

## FAQ's for Joining as a Marine Engineer

### Q1: What is Merchant Navy?

A: Ships that carry goods, people or render services of a non military nature constitute the merchant navy.

Merchant Navy touches every body's life in one way or other. Material for building a house may have been brought by a bulk carrier, the fuel used in your vehicle was brought by a tanker and fruits in the market from different countries were brought in a refrigerated container carried on a ship.

### Q2: Why Join Merchant Navy?

A: Merchant Navy is a very lucrative career, some of the many attractions of this profession are listed below:-

- ✓ High income (Tax Free)
- ✓ Independence and responsibility at a young age
- ✓ Quick promotions
- ✓ No expenses whilst on board (High class accommodation and cuisine)
- ✓ Travel around the globe and experience the world
- ✓ Adventure – No two days on the ship are the same
- ✓ Long Vacations - Time to pursue your hobbies
- ✓ Future opportunities to pursue a career ashore

### Q3: Who should join Merchant Navy?

A: If you are adventurous person who likes to be outdoors and is not interested in a monotonous 9-5 job, then Merchant Navy is the best career option for you.

### Q4: How is the career of a Marine Engineer in Merchant Navy better than any other career option?

A: Machineries on board ships include diesel engines, electrical generators, boilers, turbines, pumps, hydraulic machineries, refrigeration, air conditioning, electrical machineries, electronic equipments, etc, practically a mini city. Marine Engineers are involved in the running, operation and maintenance of all these machineries on board ships. Since they are in-charge of all the machineries on the ship, they get hands on

experience on variety of machineries, which is normally not possible in a shore based industry. Promotions to higher ranks are based on passing examinations and experience. So if you are hard working, you may become a chief engineer of a ship after about seven to ten years of joining a ship as a junior engineer. This kind of promotion and holding high responsibilities in a shore based industry is normally not possible.

After you complete your shore based training of 1year/2years/2.5 years/4 years (see answer to question 6), you join a ship as a junior engineer and your training on board ship continues for 6 months. During this period of training you get a stipend of around Rs 35,000/- per month. After completion of this on-board training you appear for an examination (MEO Class IV) conducted by Mercantile Marine Department (MMD), Government of India. On passing this examination you start working as a fourth engineer on board the ship and earn wages to the tune of 1.5 Lakh rupees per month.

You work for one more year and appear for another examination (MEO Class II) conducted by MMD. Passing this examination and added with some more experience on board ship, enables you to become a second engineer. A second engineer earns wages to the tune of more than 2.5 Lakh rupees per month.

You work for one and half year more and appear for another examination (MEO Class I) conducted by MMD. Passing this examination enables you to become the chief engineer of a ship after a few years of experience. A chief engineer earns wages to the tune of 3.5 Lakh rupees per month.

#### Q5: Sea of Opportunity?

A: There are various types of ships but the main job of a ship is to transport goods or people from one place to another. Ships are responsible for transporting 96% of goods around the world and is the most important service helping to keep the wheels of the global economy moving smoothly. Shipping is a vital link in world trade and today it is one of the booming sectors of the industry.

If you join the merchant navy you could choose to be a navigating officer (also known as a deck officer) or an engineering officer.

#### Q6: What are the qualifications required to join as a Junior Marine Engineer?

**There are various streams through which you could join, four of which are the main ones and highlighted below :-**

### **(1) 4-Years Pre-Sea Marine Engineering Degree Course**

#### **Minimum Academic Qualification**

(a) Pass in (10+2) or equivalent examination with Physics, Chemistry, Mathematics and English as separate subjects with a PCM average of not less than 60%

OR

(b) Candidate can join 2nd year of 4-Year Marine Engineering Degree Course provided he has passed 1st year training from the Alternate Training Scheme, approved by Director General of Shipping (D.G. Shipping), Government of India.

OR

(c) Candidates can join 2<sup>nd</sup> year of 4-Year Marine Engineering Degree Course who have passed 1<sup>st</sup> year from the Engineering College in other streams like Mechanical or Electrical approved by AICTE with minimum 60% average marks.

