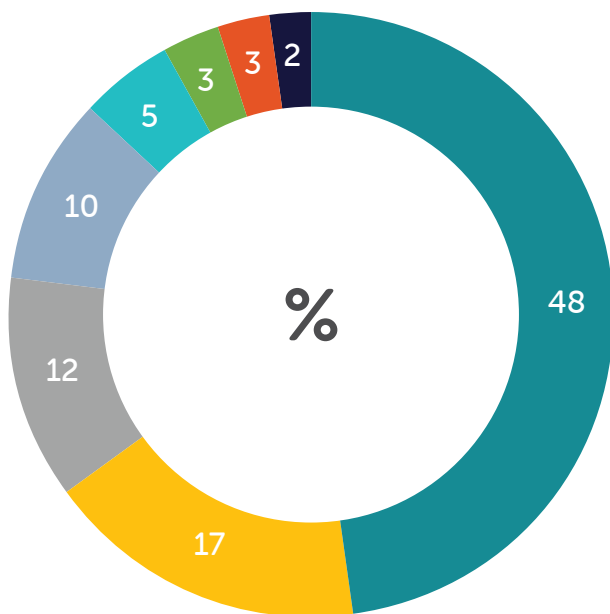
Younger seafarers (16-25 years) and those from Western Europe and Africa tend to be happier. Unusually, Chief Engineers and Engine Cadets report higher happiness, whereas Third Officers and Fourth Engineers are less content.

As may be expected, happiness decreases with longer durations at sea, particularly beyond six months.

Though female seafarers were not as happy as their male counterparts, we were extremely pleased to see a growing response rate. Usually, the percentage of female respondents is low, but in this quarter 15% of respondents were female. This is great to see, and we hope a positive that can be maintained.

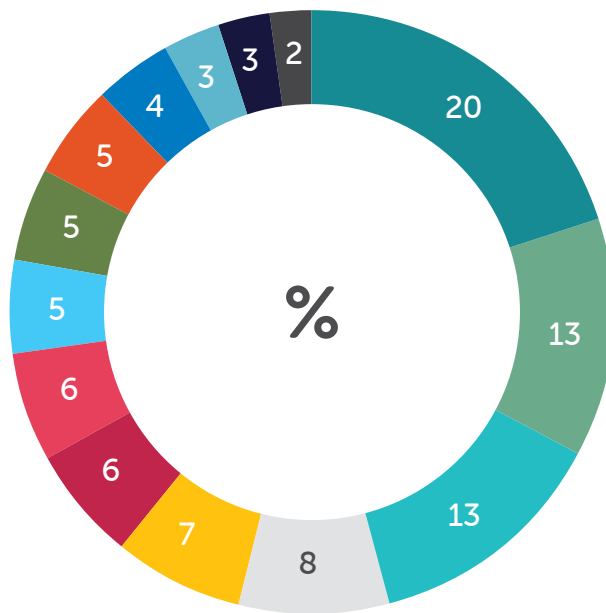
Ship Type

- Bulk Carrier
- Cable
- Container
- Cruise
- General Cargo
- Offshore
- Ro-Ro Vessel
- Tanker



Rank

- Captain
- Catering Department
- Chief Engineer
- Chief Officer
- Deck Cadet
- Deck Crew
- Electrical Department
- Engine Cadet
- Engine Crew
- Fourth Engineer
- Second Engineer
- Second Officer
- Third Engineer
- Third Officer

