

Unsynchronous Analysis of Social Stratification Flow and Seafarers' Vocational Education

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Abstract: Through the analysis of seafarers' family economic situation and the marriage dilemma of seafarers, this paper studies the development of seafarers' career by using the theory of social capital. The author believes that seafarers' occupation can't solve the problem of social stratification and mobility of poor families.

Keywords: Social Stratification Flow; Seafarers' Occupation; Poor Families; Social Capital

Will the intergenerational transmission of the poor be interrupted by the effective implementation of seafarers' vocational education? Generally speaking, vocational education is of great positive significance to the poor in society. Vocational education can improve the knowledge structure and ability level of poor youth. Vocational education can improve the social activities of young people. Vocational education can improve young people's sense of innovation and entrepreneurship. The purpose of vocational education and market-oriented operation lead to better effect of vocational education. The author believes that the intergenerational transmission of poor people is often not interrupted by the effective implementation of vocational education. From the aspects of economic income, marriage and family, social interaction, the author finds that the children of seafarers are often at a disadvantage in social competition.

1. Analysis of the regularity of economic income of seafarers' career

Seafarers have more grades. The salary of the senior crew is many times higher than that of the junior crew. At present, many low-level crew members of shipping companies earn about \$1000 a month. There are many shipping companies with a monthly salary of about \$8000. It usually takes more than 10 years for junior crew to grow up to senior crew, and many crew members usually need more than 5 years of low pay after graduation from school. Most of the crew members gradually quit in a long hard working environment. The number of officers is lower than the number of lower-level crew. There are few crew members who can really grow up to be captain or chief engineer. That is to say, the proportion of highly paid personnel in the crew group is low. Young crew members under the age of 30 are generally underpaid. The earnings of officers over the age of 45 are generally high. Age and seniority are a basis for the division of crew income. Because the crew must gradually upgrade according to the prescribed working years, the lower crew must go through a long working life to become a senior crew member. So many young junior crew members changed their jobs in the face of hard working conditions and lower salaries.

2. Analysis of the particularity of marriage and family of seafarers

There are many important factors in the flow of social stratification. Marriage is an important factor in the stratified flow of society. Many people gradually break away from their original families after adulthood, more reflecting their learning ability and working ability. At this time, marriage matching is nonlinear related to the social level of the original family. The dispersion of distribution is the main feature, but it still has the characteristics of fuzzy clustering. Information asymmetry also

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leads to the discreteness of marriage matching. Seafarers have more time to go to sea and less communication with family members. That is to reflect the characteristics of gathering less and more. Girls from better families are often better educated, have better social connections, and are less attracted to the low salaries of young crew members. Differences in living habits and family background are also a factor that blocks the flow of social stratification, which becomes more and more important with the growth of GDP. Based on Maslow's theory, many women pay less attention to seafarers when choosing a spouse. Especially after the per capita annual income exceeds \$10,000, ordinary urban girls generally do not consider seafarers as marriage objects when choosing a spouse.

3. Analysis of social interaction and social capital of seafarers

3.1 Analysis of social interaction

Many seafarers work at sea for long periods of time, resulting in a lack of connection between seafarers and the social population and a social fragmentation. The reduction of social interaction will also reduce the acquisition of information. Less social interaction will also reduce social credit. It is not conducive to the establishment of a network of crew members. The tightness and reliability of social relations are two basic indexes of social communication. This paper holds that these two indexes are nonlinear. When the density and reliability are lower than certain social expectations, social capital can't be formed. Long-term crew life does not form valuable social capital, which is quite different from other occupations, which is called opportunity cost in economics. The average scholar thinks that the opportunity cost of seafarers is too high.

3.2 Analysis of social capital of seafarers

After the crew came to sail the ship, they worked and lived on shore for a short time. This short-term life or work is a simple game for these crew, or a multiple accumulation of simple games, which does not constitute a repeated game. Simple game is difficult for crew to build trust in interpersonal communication. This trust is the basis for the formation of social capital. Social capital has the significance of platform nature for crew. The lack of social capital often leads to low employment platform, which directly leads to low social platform, which will lead to difficult accumulation of social capital and form a vicious circle. The poor platform after the crew transfer will lead to the poor quality of their secondary employment and the frequent job-hopping of these people. This phenomenon of frequent job-hopping is also not conducive to the accumulation of social capital. It also causes these people to increase the transaction cost in social interaction. This kind of two-way infringement on the interests of the crew when the crew long-term career important adverse factors. From the perspective of transaction cost economics of talent growth, this paper studies the cost of social capital formation of seafarers. The theory of social capital is used to measure the income of seafarers' talent growth, and the theory of transaction cost is used to measure the cost of seafarers' growth. The social capital accumulation of seafarers is slow, the effect is poor, and the cutting cost is high. This is an important reason why seafarers do not have a high comprehensive income in their long career, and this reason is usually hidden and not easily perceived by young students. Because the maritime industry is a difficult industry, the young people who can bear hardships basically come from the relatively poor economic and cultural families, or from the less developed areas, these people have a good understanding of the theory of transaction costs and the theory of social capital.

4. Analysis of the intergenerational transmission of navigation vocational education to poor families

This paper studies the income of crew from the aspects of hard work, high loss of low-level crew, difficulty of crew social communication, short-term of high-paid crew, lack of social capital and so on. However, the crew occupation can't effectively let poor families get rid of intergenerational inheritance. Students from poor families need to fully consider the accumulation of family wealth in the future, as well as the intangible assets of families and individuals. The intangible assets of individuals and families are potential forces, although with strong uncertainty, the overall effect is very obvious.

References

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