



Maritime Industry Sector Guide

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Sector Guide – Considering a career in this sector?

The Maritime sector is defined as consisting of the individual shipping, ports, marine and maritime business services industries, each of which comprise a diverse array of activities.

The marine and shipping industries are the largest constituent industries terms of economic activity, contributing £6.5 billion and £4.3 billion in GVA respectively, and directly supporting around 99,500 jobs and 50,800 jobs respectively in 2015.

With a long and proud maritime heritage, the UK remains a major force in the international shipping industry, and commercial shipping is a significant contributor to the economy of this country.

It is economically vital for Britain to nurture a successful maritime industry.

- **Our Ship Register is the 5th largest in Europe with a total tonnage of around 15m GT**
- **Britain relies on shipping for 95% of our visible trade by weight.**
- **Shipping is estimated to make a total contribution of £12.5 billion (direct, indirect and induced impact) each year;**
- **The maritime sector contributes up to £13.8 billion and 260,000 jobs to the UK economy annually;**

Seafaring offers a stimulating, fulfilling and well-paid career for people who enjoy the associated challenges and responsibility, and who want more from a career than the usual 'nine to five' routine.

A career at sea brings with it a wealth of opportunity, providing individuals with the training and experience for a lifetime of rewarding challenges, which in the longer term can be continued either at sea or ashore.

While many will aspire to reach the ranks of captain, chief engineer, chief electro-technical officer or hotel operations manager on board ship, others may decide later on to move ashore and pursue one of the many opportunities available to experienced mariners in the international maritime industry or elsewhere.

Organisations that support Military Recruitment



TSG Marine



Why work in Maritime?

Seafaring offers a stimulating, fulfilling and well-paid career for people who enjoy the associated challenges and responsibility, and who want more from a career than the usual 'nine to five' routine. A career at sea brings with it a wealth of opportunity, providing individuals with the training and experience for a lifetime of rewarding challenges, which in the longer term can be continued either at sea or ashore. While many will aspire to reach the ranks of captain, chief engineer, chief electro-technical officer or hotel operations manager on board ship, others may decide later on to move ashore and pursue one of the many opportunities available to experienced mariners in the international maritime industry or elsewhere.

Maritime sector employees earn on average 30% more than the national average.

Productivity of maritime sector employees is 50% more than the national average.

The sector employs one million people in directly or indirectly dependent roles.

The maritime sector is worth more to the UK than the cost of running the whole of Defence. It is larger than the aeronautical industry and very close behind the automotive industry.

The UK is proud to have one of the most vibrant and competitive maritime sectors in the world – and our competitiveness is not solely down to efficient tax regimes and a stable business climate. Quite simply, the UK is the world's premier maritime centre because of its workforce. With sea trade expected to double in the next 20 years, the need for a highly skilled workforce has never been greater. The UK is committed to providing world-class seafarers, port workers, engineers, naval architects, shipbrokers, financiers, accountants, consultants, insurers and lawyers, so that – together – they can meet the long-term needs of this worldwide industry.

The UK's maritime training infrastructure is second to none, with educational provision and professional skills development offered through prestigious universities and colleges. These benefit from significant input and leadership from the world's most successful maritime businesses and leaders. The international marine community recognises the UK's unequalled expertise, thought leadership, and world-leading innovation – and we never stop looking for the brightest and best people to join our industry. The career opportunities are as broad as they are exciting, and are by no means limited to seafaring. Across shipping, ports and maritime business services, there are 265,000 UK-based jobs – each of them skilled and specialised, and each one vital to the success of shipping around the globe.

Why work in Maritime? (continued)

The wider UK maritime sector contributes £37.4 billion to the UK economy and employs directly and indirectly 957,300 jobs where maritime skills sets gained in the MOD are at a transferable premium. The sector is suffering a shortage of maritime skill sets as a result of industry historic declines in both the Merchant and Royal Navy since the 1980s but is now expanding.

The Department for Transport Maritime Growth Study focuses on people and skills to which the Royal Navy is supporting as policy. Salaries and terms and conditions are therefore higher than most other sectors to attract quality maritime skill sets on resettlement from the MOD.

