

ANALYSIS OF THE PROBLEMS EXISTING IN THE HIGHER MARITIME EDUCATION IN THE LIGHT OF MODERN DEMANDS FOR THE QUALITY OF CADETS' MARITIME TRAINING.

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The article analyzes the problems existing in the sphere of professional education and offers the ways of their solutions.

Keywords: maritime professional education, maritime higher education, problems and issues, ways of solution, demands for training quality, cadets' maritime training.

Problems existing in the higher professional maritime education, particularly in the navigators training can be divided in three groups:

1) Methodological problems include:

- the nonconformity of the curriculum to the STCW Convention requirements if to speak about the officers category. Existing syllabus are based on the Russian laws and fall behind the international rules, conventions and requirements to the educational process for 15 years. It doesn't allow realizing the educational process in accordance with the modern standards of maritime education. The solution of the program nonconformity can be solved easily if the administration of maritime educational institutions wished to implement necessary changes in the syllabus. It is necessary to exclude some disciplines which are included

in the syllabus and aren't connected with the professional education. The second step is to apportion academic hours in connection with the list of disciplines prescribed by the STCW.

- It is impossible to recruit the prospective students on the basis of the State Exam, because the disciplines being studied at the university require a serious training and necessary background not only of math, physics, but also English language. The majority of perspective students can not understand the disciplines in necessary volume because they have problems in the background. Therefore the successful learning at the University is impossible. It is necessary to return to the system of entrance exams as soon as possible.

- The navigation practice for senior cadets on board training ships is supposed to be more educational than simply a working one, because the cadets don't sign labor contracts for the practice before departure and that's why they don't get any salary for their work. In this case a maritime education institution signs employment contract with shipping company. Many maritime universities have shipping companies in its organic structure. But the cadets can not keep full-duty watch due to the reasons mentioned above, as well as they can not get fact sheets if it is written there "he kept watch every day for 4 hours under the supervision of an experienced navigator", although this fact sheet is necessary to get the diploma. There is one question about the possibility for all cadets to keep 1 every day watch during the navigation training under the supervision of uncertified specialists. The navigation practice on board STS "Nadezhda" must be only introductory for the 1st year cadets where they are not supposed to keep full-duty watches and do hard journey works.

2) Technical problems:

- The improper condition of the technical means for educational processes. For example the simulators ARPA/RTL and others have been used for more than 20 years and experience problems with repairing and spare parts delivery.

- The inadequate condition of training ships reducing the overall on board practice capabilities thus limiting the integrity of learning process for cadets and intensifying crew workload. The ships experienced problems when reported to the RF Register of Shipping on some obligatory international conventions.

The problem of the educational means condition can be only solved if the pre-scheduled system of maintenance, repairing and replacement of old equipment is introduced.

Another solution for this problem is to open goal-oriented account for accumulating necessary capacity that can be achieved if we teach people who study on simulators and pay for it.

The repairing, modernization and presentation of training ships to the RF Register of Shipping in accordance with international conventions must be realized with the help of federal budget being appropriated for the training fleet.

3) Shortage of educators with high professional competency

An average age of professors is 65+ years. Many of these teachers served as captains/executive officers many years ago. IMO and its sub committees make alterations and additions to the existing conventions every year. They also issue important circular notes, letters, additions, which can not be obtained officially and implemented in the educational process if you are high and dry.

Only serving fleet specialists who work for international companies can give necessary modern methods of the maritime education on the basis of international quality standards. Big foreign companies permanently train their fleet specialists at modern simulating centers, where they use modern equipment and the newest methodological basis to maintain a necessary level of education. It is obligatory in the market of marine transport operations.

Professors and teachers also have problems if they want to find employment in a foreign company. These problems are connected with the Russian labor laws. The problem with involving “acting” fleet specialists into educational process can be solved only if the salary of teachers from graduating departments is significantly increased.

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