

Contribution of women to the marine industry and marine engineering education in Georgia

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Abstract: Women were rarely employed in the navy. Until 1970, women were not allowed to be admitted to most naval schools. The share of women in the upper echelons of cruise ship service staff was only 5.4%, and in the entire maritime industry, it was 18–20%. [1] Currently, the situation is changing, but there is no talk of gender balance in the military-navy fleet. This article discusses the issues of women's employment in the navy and educational institutions and the dynamics of changing the gender balance through the example of one of the higher naval institutions, the Batumi State Maritime Academy.

keywords: Naval school, Employment of women.

Introduction

Maritime industry in Georgia has a 100-year history. Maritime education is about the same duration. In the 20s of the last century, evening maritime courses were opened in the port of Batumi, on the basis of which the Batumi Maritime Technical College was founded in 1929. By the decision of the Government of the Republic of Georgia in 1992, the Batumi Maritime Academy was established, which also received the status of a Treasury enterprise, the Batumi State Maritime Academy (BSMA), by the decision of the Government of Georgia in 1994. By Resolution No. 184 of October 9, 2009, the current status, face, and name of the Maritime Academy were determined: legal entity under public law: educational university: Batumi State Maritime Academy. Legal Entity of Public Law Teaching University Batumi State Maritime Academy.

Bringing forward positive examples will increase motivation, desire, and confidence that women can make a significant contribution to the development of the field.

Main Text

The participation of women in the history of Georgian seafaring began in the 20th century [2]. In 1936, four girls—Nino Kalandadze, Yulia Failodze, Shushana Tumanishvili, and Vaide Gvarishvili—were enrolled in the Batumi Maritime Technical College.

Yulia Failodze and Nino Kalandadze were employed in the Far East Shipyard. Vaide Gvarishvili and Shushana Tumanishvili were distributed in the Caspian Sea. In November 1942, Yulia Failodze and Nino Kalandadze met by chance in one of the ports of the United States of America. The sight of female navigators excited the American journalists so much that the newspapers printed pictures of Georgian women sailors the very next day.



Shushana Tumanishvili



Vaide Gvarishvili



Iulia Failodze



Nino Kalandadze

Fig.1. Four girls in the Batumi Maritime Technical College In 1936.

Yulia Failodze and Nino Kalandadze were employed in the Far East Shipyard. Vaide Gvarishvili and Shushana Tumanishvili were distributed in the Caspian Sea. In November 1942, Yulia Failodze and Nino Kalandadze met by chance in one of the ports of the United States of America. The sight of female navigators excited the American journalists so much that the newspapers printed pictures of Georgian women sailors the very next day.

Nino Kalandadze died in the Barents Sea during a German air raid. Yulia Failodze ended the war as the second assistant captain on one of the largest ships of the Soviet Union, the "Voiko".

We briefly introduce some women working in the maritime field. [5].

Mary Patten temporarily commanded a clipper ship in the 1850s. In July 1856, the Neptune vessel left New York for San Francisco. Captain Joshua Patten was in command, accompanied by his nineteen-year-old pregnant wife, Mary, who had already been on several trips and whose husband had taught her how to navigate.

During the voyage, Captain Patten fell ill. Mary Patten took command with crew support. The ship arrived in San Francisco in November 1856. Mary Patten and her husband returned to New York, where their son was born. Unfortunately, her husband died three months later.



Fig.2. Mary Patten

After her husband, Captain Charles Thorold, died of blood poisoning on board in 1893, Eliza Thorold continued to operate the 44-foot steam tug. He left five young children. Four years in the bay taught her how to handle a boat. She got her license and continued to navigate the ship. By 1900, Eliza had sold the tugboat, and in 1915, she and her son opened an ice cream and candy store next door, which she operated until her death in 1935.



Fig. 3 Eliza Thorold

Rachel Carson was born in 1907 in Pennsylvania. She was a marine scientist by profession. The start of the global environmental movement is connected with her. It was Carson who was one of the first scientists to show us how much damage we can do to the environment through our activities and that fighting for a healthy environment is really worth it. [4].