OR

(d) Candidates can join 2<sup>nd</sup> year of 4-Year Marine Engineering Degree Course who have passed 3 years Diploma Course in Mechanical / Marine / Electrical / Electrical and Electronics from the colleges approved by AICTE or State Board of Technical Education with minimum 55% of aggregate marks in the last year of Diploma Course.

The candidates should have obtained with minimum of 50% marks in English language at 10<sup>th</sup> or 12<sup>th</sup> Std or in the Degree / Diploma course conducted by recognized Board or any University.

Maximum age limit – 25 years

### **(2) 1-year Pre-Sea Training for Mechanical Graduate Engineering**

#### **Minimum Academic Qualification**

Graduation in BE (Mechanical) Engineering / Naval Architecture with minimum marks of 50% in final year and with minimum 50% marks in English language at 10<sup>th</sup> or 12<sup>th</sup> or in Degree Exam.

Maximum age limit – 28 years

### **(3) 2-year Pre-Sea Training for Diploma Holders**

#### **Minimum Academic Qualification**

(a) Pass Diploma in Mechanical /Marine/ Naval Architecture / Electrical / Electrical and Electronics Engineering with minimum marks of 50% in final year and with minimum of 50% marks in English language at 10<sup>th</sup>, 12<sup>th</sup> std or Diploma exam.

(b) Passed Diploma in Shipbuilding Engineering with minimum marks of 50% in final year (4 year course) and with minimum of 50% marks in English language at 10<sup>th</sup>, 12<sup>th</sup> std or Diploma exam.

Maximum age limit – 28 years

### **(4) 2 ½ years Pre-Sea Training for Marine Engineers under Alternate Training Scheme.**

#### **Minimum Academic Qualification**

Pass in (10+2) or equivalent examination with Physics, Chemistry, Maths and English as separate subjects with a PCM average of not less than 60% and with minimum 50% marks in English language at 10<sup>th</sup> or 12<sup>th</sup> std exam.

Maximum age limit – 25 years

Go to the following website to check the list of colleges/institutes approved by DG

Shipping, Govt. of India

[http://www.dgshipping.com/dgship/final/engineering\\_regionwise\\_Jan2009.pdf](http://www.dgshipping.com/dgship/final/engineering_regionwise_Jan2009.pdf)

**Physical and Medical Standards** - Medically fit as per the standards set by Merchant Shipping Medical Examination Rules and *eyesight* (6/12) in each eye, (6/9) in better eye (6/18) in other eye. Normal colour vision.

*Go on the website to view the Rules,*

<http://www.dgshipping.com/dgship/final/rules/medicex.htm>

**Q7: I fulfill the eligibility criteria for joining. So what process should I follow for joining the Merchant Navy as a marine engineer?**

A: Anglo Eastern Shipping has established an academy named "Anglo Eastern Maritime Academy" (AEMA) at Karjat near Mumbai in Maharashtra. Training of navigation department cadets is already going on. We are in the process of establishing training scheme for marine engineers at this academy and obtaining approval of DG Shipping. We shall be conducting 1-year Pre-Sea Training for Mechanical Graduate Engineering {See answer to question 6 above under heading (2)} of which 8 months will be at the academy and 4 months on board our managed ships as trainee marine engineer. Entry to this training scheme will be three times a year (January, May and September). We expect the first batch to start from 1<sup>st</sup> May 2010.

Later on we will be also starting 4-Years Pre-Sea Marine Engineering Degree Course for 10+2 candidates. {See answer to question 6 under heading (1)}

For 1-year Pre-Sea Training for Mechanical Graduate Engineering at AEMA, apply to Anglo-Eastern.

An online test or a written test: On receiving applications, applicants are contacted and asked to send a draft of Rs.200. Details of this is enclosed separately, on receipt of the draft the examination date is set. The examination comprises of:

1. A written or online test of 2 hours duration.
2. A 1 hour psychometric test.

**Questions asked in the Written Test:** The Written/Online test is based on:-

Engineering level subjects covered in various semester during Mechanical Engineering Degree course, English language skills, Mechanical Aptitude, Abstract Reasoning, Space Relation and General Knowledge. The Written/Online test paper is in the form of Multiple Choice Questions. Similarly the psychometric evaluation requires candidates to

answer Multiple Choice Questions in a specific time period, there is no preparation required for a psychometric test, except for a good understanding of English and Logic.