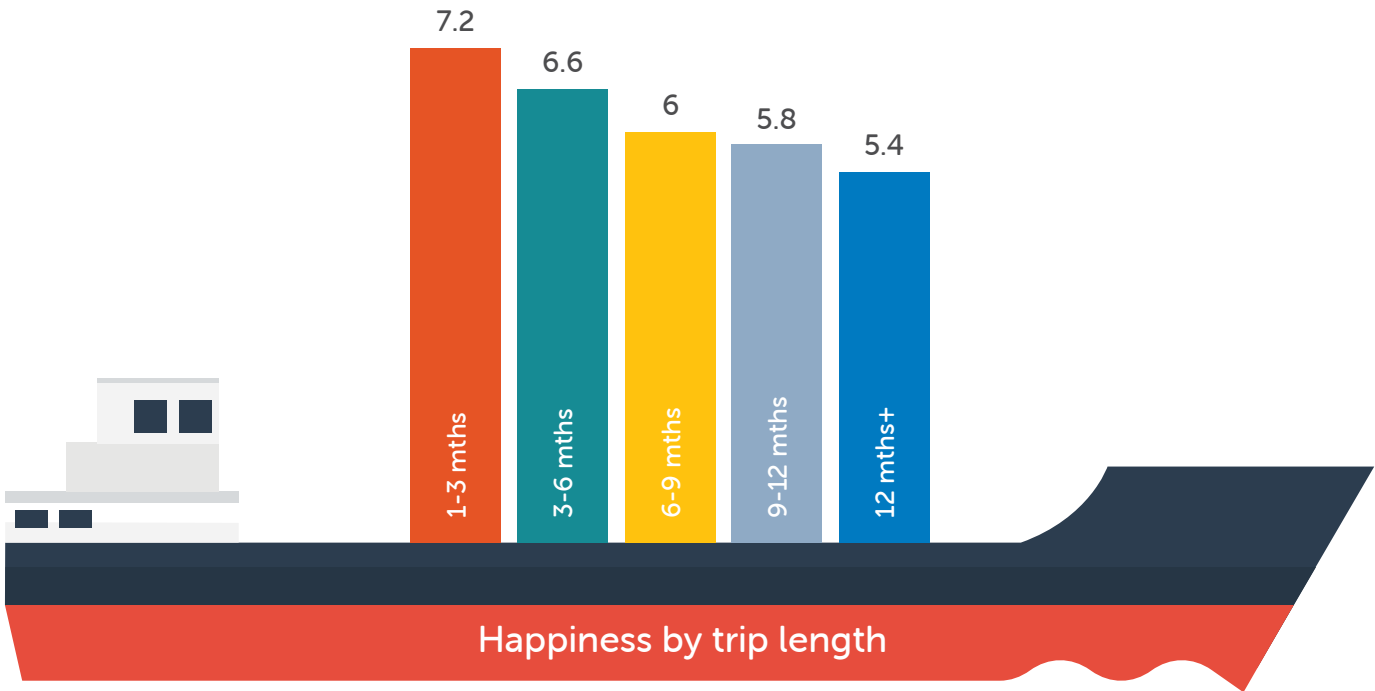
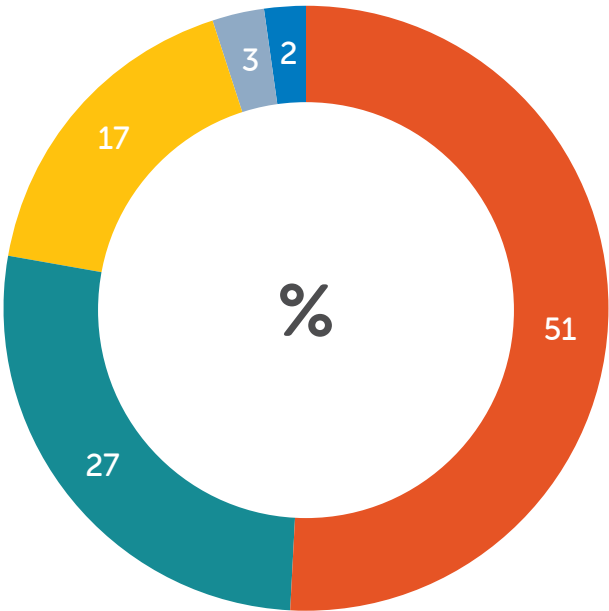