Opportunities in maritime are both at sea, in ports or ashore in supporting maritime activity. If wishing to remain at sea most commercial sector mariners work on 1 on/1 off rotations. Short sea ferry and offshore vessels varying from 1 to 4 week rotations and deep sea vessels 3 to 4 months rotations but all with equal leave and work durations. At sea therefore only expect to work six months in any one year but be paid for a full year.

At sea outside UK territorial waters UK earnings are eligible for tax free status as long as the combined running six months away/at home ratio is preserved. Non UK flag vessels also avoid Class 1 National Insurance liability but UK pension eligibility is preserved by paying voluntary Class 2 on the same basis as that of self-employed status.

At sea the earnings and leave balance offer better terms and conditions than nearly all other sector. Salaries start in the £24,000 region for an AB on ferry, £30,000~£40,000 for a junior officer up to the upper limit (if there is one) for a senior Officer of around 250k GBP. Tax free and for six months work a norm but you would always be advised to see a tax accountant and getting an offshore bank account..

Careers ashore in maritime are diverse. Transferrable maritime skills sets are in demand so all variety within the sector will attract a salary and terms and conditions premium. Many maritime areas ashore their greatest challenge is attracting maritime skills sets so service resettlement candidates are a desirable maritime commodity. (martimeuk.org).

Maritime in detail, what do they do?

There is a variety of jobs ashore and on board ships. The ships are the limbs of the shipping industry which carry out the actual transportation of people and goods. Each vessel is crewed by a team responsible for guiding the ship and cargo safely through the world's oceans, from one port to another. To overcome the various challenges during a voyage, teamwork is important and every crew member has clearly assigned responsibilities. The crewing of each vessel has a structure that consists of two different departments – the deck department and the engine department.

While the people working in the deck department are responsible for navigating and manoeuvring the vessel, as well as for attending to its cargo, the people working in the engine department are responsible for keeping the ship's engines running, as well as all of the other machinery that can be found on board. Broadly speaking, the sector falls into 4 main categories:

Shipping



Marine industry



Ports industry



Maritime Business Services industry



Shipping industry

The shipping industry consists of various activities, including the transportation of passengers and freight on both inland and international waters including:

- o International transport of passengers;
- o Transport of passengers on inland waterways;
- o International transport of freight;
- o Transport of freight on inland waterways.

Seafaring covers a range of safety, practical, technical and management skills – across navigation, engineering, and electrotechnical disciplines – at rating and officer levels. Expertise is required not only in deep sea waters with commercial shipping and fishing fleets, but also in all sectors where people work on specialised vessels, such as tugs, workboats, large commercial yachts, Royal Navy ships or lifeboats. It is a career in which seafarers can create their own destiny.

The industry is full of stories of people starting at the bottom and working their way to the top. In shipping, hard work and natural talent is recognised and rewarded. In the UK, our seafarers are among the most dedicated and hardworking – so they need rigorous training and education regimes to help them to reach their potential. This requires world-class institutions to develop standards to help our seafarers excel.

The Maritime and Coastguard Agency (MCA) provides highly respected seafarer certification, prized by UK mariners and the shipping companies for which they work.

In addition, the Merchant Navy Training Board (MNTB) brings together shipowners and managers, trade unions, and nautical education and training institutions, to develop and approve training frameworks that meet regulatory and industry needs, in conjunction with government agencies. The work of the MNTB is supported by the Maritime Skills Alliance, which unites industry sectors – such as workboats, yachts, tugs and fishing vessels – with shore-based infrastructure, to provide a comprehensive suite of maritime qualifications, apprenticeships and training frameworks. This ensures transferable skills can be adapted to meet industry needs, and provides incomparable unity across the entire sector.

Marine industry

The Marine industry consists of a variety of activities, grouped within this report as either Leisure Marine or Marine Engineering, with the latter consisting of Shipbuilding; Marine Renewable Energy; Marine Oil and Gas support; and Marine Scientific and Technical activities. These include:

- o Shipbuilding;
- o Boatbuilding (leisure marine vessels);
- o Marine renewable energy;
- o Marine support activities for offshore oil and gas, engineering and mining;
- o Recreational marine activities, marine finance and legal activities and general marine services;
- o Marine science and academic activities, including government vessels and technical consulting

Ports industry

In this context, the ports industry comprises all those activities undertaken in ports, including:

- o Warehousing and storage;
- o Port activities and management;
- o Stevedores, cargo and passenger handling;
- o Border agency, HMRC and public sector employees operating in ports.