Fig.4 Rachel Carson, marine scientist and writer

American programmer and admiral of the Navy. She was one of the first programmers of Harvard's Mark I computer. She is often referred to as "Amazing Grace" due to her many accomplishments.



There are many things that can be said about Grace Hopper, but one interesting fact about her summarizes the state of women in technology accurately - In 1969, the Association for Data Processing Management recognized her contribution under the Male Computer Scientist of the Year category, as there was no separate category for women at the time [3].

Fig. 5. Grace Hopper (1906-1992)

The Batumi State Maritime Academy supports the initiative of international organizations to increase the role of women in maritime affairs and is ready to introduce successful women in the maritime field to a wide audience.

Due to the specifics of the field, even in the 1980s, school teachers were mostly men. Only a few female teachers were employed (T.P. Talakhadze, head of the medical department; Z.E. Kutubidze; L.I. Mazykina; I.V. Skvortsova; E.G. Lukashova) and among them was Rusudan Mikeladze, who taught Georgian language and literature. She was an honored worker of the Navy and an honored teacher of Adjara AR and Georgian USSR. Currently, there are 76 academicians in the BSM Academy, 36 of whom are women. From 36 women 23 are in the STEM direction (science, technology, engineering, mathematics) [6]. They are involved in the scientific work of the Academy and make their modest contribution to the development of marine science.

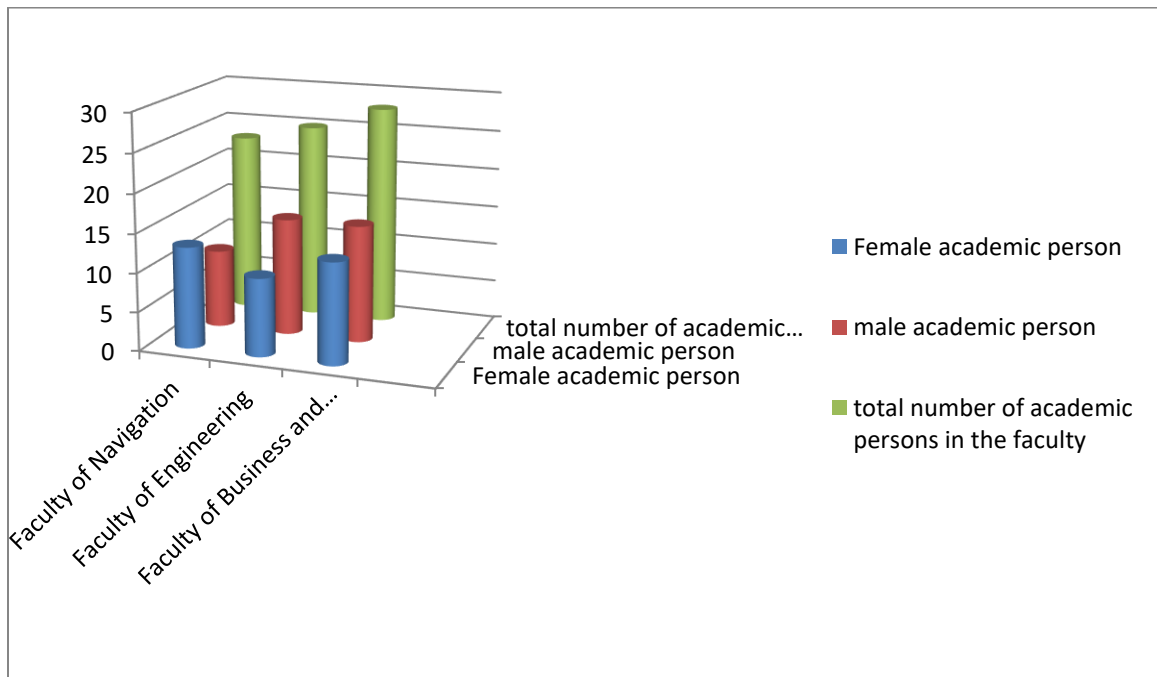


Fig. 6. Gender ratio of academic staff in BSMA

Ladies are actively involved in both pedagogical and scientific work. Among the applicants participating in the scientific-research grant competition in 2019, female researchers performed worthy resistance to male researchers: totally seven projects were

submitted, 3 of which were headed by women. Out of 5 winning projects, 2 projects were submitted by females.