**The Interview:** Applicants who pass the written/Online test and the psychometric evaluation are called for an interview. The Interview is generally held in 2 Metro's, so be prepared to travel to your nearest Metro at a short notice.

**The Medical Test including Eye Test:** All candidates who qualify the Written and Interview stage are then sent to undergo a Medical test through company appointed doctors. On passing all the above tests/examinations the candidate is declared selected as a Junior Engineer.

On successful passing of all the above tests the applicant is advised to undergo a 1 year pre-sea course at AEMA.

The candidate must possess the following documents at the time of joining:

- I. X<sup>th</sup>, XII<sup>th</sup> marksheets
- II. BE Mechanical Engineering all Semester mark sheets from University
- III. Mechanical Engineering Degree or Provisional Degree Certificate from the University.

**Q8: What is Pre-Sea Training?**

A: As per stipulations from Directorate General of Shipping (D.G.) every candidate desirous of joining as an officer or an engineer on ships has to undergo pre-sea training ashore. Pre-sea training can be undertaken in any one of the D.G. approved pre-sea training institutes across India. Cost of pre-sea training is approximately Rs.3.0 lakhs per year and has to be borne by the candidate.

**Q9: Don't you think the cost of Pre-Sea training is quite high?**

A: You must remember that Pre-Sea training is not subsidized by the government. There are various requirements that have to be considered in order to conduct pre-sea training and the cost of carrying these out is very high and has to be borne by the institute.

**Q10: Is there any education loan's available?**

A: Yes, once you have been selected by Anglo-Eastern, we can arrange for banks to

give you education loans at existing market rates. You could also on your own approach a bank of your choice to obtain educational loans at favourable interest rates.

**Q11: What is IMU?**

A: The IMU or Indian Maritime University was formed by an Act of Parliament; the headquarters of the University is at Chennai with its campuses at Mumbai, Kolkata Chennai and Vishakhapatnam.

Information about IMU can be obtained from their website [www.imu.tn.nic.in](http://www.imu.tn.nic.in)

**Q12: What happens after the selection process?**

A: After you have fulfilled and completed all the selection formalities i.e. fulfilling Company and Directorate of Shipping requirements, you will be directed to undergo a pre-sea training at AEMA. The pre-sea course is a residential course i.e. you will be residing in a hostel inside the campus.

In the pre-sea course, you will be imparted training in marine engineering and other related topics. It is imperative that you pass both the semesters in order to satisfy requirements for going on board ships.

After completion of the pre-sea training successfully, all your travel document requirements have to be in order before you can be placed on board ship. For this reason you must apply for your passport immediately on selection or at least have your passport ready with you before completion of the 1<sup>st</sup> Semester.

Once your travel documents are ready, you will be called to attend a briefing session prior proceeding on a ship at company's expense to undergo the Training programme on board ship. The onboard training period is for 4 months. During this period the company will be paying you a stipend of US\$ 400/- per month. Boarding and lodging on board the ship is provided free of charge.

Once you complete the onboard training period of 4 months you will be promoted to the rank of junior engineer. As a junior engineer you will get a salary of US\$750. After 6 months or more, you will be signed off the ship and sent back to India at company's expense. After necessary preparation for MEO Class IV examination, you will appear for the same at MMD. Once you qualify in this examination you are eligible to become a

fourth engineer of a foreign going ship.

For Career progression refer to the brochure attached. More details are available on our website <http://www.maritimetraining.in/>

**Q13: What are cadets? Are they some kind of trainees?**

A: Yes, you are right. Trainees who train in the deck department to become Navigating officers are called “deck cadet”. Similarly trainee in the Engineering department is called an “engine cadet“ or a “Junior Engineer”.