As an island nation, the UK requires everything from deepwater container ports to small harbours. Ports support the needs of oil and gas tankers, ro-ro, liquid and dry bulk, ferry and cruise companies, and every kind of commercial, military and leisure use of the sea imaginable.

This variety of port facilities provides opportunities for every possible port-based career. Ports form an essential part of the UK logistics chain, which means – as well as marine disciplines – there are opportunities for maritime professionals in port operations, engineering, warehousing, transport, planning, safety, security, and a host of other business areas.

Maritime Business Services industry

The Maritime Business Services industry consists of various highly-productive activities, including Financial, Legal, Insurance, Shipbroking, Education, Accountancy and Consultancy activities, including:

- o Shipbroking and other miscellaneous transport services;
- o Maritime insurance, finance and legal services;
- o Ship surveying and classification;
- o Maritime Education;
- o Maritime Consultancy;
- o Maritime Accountancy.

Britain is unmatched for its expertise in shipbroking, insurance, and legal and financial services. More vessels are fixed through UK-based shipbrokers, more capital provided via London banks and funds, and more vessels insured here than in any other location in the world. English law is also applied to more shipping contracts than the law of any other country, and London has the highest concentration of solicitors, barristers and arbitrators specialising in maritime issues and dispute resolution. This range of activities means the UK is often seen as a 'one stop shop' for marine matters.

Many people enter these sectors after a career at sea, but many more choose to enter shipping having established themselves in professional services. It means graduates in law, economics, finance and many other disciplines – many of whom have never thought about a maritime career – find themselves becoming a crucial part of the industry

Interested in Marine Engineering?



There are roles for engineers in the maritime sector on shore and at sea.

Marine engineers are involved in the design, construction, installation, operation, maintenance and repair of the main propulsion engines and auxiliary machinery and systems found in all kinds of ships, boats and offshore installations. Marine engineers work on engines and auxiliary equipment in the boatbuilding and shipbuilding industries and associated companies.

A number of engineering disciplines – such as mechanical, electronic and structural – are involved. Marine engineers need to understand the effects of wind, waves and corrosion. Ships, boats, underwater structures, and the systems within them must be capable of operating in demanding conditions.

Marine engineers employed by merchant shipping companies work on engines and different kinds of vessels, from cruise ships to tankers. They are responsible for the operation and maintenance of the engines, as well as the electrical and electronic equipment. Engineering ratings undertake routine maintenance and repair work in the engine room, check instrument readings and operate controls.

The average for a Marine Engineer in the Merchant Navy may be 34,310 GBP PA and in Super Yachts it is much nearer if not over 50K PA average.

Interested in Maritime Security?



Opportunities in Maritime Security are limited at the present time, and at best cannot be considered stable, ongoing careers, with many short contracts and long periods in between. All those seeking to work as Armed Guards or carrying out ship protection duties are required to hold a Seaman's Discharge Book which is a full record of a Seaman's career, experience and qualifications, along with a Seaman's Card which enables the individual to land at foreign ports without needing to apply for a visa. Recently the issuing body, the Maritime & Coastguard Agency (MCA), suspended applications and renewals of these documents to security staff, due to the definition of a Seafarer. We can advise that the MCA have now reinstated the issuing of Discharge Books and Seaman's cards for the time being, while the matter is considered by their legal team. Any further changes to this will be advised in future updates.

<https://www.gov.uk/get-seamans-discharge-book-or-british-seamans-card>

The STCW rules set the standards for the competence of seafarers, and from 01 January 2014 the Manila amendments (2010) have brought about changes in maritime security training which are detailed here <http://www.dft.gov.uk/mca/min469.pdf>

All seafarers employed in any capacity on a vessel must attend security training relevant for their role.

The MCA Ship Security Officer (SSO) qualification is only required by the designated Ship Security Officer on board a vessel. Crew will attend Proficiency in Security Awareness training, and those who will undertake specific security duties such as armed guards, will need to have the Proficiency in Designated Security Duties training.