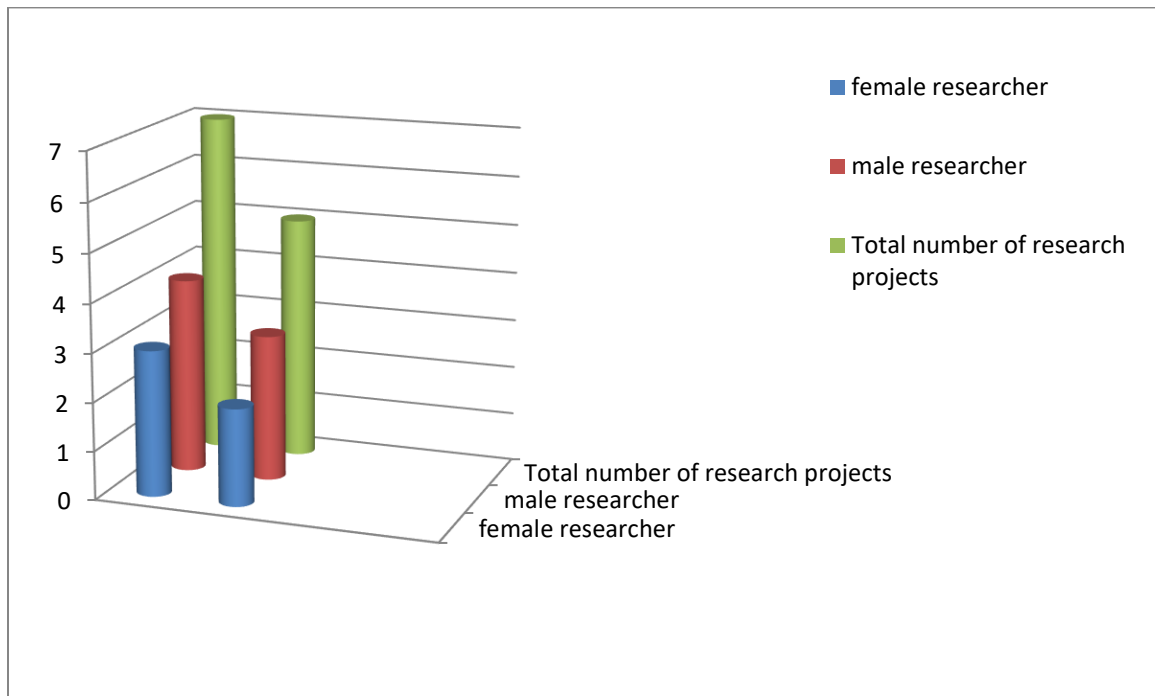


Fig.7. Gender ratio of applicants participating in the scientific-research grant competition at BSMA in 2019

Also interesting is the research conducted among the students of the Faculty of Engineering about the activities of female teachers in technical disciplines. To the questions asked – what is the ratio of female to male teachers according to the teachers in your training courses? How do you feel about female teachers in technical training courses? How is the discipline during the learning process? To what extent is the material being explained supported by practical examples? - For the most part, students noted that it did not matter if the teacher was a woman or a man.