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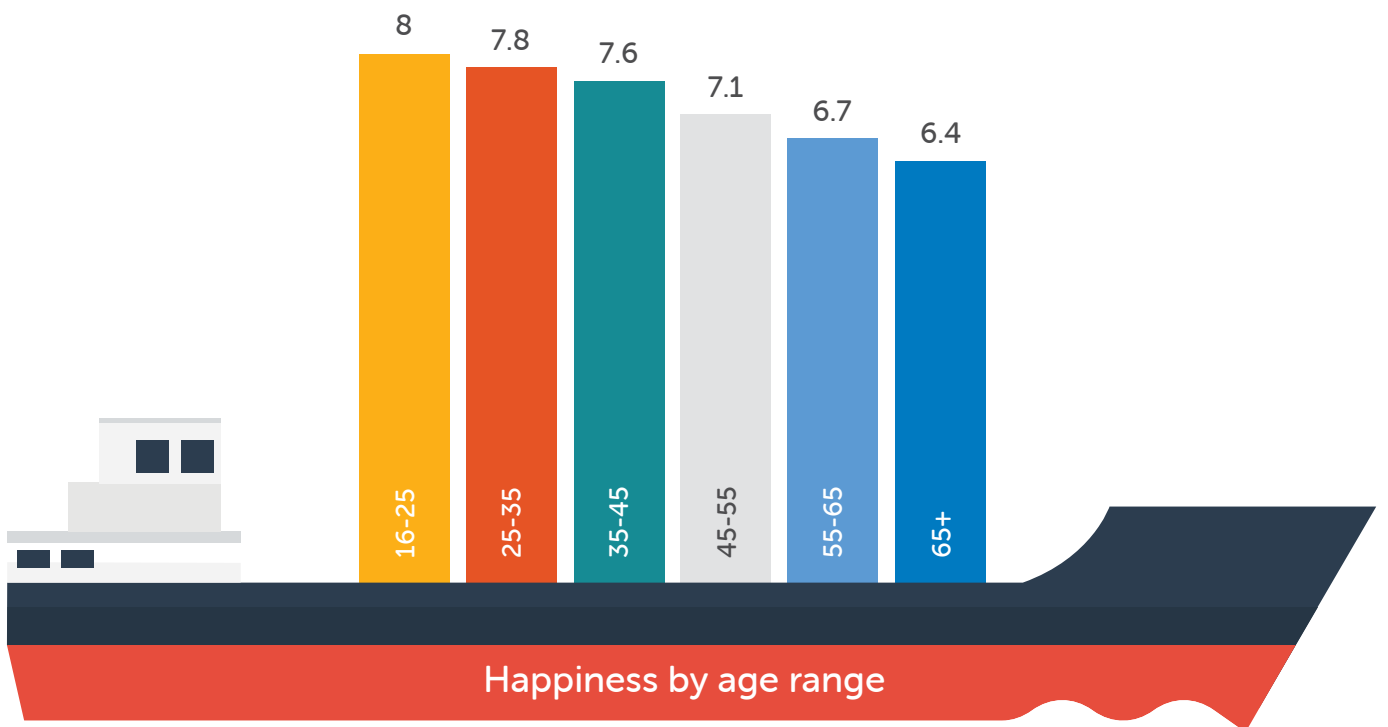
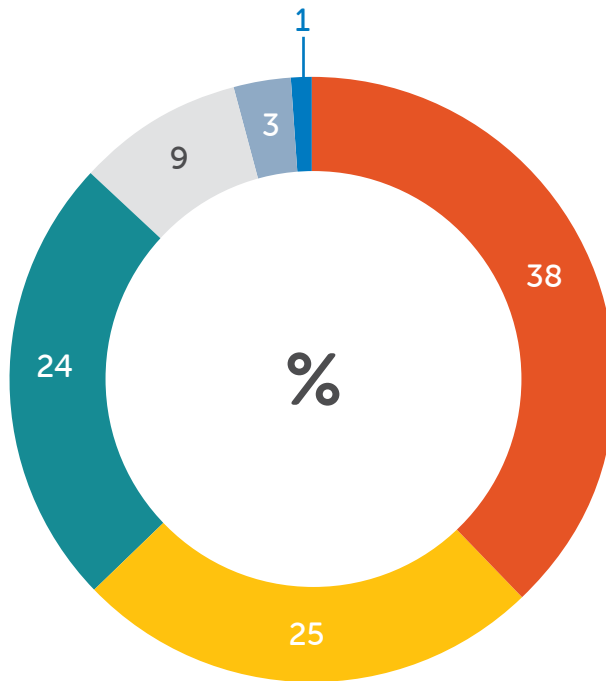
Trip Length