The SSO qualification still exists, however this can only be obtained by attending an SSO course, and having a minimum of 12 months recent seagoing experience. The MCA will determine this on a case by case basis.

Interested in working on Super Yachts?



A superyacht is, by definition, any yacht over 24 metres (79 feet) in length – that’s about the length of a tennis court. There are many hundreds of superyachts sailing the seas and oceans today – they can be motor or sail, and they employ thousands of crew members from around the world.

Roles available include:

Bosun

Captain

Chef

Chief Engineer

Chief Steward & Stewardess

Deckhand

Engineer

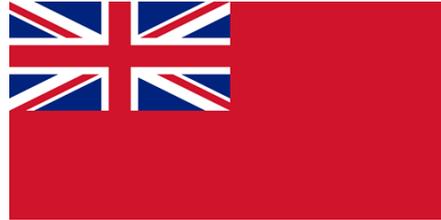
Technical Officer / Electrician

First & Second Officer

Second Chef / Sous Chef

Links above to salary and training information from www.superyachtuk.com

Interested in The Merchant Navy?



The Merchant Navy doesn't just promise an exciting adventure, but job security and satisfaction. Whichever role you choose, you can be sure a career at sea will offer a lifetime of rewarding challenges, skills and the professional seafaring certifications you need to progress.

Becoming an Officer

Ships Officers in Navigation (Deck) and Engineering need a seafarer Certificate of Competency – issued by the Maritime and Coastguard Agency. You receive the Officer of the Watch certificate (OOW), when you complete your Merchant Navy Training Board course through a **maritime college/university**.

Then as your experience at sea grows and you pass the required examinations, you'll get more certificates for promotion into the next job role.

Take the Ratings route

Ratings work in Navigation (Deck), Engine Room, Catering, Hospitality and Onboard Services. <http://careersatsea.org/apply/study/ratings-route/>

For shore-based jobs in ship management and other marine industries, you'll find incredibly varied and rewarding opportunities such as maritime law, surveying ships or training future seafarers.

Skills and Qualifications

The Merchant Navy Training Board (MNTB) is the central body for promoting and developing skills and training for the shipping industry. Details on career opportunities, training requirements, and possible additional funding streams can be found on the MNTB website <http://www.mntb.org.uk/>

Merchant Navy applications:

Direct translation of Royal Navy qualifications and experience to the Merchant Navy is in transition towards full parity with qualification issued by the UK Maritime & Coastguard agency (MCA) alongside that of the RN to fully accredited International Maritime Organization (IMO) Standards for Training and Certification of Watch-keepers (STCW) certification issued by the MCA. Presently much RN training is delivered to MCA accredited STCW standard and the balance needed on resettlement to achieve full MCA certification highlighted in relevant MCA/RN Memorandums of Understanding (MoUs). To date this applies to Warfare and ME branches with aspiration to WE and Seamanship Rating specialisations. Each person with reference to the relevant current MoU will be able to see how the level they have achieved in the RN equates to full MCA parity and what needs to be achieved through the resettlement programme to convert to full MCA equivalent with that supplementary training (if any) needs to be undertaken. In due course the Royal Navy aspires to full MCA parity in order to encourage seamless transfer on resettlement.

Armed forces personnel possess a number of skills and characteristics that are sought after by the commercial shipping and maritime industry. Many former military personnel have made a successful transition to a second career in the Merchant Navy, both at sea and ashore, working as watchkeepers, in customer services, personnel, security, education or operational/logistics management.

For further information, please view the Training and Certification details on the Government v website. <https://www.gov.uk/working-sea/training-certification>

Please also note that all those seeking a sea going position will need to complete an Eng 1 Medical which must be undertaken by an MCA approved doctor. A list of approved practices are available via the gov.uk website: <https://www.gov.uk/seafarer-medical-certificates>

Fleetwood Nautical College in Lancashire can also assist and advise Service leavers regarding the MCA process . <https://fleetwoodnautical.blackpool.ac.uk/maritime>

Information for Royal Navy Personnel – STCW

Most Merchant Navy seagoing organisations will require individuals to have STCW maritime safety training in any seagoing role. This course can be undertaken with a number of CTP Preferred Suppliers and normally takes up to 5 days to complete. RN personnel, who have completed their ISSC or BSSC sea survival courses since 2000 at MWS Phoenix on Whale Island Portsmouth, are entitled to apply for their civilian STCW certificates prior to leaving the Services.