It is worth noting that the interest in studying at the navigation and engineering faculty of BSMA has also arisen from the side of girls. Natia Labadze was the first girl to enter the navigation faculty of the Batumi State Maritime Academy. She is at sea since 2015. Natia is currently the captain's senior assistant. Lusine Tamarian is also a graduate of the Faculty of Navigation at Batumi State Maritime Academy. Lucine Tamarian sails as the third officer. Currently, we have 3 girls in the first year at

BSMA navigation faculty; 2 girls in the second course; 3 girls in the third year; 1 girl in the fourth course.

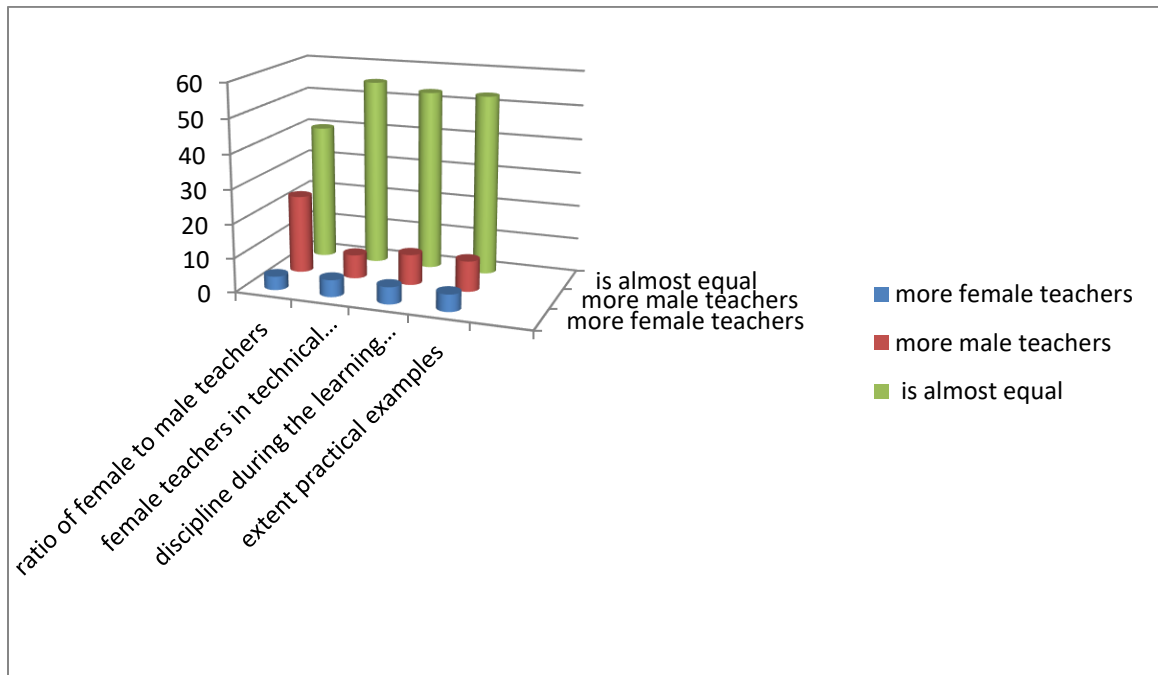


Fig. 8. Answers to questions: 1. What is the ratio of female to male teachers according to the teachers in your training courses? 2. How do you feel about female teachers in technical training courses? 3. What is the discipline during the learning process? 4. To what extent is the material to be explained reinforced by practical examples?

Nowadays, the number of female students in the engineering faculty of BSMA is about 2.5% (18 female students out of 715 students). Currently, a student girl, Mari Gurgenshvili (specialty "Ship Mechanics"), is employed as a cadet in the Navy. Ana Otiashvili is a graduate of the bachelor's program in "Operation of harbors and transporting terminals" and works as a crane operator in Batumi port.

Conclusion

Finally, we will quote Vera Rubin and say that “there is no question in science that can be solved by a man but not by a woman.”

And for those who are still hesitating about whether to choose the maritime field as a future profession, we remind you of Grace Hopper's words: "The ship standing in the port is not in danger, but it is not built for that. You should swim and discover new things".

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