- 1-3 months
- 3-6 months
- 6-9 months
- 9-12 months
- Over 12 months



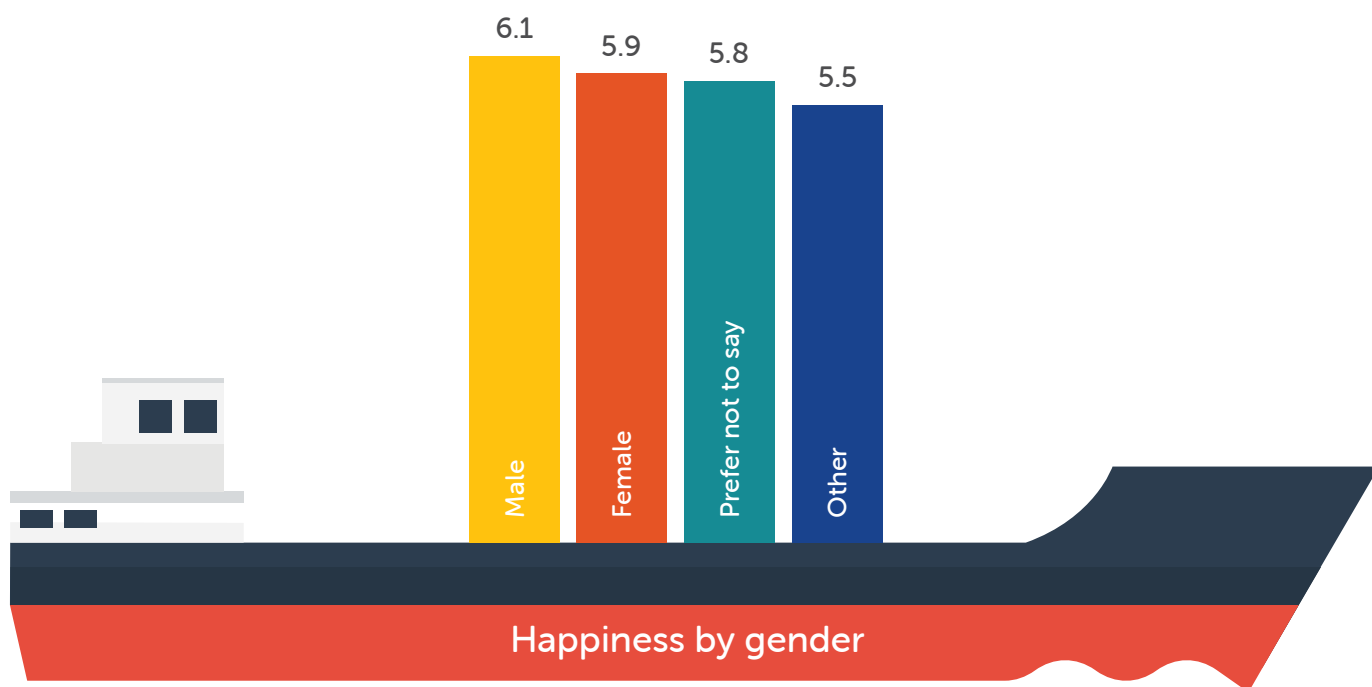
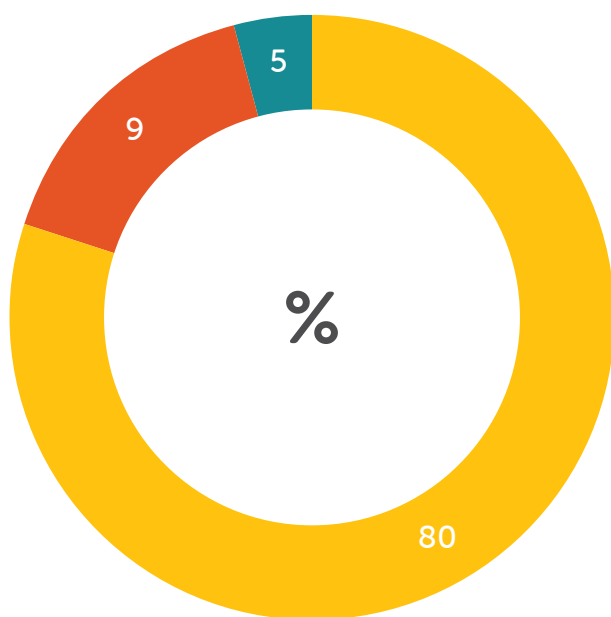
Age Range