Please note - as part of the Manila Amendments to the STCW convention, most STCW 95 modules have to be renewed every 5 years. This was brought in, in 2017.

Transfer from Royal Navy to Merchant Navy Flow Diagram:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813635/Deck_RN_MoU.pdf

Know your skills? Service leavers have the skills that the Industry is looking for

Work Ethic

The way that you work will have an impact on your job and how you progress as a seafarer. Here are the basic work ethics that you require for any job at sea: dependability, integrity, leadership, stress tolerance, attention to detail, self control and composure, initiative, responsibility, independence, persistence, and being adaptable and flexible.

Some other things that you have to be aware of when applying for maritime jobs is how prepared you are work live and work at sea for sometimes months at a time. Here are some tips that will show you exactly what you need to do:

- Combat your sea sickness if you have any.
- Realize that you will live in cramped quarters most of the time.
- How home sick will you get? You must be able to work effectively and be on top of your game at all times, so you cannot afford to get too home sick.
- You need to live off very little. You will have limited supplies and resources on board and must be comfortable with only a few basics and hardly any luxuries.
- Make sure you are physically fit for this intensely active job. You must be fit enough to withstand long hours of work, demanding conditions at sea, tough daily duties that you have to complete, and you must be prepared in case of emergencies to ensure your safety and that of your fellow crew and passengers.
- You must be a good team player. You are working with people that you might never have met before and that might be from different countries. You have to be friendly and approachable and work as a team at all times no matter what.



Salary and Benefits



Position/Function	In-House
Marine Engineer	Average salary of £50,000 per year.
Superyacht Captain	Between £5,000 - £25,000 per month - £60,000 - £300,000 per year.
Superyacht Deckhand	Between £1,250 - £5,000 per month - £15,000 – £60,000 GBP per year.
Electronic Technical Officers (ETOs)	Would only be found on a yacht big enough to have at least 2 engineers so 45m + and the salary would be £60,000 -£120,000 per year.
First Officer	Between £42,000 – 120,000 per year.
Second Officer	Between £30,000 -100,000 per year.
Maritime Security Officer	Average salary of £47,500 average depends on who the employer is and could be up to £150,000 per year but in yachting this person (along with the actual bodyguards) would be employed directly by the owner/boss not the yacht.
Merchant Navy Officer	£25,000 to £28,000
Merchant Navy Captain or Chief Engineer	Merchant Navy - £36,000 to in excess of £80,000, On a Superyacht this would be between £60,000 - £240,000 per annum ..

Join the Coming Ashore project today for FREE

As the UK's longest-running maritime charity, we've created a dedicated programme to help seafarers get the support and skills they need to transition to a shoreside career in the maritime sector. <https://www.marine-society.org/coming-ashore>

Sign up for free today and receive:

- Structured approach to transitioning ashore
- Resources to help you research new roles
- Help with building a CV and online networking
- Sessions with an industry mentor
- Personality profiling tool (limited availability)
- Access to expert webinars
- Industry placement (subject availability)
- Six month free access to our Learn@Sea courses
- Bursaries towards professional qualification fees

About the project

The issue of poor support for seafarers after their sea career was first identified in the UK as part of Project Ulysses. The project identified help for seafarers coming ashore as a key recommendation and sought to understand the skills gap and educational needs for seafarers wanting to come ashore. Marine Society's involvement in this area fits, with its mission to support the life-long learning needs of seafarers, at sea or coming ashore.

Marine Society already supports seafarers who want to stay at sea and progress their career. Now we have new funding to support those considering a career ashore. The new Coming Ashore project will fund professional guidance, mentoring and work experience opportunities for seafarers who are looking for a maritime profession on land.

The Coming Ashore programme's goal is to identify and address additional skills and experience seafarers need when coming ashore and then providing a pathway to ensure they are suitably equipped. We have a number of industry professionals signed up as mentors, together with partner organisations who are providing a series of podcasts that explain the range of roles shoreside. The programme is open to all ranks and nationality.