**Q14: Do we have to sign a bond?**

A: Anglo-Eastern spends a huge amount of resources in training its cadets and Junior Engineers so it is only natural for us to expect that the cadets once they become officers stay on with the same company and as Anglo-Eastern trained cadets enjoy benefits of faster promotion and continued employment in the organization with a defined career progression, it is a win-win situation all round.

**Q15: What are the duties of a marine engineer on board the ship?**

A: The following are some of the duties and responsibilities of marine engineers on board the ship:-

- Running, operation and maintenance of all machineries on board the ship
- Ensure safety and pollution regulations are observed
- Supervise the maintenance and upkeep of the ship
- Co-ordinate and supervise the activities of the engine room crew
- Follow instructions from the captain and chief engineer with regards to ship operations
- Maintain accurate and up-to-date records of all activities

**Q16: What if I want to give up sailing in the future after becoming a Chief Engineer of a ship? Can I get employment ashore?**

A: There are plenty of jobs available for Chief Engineers ashore in marine related or engineering related fields. These positions carry much prestige and status.

**Q17: How to apply for joining as a marine engineering cadet?**

A: Pls send your CV to [careers.sea@angloeasterngroup.com](mailto:careers.sea@angloeasterngroup.com) or log on to our website

<http://www.maritimetraining.in> to apply online. The Application form can be found in the section "Join Merchant Navy". Pls fill up the same and click Submit. You may also download the application form, from the bottom of the same page.

If you have any queries please feel free to contact us on the below toll free no. –  
1800 209 2376

**Q18: When selecting companies what should I look for?**

A: Choosing the right Shipping company is the key:

Join a company which provides you

- a career path and
- has a structured training programme
- has a good safety and quality record
- has a sizeable fleet of ships to be able to provide continuous employment and varied experience

Check out the companies past track record.

Stipend remuneration should be your least priority, if you are a well trained officer the money will follow. The period that you spend on board as a cadet is the time for learning, what knowledge and experience you gain during this period will stand you in good stead as an officer in the later years. The company that provides extensive training is the one you should be looking for.

**Q19: What is special about Anglo-Eastern ?**

A:

- In shipping circles Anglo-Eastern is looked upon as one of the best Ship Management Companies in the world.
- We have grown from 40 ships to more than 300 ships in only 7 years!! This is due to the trust Anglo-Eastern has built with its clients.
- Various types of ships and owners. The type of varied experience provided to you would not be available with any other company. Anglo-Eastern's captains are the most sought after for senior shore-based positions in India and abroad.
- Over 70% of our seafarers are Indians, not more than 2 nationalities on our ships. This provides the homely feeling and cuisine to your liking.
- In Anglo-Eastern our main emphasis is on training and quality, to this effect we have one of the best post-sea training institutes in the world. It has one of the highest per officer training man-days.
- Great career prospects with future employment possibility at senior position in Anglo-Eastern offices spread in over 16 cities around the world.

Following are only a few of the awards that we have earned over the years:-

- Largest Employer of Indian Seafarers for consecutively 6 years
- Best Foreign Employer for Indian Seafarers – Ministry of Shipping, Govt. of India award received consecutively for past 6 years.



- Most Compassionate Employer for Indian Seafarers – Ministry of Shipping, Govt. of India award received for the past 2 years.
- Sea Trade international award for Ship Manager of the Year
- SeaTrade international award as Winner of The Best Training Centre
- Lloyds Maritime Asia award for being best in Crew manning and Training
- Most Innovative Training Centre in India – Sailor Today award
- Active participation in the enhancement of Maritime Education and Training in Asia-Pacific - GlobalMET award
- Gallantry Award from DG shipping, Govt. of India

Anglo-Eastern has beaten the recession hollow, by following a path of continuous expansion. After taking over 51 ships in 2008, we are planning a repeat with 50+ ships being taken over with Indian Staff in 2009. Anglo-Eastern has the largest fleet of vessels manned by Indians. More than 8000 seafarers are sailing on Anglo-Eastern's fleet of Bulk carriers, Containers, Cape Size, Tankers, Chemical Carriers, LPG and LNG ships. We are continuously recruiting young deserving candidates to be our proud officers of tomorrow.