- 16-25
- 25-35
- 35-45
- 45-55
- 55-65
- 65+

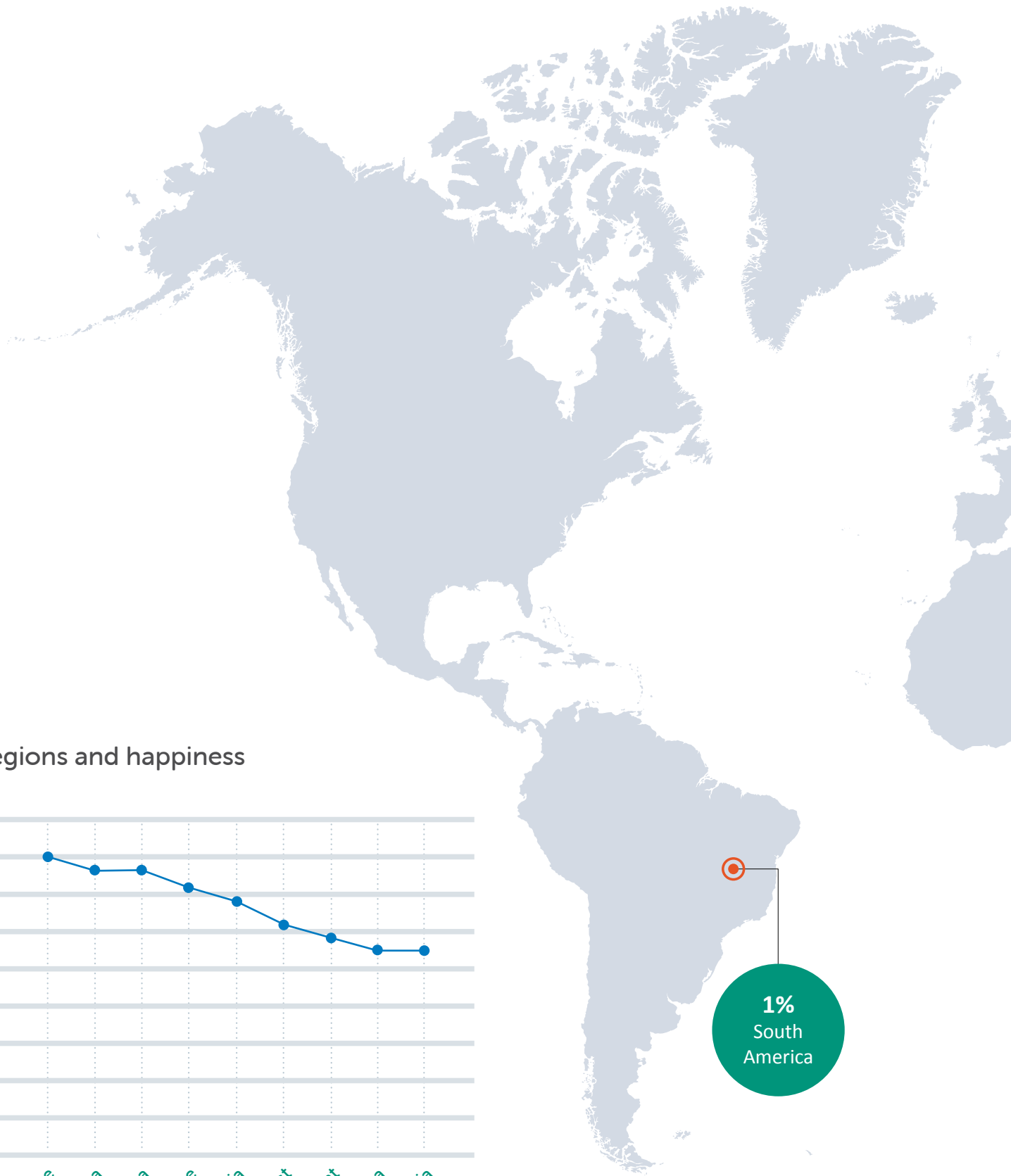