Marine Society Director, Darrell Bate

CTP RightJob – find your next career with our bespoke jobs board

RightJob is our online job finding service that lists thousands of live vacancies for Service leavers with new ones added every day. We work with hundreds of employers who recognise the talent pool leaving the Armed Forces and the experience and strong working ethos Service leavers bring with them after a military career.

Firstly, you'll want to navigate to the Profile tab. Here, you'll be able to build and update your profile with key information including:

- Your skills
- Desired location and industry
- Academic and vocational qualifications
- An up-to-date CV

Once you've completed your profile, we'll be better able to match you with job opportunities relevant to your experience and interests; while your RightJob homepage will respond accordingly with live job information tailored to your criteria.

Search from thousands of vacancies - New roles are posted daily, covering all industries and levels, across the UK.

Get noticed - Your completed RightJob profile will connect you directly with employers through events and job notifications that are personalised to your criteria.

We understand your needs - For over 20 years, we have supported 300,000 Service leavers, as the official MOD provider of Armed Forces Resettlement.

Apply with confidence - All employers we work with are forces friendly and already recognise the unrivalled qualities of ex-military and are specifically seeking people like you to join their teams.

Access to online tools and resources - To help you create your CV, brush up on interview techniques, and utilise career assessment activities and videos.

Current Vacancies Promoted on Right Job



To view all live vacancies in this Sector, first login to your right job account at www.ctp.org.uk then click this link [Marine Vacancies](#).

All vacancies in the sector will then be displayed.

Remember to check [RightJob](#) Regularly for new Opportunities

Training Useful in the Sector

There are several CTP Preferred Suppliers who also offer relevant training for this sector. For a full list please follow the link (workshops and training courses) to the list on the CTP website.

Marine	<u>Professional Diving Academy</u>	<u>info@professionaldivingacademy.com</u>	PA23 8PB
Marine	<u>The Bristol Maritime Academy</u>	<u>sarah@bristolmaritime.co.uk</u>	BS1 6SG
Marine	<u>Red One Ltd</u>	<u>mctraining@dsfire.gov.uk</u>	EX3 0NW
Marine, Oil, Gas & Offshore, Engineering, Building & Construction	<u>Blackpool and the Fylde College</u>	<u>blearning@blackpool.ac.uk</u>	FY7 8JZ

There are also several maritime Colleges and Universities that are approved to deliver Deck and Engineering qualifications for the Merchant Navy, however these are not a CTP Preferred Supplier..

Contact the CTP Team

For further information on any of our courses, to check availability or to book your provisional place contact the Course Booking and Information Centre (CBIC) on:

Tel: 01252 954 007

Email: coursebookings@ctp.org.uk

To ensure you choose the right training for your future career plans, speak with your CTP Career Consultant – contact the CTP team on 0203 162 4410 or view our regional contact details [here](#).

Further Information

The Merchant Navy Training Board (MNTB): <http://www.mntb.org.uk/>

Careers at Sea: <http://www.careersatsea.org/>

Superyacht UK: <https://www.superyachtuk.com/Careers/Job-Descriptions>

50 Marine Careers Essential Guide: <https://www.marineinsight.com/careers-2/50-marine-careers-essential-guide/>

Prospects - Merchant Navy: <https://www.prospects.ac.uk/job-profiles/merchant-navy-officer>

Training and Certification: <https://www.gov.uk/working-sea/training-certification>

Eng 1 MCA Approved Practices: <https://www.gov.uk/seafarer-medical-certificates>

Useful Links

<https://www.marine-society.org/coming-ashore> Marine Society Coming Ashore project

<https://www.warsashacademy.co.uk/home.aspx> Warsash Maritime Academy29

<https://www.bluewateryachting.com/crew-training> Bluewater Yachting Antibes

www.dft.gov.uk/mca Maritime and Coastguard Agency (MCA)

www.portskillsandsafety.co.uk Port Skills and Safety

www.ics.org.uk Maritime Skills Alliance

<http://www.mntb.org.uk/> Merchant Navy Training Board

<http://worldmaritimeneeds.com/> World Maritime News

<https://www.seafarers.uk/> Seafarers UK

<https://www.britishmarine.co.uk/Careers/Marine-Job-Vacancies> British Marine – Marine job vacancies

All contacts and links last updated 04/08/2022