Conclusions, Implications and Suggestions for the Future Research

Iversen (2010) revealed that workload, loneliness, stress, lack of shore leaves and danger from piracy leads to anxiety and depression in seafarers. The data on suicides proves that the mental health of seafarers in many cases continues to be very poor and often fatal. The damage to the merchant navy officers, their families, and ship owners cannot be ignored. A number of deaths on ships were reported that resulted from depression leading to suicide. It strongly reflects the need for everyone linked with the international maritime industry to do something about it.

Slišković and Penezić (2016) on seafarer’s Job satisfaction, Life satisfaction and health found that satisfaction with work and life is higher in seafarers with shorter durations on board, regular shifts and free access to internet on ship. Living in isolation and being physically away from home leads to anxiety and depression (Alderton et al, 2004; Carotenuto, Molino, Fasanaro and Amenta, 2012 and Iversen 2012). There is a strong relation between internet facility onboard, satisfaction and health of the seafarers. Living and working in isolation for long time especially when you do not know when you will return home/Sign off from ship acts as a strong psychosocial stressor in merchant navy officers. Shorter contracts, improved work shifts, free internet facility to the seafarers can work as primary level interventions of occupational stress management for the overall satisfaction, work related well-being and good health.

Panganiban and Garcia (2017) conducted a study on stress and fatigue among seafarers found that the work load, disturbances and unwelcome gestures of crew members on board affects the seafarer and his work. Filipino seafarers find the physical factors prevailing over emotional, environmental and psychological factors contributing to stress and fatigue. Environmental factors affect the seafarers and induce stress in them. Zhu (2014) reported that environmental stress occurs when a seafarer becomes conscious of his inability to cope with the environment that poses a threat or demand.
Conclusion

The aim of the present investigation was to compare the deck merchant navy officers with engine merchant navy officers on Depression, Job Satisfaction, Stress, Quality of Sleep, Quality of Life and Subjective Well being. The study also compared the junior and senior rank officers on the above mentioned variables.

The comparison between the officers from two departments i.e. Deck and Engine revealed significant differences between both the departments where the Deck officers were found to be high on Depression and Stress as compared to Engine officers. Whereas Engine officers were found to be high on Job satisfaction, Quality of life, Quality of sleep and Subjective well being as compared to Deck officers.

Rank differences were also studied in this research among Junior and Senior officers from both the departments and significant differences were found Job Satisfaction, Quality of sleep, Positive Affect, Physical Quality of Life, Psychological and Environmental Quality of Life. From the mean scores senior officers were found to be high on depression and stress whereas junior officers were found to be high on Job Satisfaction, Poor quality of sleep, Subjective Wellbeing, Satisfaction With Life, Positive Affect, Negative Affect, Physical Quality of Life, Psychological Quality of Life, Social Quality of Life and Environmental Quality of Life.

The research also measured the differences in the components of sleep among merchant navy officers from Deck and Engine department. Significant Differences were found between ranks of Deck and Engine department, Deck officers scored higher on subjective sleep quality, habitual sleep efficiency, sleep disturbances, use of sleeping medication, and daytime dysfunction than Engine officers.

Other objective of the research was to find the inter correlation of Subjective Well being and Quality Of Life with Depression, Job Satisfaction, Quality of sleep and Stress. It was found that, a positive and significant correlation was found between Subjective Well-Being and Job Satisfaction whereas a negative and significant correlation was found with Quality of Sleep, Depression and Stress. A positive and a significant correlation was found between all the domains of Quality of life namely Physical, Social, Environmental and Psychological Quality of life and Job Satisfaction.
whereas a negative and significant correlation was found between all the domains of Quality of life namely Physical, Social, Environmental and Psychological Quality of life with Quality of Sleep, Depression and Stress.

The above results show clear differences among the Deck officers and the Engine officer on all variables. The findings of this research imply that specific attention should be given to the work patterns of Deck officers. In its modest way the study hits at the growing menace which needs appropriate interventions while the officers are working at the sea.

With the help of this study future training session, personal recruitment, treatment and counselling can be organized for the Deck officers to provide them with customized training to deal with psychological issues and combat stress and subtle changes can be made in MLC amendments to equip Deck officers with extra manpower which will help in reducing work load during their voyages. It may be suggested that with the help of relaxation techniques, motivation and special training such as how to deal with depression, stress management and poor sleep should be provided. There should be reduction in administrative tasks on ship and proper implementation of ISM code.

Probably seafarers need to balance their work, rest hours, sleep and leisure activities onboard. Since it is an emerging field in Psychology, collaborative and case specific research at multinational level is suggested. In the field of Marine psychology, with the focus on mental health and wellbeing of seafarers, this study has raised the importance interventions at a global level.