Gender

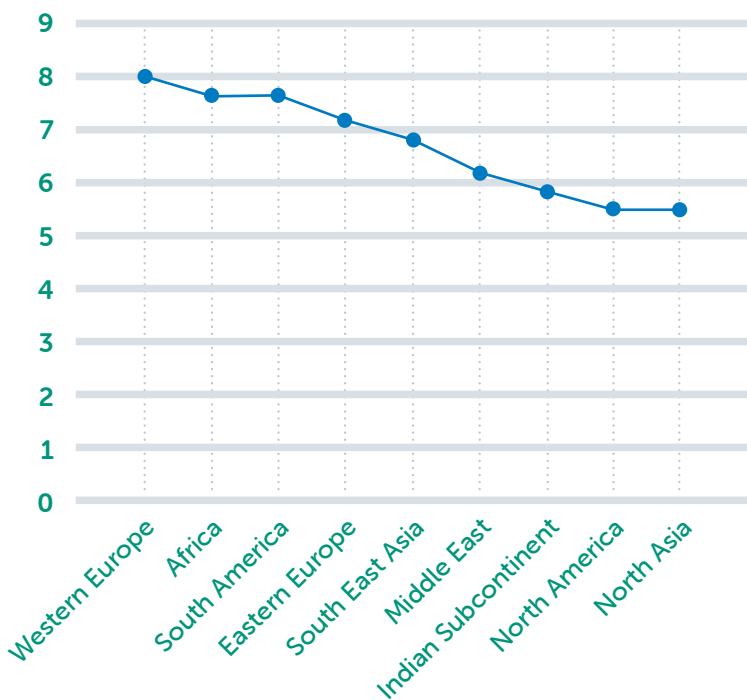
- Male
- Female
- Prefer not to say
- Other



