

**MariFuture: European Platform for Maritime Education, Research, and Innovation****Foreword**

This month the MariFuture Development Paper focused on key developments in Maritime English as reported in the IMLA-IMEC Conference which took place in Island of Treschelling in Holland during 6-11 July 2014. At the Conference there was a mention by Milhar Fuazudeen, the Head of the Maritime Training and Human Element Section, Maritime Safety Division, International Maritime Organisation (IMO) on the latest developments at the IMO regarding the revision of model courses with specific references to the revision of the IMO Model Course 3.17 which concerns Maritime English.

There were several MariFuture papers at the Conference, and some mention of these are made in the body of this Progress Report.

The July 2014 Development paper also highlights the key point raised by Captain Sibrand Hassing in his keynote speech. He explained that there is a difference between practice and reality when it comes to the assessment of competence in English (Maritime). He raised the question if *English necessary on board ships?*

He emphasised that English is not limited to deck and engine personnel but also to personnel with designated safety function(s). He stressed the importance of the communication between crew members but also with passengers and other non-safety personnel in emergency situations. What is interesting is that he believes English is the language of the sea and fundamental for all communication in modern maritime world.

Interestingly he also raised a second question - *How do we assess competence?* He argued that training has to go beyond STCW, which he stressed only regulates safety/security competence. The need to go beyond STCW, he explained, is due to the increase complexity of the inspection regime. He emphasised the need for more demanding skills and understanding of English (Maritime) so that ship crew can to speak and write well so that STCW and associated inspection requirements are completed as expected.

There were several presentations at the conference, all directly or indirectly stating that the STCW is inadequate when considering the need for Maritime English competence in seafarers as the IMO's STCW uses to the term 'Effective Communication' without specifying what this term actually means and without specifying meaningful standards with regard to English language (or Maritime English) competence.

There were several outstanding papers, with one by Jane D. Magallon detailing work being carried out in the Philippines which is similar to the Marifutre SeaTALK Project. The title of her paper was, "Assessing Maritime English in Outcome-based Framework: Measuring Student's Competence as per STCW 2010 as amended". The paper set out identifying the competences as stated in the STCW code and then cross-referencing these to KUPs (Knowledge, Understanding and Proficiency). Then each competence was assigned a Learning Outcome with a specified teaching and learning methods/activity with a suggested assessment which was underpinned by a one or more



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assessment/testing criteria. There was also grading criteria of 1, 2 and 3, not dissimilar to SeaTALK assessment and grading which applies MarTEL standards of Distinction, Merit and Pass.

The August 2014 Development Paper will report on the outcome of the SeaTALK Partner meeting which will take place later this month and result in an updated development plan for SeaTALK.

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Introduction

The following report details the progress being made by the MariFuture partners in June and the early part of July 2014 concerning the SeaTALK, SOS, ACTs and MarTEL projects starting with key points raised during the IMLA-IMEC 2014, 6-11, July 2014.

IMLA-IMEC 2014

There were several MariFuture papers at the Conference, one called "**Which teaching materials? Mapping linguistic competences, learning outcomes and professional standards to build an integral Maritime English syllabus**", and the second as titled: "**Using Authentic Maritime Materials to Improve English Language Skills**" which explored converting everyday on board materials like COLREGs, NAVTEX messages, maintenance manuals, operating instructions, emergency procedures etc., into language skill exercises so that seafarers of the future can be better prepared for the effective use of English at sea. There was also a paper titled, "**The SeaTALK Project Survey of Maritime English – Current Practices and Challenges for the Future**".



SeaTALK (Creation of a Qualification Framework for Effective Communication at Sea)

Partners are working hard on the Training modules and their presentation on the SeaTALK platform.

It's been agreed that learning materials will have their own browser system/frame in the online platform (like Facebook). A standard SeaTALK frame will be used when opening the SeaTALK materials (word, pdf, etc) and when sending users to the weblinks. The focus will be to include materials as much as possible within the learning management system (LMS), this will be achieved by hosting the materials on SeaTALK servers.

The SeaTALK interim reports, both public and confidential, were recently approved by EACEA. These reports cover the 15 months of the project since January 2013. All outcomes of the SeaTALK that were completed during this the reporting period are available on the project website and at the ADAM platform.

The 5th partner meeting will take place immediately after the IMLA-IMEC 26 Conference in West-Terschelling –Netherlands.

More information on the progress of the SeaTALK project will be available in the August 2014 Progress Report.

SOS (Stress On Sea)

The second partner meeting took place during 7-11 July 2014 in Klaipeda, Lithuania, at the same time as IMLA-IMEC 26 in Holland. The meeting focused on the training programme being developed and determining a means of evaluating it. The August Progress Report will present the summary of the main issues discussed during the partners meeting in Klaipeda.

ACTs (Avoiding Collisions At Sea)

The ACTs project is progressing well and the partners are working hard to carry out the tasks as assigned in the second partner meeting which took place in Mallorca, Spain in June 2014. An ACTS report on methods and methodologies was developed in order to ensure a systematic approach for developing the intended ACTs course. This report serves 3 main objectives:

- To identify, adapt and/or develop appropriate methods and methodologies for the development of training course content, delivery and assessment
- To identify the interactive pedagogical methods
- To apply multimedia learning techniques in the development and delivery of training courses

The results of the ACTs questionnaire designed to identify knowledge gaps and deficiencies in the application of Colregs have now being analysed. The most recent analysis report has been made available in the ACTs website.

More information on the ACTs project will be available in the August 2014 Progress report.



MarTEL (Maritime Tests of English Language)

The MarTEL Team has contacted several maritime institutions, companies and individuals who are looking to launch MarTEL around the world later in 2014.

The MarTEL team is working to update the supporting materials for the MarTEL Centres who will be running the MarTEL Tests and/or Training Courses. They are also working on updating the MarTEL website for their customers' ease of use.

The MarTEL partnership welcomes contact from all interested parties, including seafarers of all types and ranks, maritime industry experts, professionals and organisations, and those institutions or companies who have an interest in becoming an Approved MarTEL Centre.

For more information, please visit the MarTEL website: www.martel.pro

More updates about MarTEL will be included in the August 2014 progress report.

EBDIG-WFSV

The last Partner meeting of EBDIG-WFSV took place in Sweden to discuss the proposed course content. It's worth mentioning that this project is a follow on from the first EBDIG project resulted in a training course for future yacht designers which was subsequently accredited by a major and chartered professional institution viz., the Royal Institution of Naval Architects (RINA). The first project led to the RINA Marine Design Journal, the organising and editorial committee of which is primarily composed of EBDIG partners.

C4FF have now taken responsibility for the first EBDIG website maintenance and development.

The next meeting of the partners will take place in Coventry, UK, on 3 - 4 September 2014 in parallel with the project's first conference supported by RINA. Anyone who wishes to attend the conference should visit RINA's website for registration instructions: http://www.rina.org.uk/marine_design2014

More on this very interesting project in September 2014 Progress Report.

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