

Curriculum Vitae

Applying PSN
3/O

Personal Details

Name	OH JIEUN	D.O.B	2001-12-14	Picture 
Nationality	South Korean (R.O.K.)	Sexual	Female	
Martial St.	Single	Mobile	+82-10-7159-4548	
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Performance in University

Name of University	Korea Maritime and Ocean University (KMOU)		
Ave.School Score	4.05 / 4.5	Penalty or Adv. Score	20
Self Record on gross negligence	N/A		

Thoughts about seaman as job

Hopeful sea-service time as seaman	over 10 years	Final goal in your job	MASTER
Self PR as one sentence	Anchored in safety and resilience. Propelled by ambition toward excellence.		

Language Proficiency

Category	Details	Score / Level	Date
English	TOEIC	930	2025-10-18
English	OPIC	IH	2025-10-04
	N/A		
	N/A		

Education

School	Major	Period of Study
Korea Maritime & Ocean University (KMOU)	B.S. Shipping Management Business	2021-03-02~ Present
State University of New York Maritime College	B.S. Int. Transportation and Trade	2024-08-21~2025-05-21
N/A		

Skill & Experience

Date	Details
2025-	Advanced Gas Cargo Training
2025-07	Basic Gas Cargo Training
2024-10~2025-01	Ship Rating Worker on T/S Empire State VII

Sea Service Record

Vessel Name	Flag	Company	VSL Type	DWT / KW	Rank	From	-	To
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M/V SM BUSAN	Korea	KLCSM	CNTR	80855 TON 68640 kW	A/O	2023-01-30 - 2023-06-30 0Y 5M 0D
T/S HANBADA	Korea	KMOU	Training VSL	6686 TON 5970 kW	A/O	2023-07-05 - 2023-08-04 0Y 0M 30D
T/S HANNARA	Korea	KMOU	Training VSL	9196 TON 6618 kW	A/O	2023-08-31 - 2024-02-28 0Y 5M 28D
N/A						- 0Y 0M 0D

Specific Questions

1) Q : Suppose you are being on board as the duty officers. Now your contract still remains 4 months from now.
Unfortunately, you get the saddest news which your parents passed away. What would you do?
I believe the sense of duty and responsibility on a ship is 'paramount'. I would strive to make the best decision for both the ship and myself, understanding that these are deeply connected since I am part of the team responsible for safe operations. The best approach would be to check the company's policy and address any personal concerns before joining the vessel. While it is impossible to avoid stress in such situations, I will communicate openly and sincerely with the Master and senior officers about my condition. I have not personally witnessed a crew member losing their parents, but I have seen crew become unfit for duty due to medical conditions. I understand how one person's absence affects the entire team, requiring others to work harder to support shipboard operations. I would do my utmost not to become an undue burden on my colleagues or neglect my duties, while also ensuring I can perform safely and effectively.

2) Q : What would you do if you were constantly treated unfairly and illegally by your superiors such as Captain, C/O, C/E, 1/E etc., (e.g., repeated beatings, verbal abuse, personal insults, etc.) while on board?

First of all, I believe the Company and ship have established systems outlined in the onboard manual. I would prioritize adapting to this system and following the policies provided. Please kindly understand that I have not been trained under the company's internal SMS yet, so the following represents my general approach and philosophy for resolving conflicts. Initially, I would document and record the incidents so that I can review them from an objective perspective and analyze them based on facts alone. I believe this approach will prevent any misunderstandings or miscommunication that could arise from emotional or unprofessional responses. Secondly, I would seek advice from other onboard members privately to gain perspectives outside my own and think through the situation logically, while being careful to avoid any political complications. If appropriate, I would then approach the person directly and communicate genuinely in a common area, such as the mess deck or recreational room, with other members present if needed and agreed upon. This open approach can help ensure transparency and fairness. Lastly, if the situation remains unresolved despite these efforts, I would contact the Company's designated personnel or follow the proper reporting channels as outlined in company policy, providing all documented evidence and seeking their guidance on how to proceed appropriately.

We, DONGJI MARITIME, certified and verified the above qualification and certification is correct and true by confirmed with issuing authority.