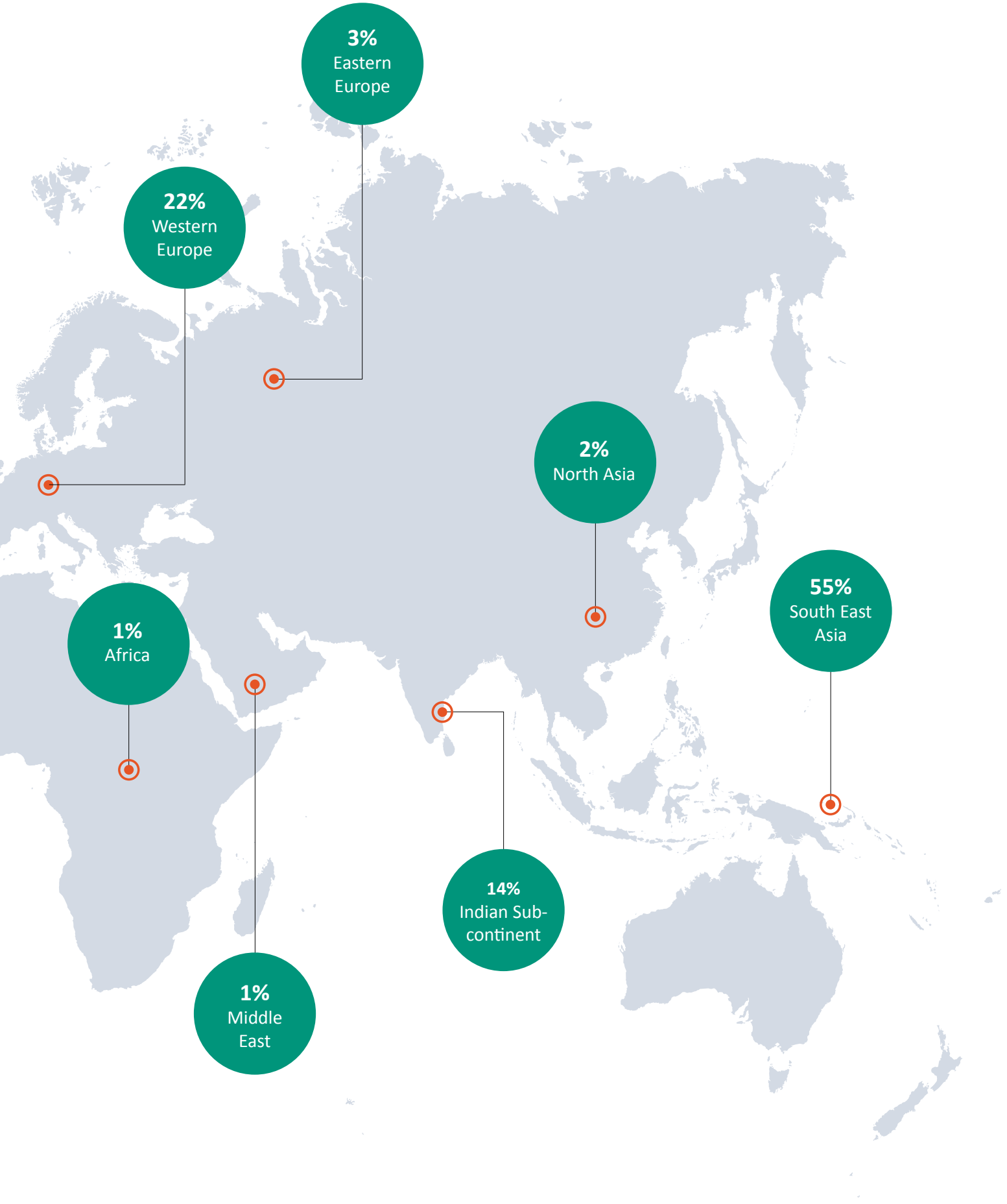
Where



Regions and happiness



1%
South
America



Thank you

We extend our sincere gratitude to the seafarers who continue to contribute their experiences and insights to the Seafarers Happiness Index. This feedback is invaluable, providing a better understanding of the challenges faced at sea and illuminating potential avenues for improvement. These first-hand accounts form the cornerstone of our recommendations and are instrumental in shaping more effective policies and practices.

Equally important has been the support of shipping companies and shore managers who have facilitated and encouraged participation in this survey. Their commitment to transparency and improvement sets a positive example for the industry. We urge more organisations to follow suit, recognising that an open dialogue is essential for progress.

Moving forward, we strongly encourage broader participation from seafarers across all sectors of the industry. Each voice adds depth to our understanding and strengthens our ability to advocate for meaningful change. To shipowners and operators, your continued support in promoting and enabling crew participation in such initiatives is crucial.

The path forward requires a concerted effort from all stakeholders. By prioritising seafarer happiness and wellbeing, we not only address immediate challenges but also lay the groundwork for a more resilient, efficient, and innovative maritime industry.



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