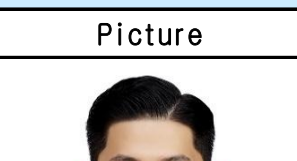


Curriculum Vitae

Applying PSN

3/0

Personal Details

Name	CHANG JAEYOUNG	D.O.B	3/11/2001	
Nationality	South Korean (R.O.K.)	Sexual	Male	
Martial St.	Single	Mobile	+82-10-2488-6454	
No. of Child	0	Em'cy C/T	Father /+82-10-2228-6454	
E-mail	jksas4324@gmail.com			
Address	56, Jeongja-ro, Bundang-gu, Seongnam-si, Gyeonggi-do, Republic of Korea (13612)			

Performance in University

Name of University	Mokpo National Maritime University (MMU)		
Ave.School Score	4.37/4.5	Penelty or Adv. Score	+ 385
Self Record on gross negligence	N/A		

Thoughts about seaman as job

Hopeful sea-service time as seaman	10~20 years	Final goal in your job	CAPTIN OF LNGC
Self PR as one sentence	<Professional> is not a label you give yourself - it's a description you hope others will apply to you		

Language Proficiency

Category	Details	Score / Level	Date
English	TOEIC	935	9/28/2025
English	TOEIC SPEAKING	170/AL (Lv. 7)	10/18/2025
English	TOEFL	84	10/28/2023
English	State University of New York English Proficiency Verification	SUFFICIENT	4/15/2024

Education

School	Major	Period of Study
Mokpo National Maritime University	DECK	2021. 03. 01 ~ 2026. 01. 30
State University of New York Maritime College	DECK	2024. 08. 11 ~ 2025. 05. 31
Pangyo Highschool	General	2017. 03. 02 ~ 2020. 02. 13
Bundang Middleschool	General	2014. 03. 02 ~ 2017. 02. 15
Tancheon Elementarschool	General	2008. 03. 02 ~ 2014. 02. 20

Skill & Experience

Date	Details
2024. 08. 11 ~ 2025. 05. 31	Completed 1-year Exchange Cadet Program at State University of New York Maritime College
2025. 01. 27 ~ 2025. 05. 31	Completed USCG LNG P.I.C(Person In Charge) Course at State University of New York Maritime College
2023. 01. 08 ~ 2023. 08. 05	Work as a LNGC Apprentice Officer, HYUNDAI LNG SHIPPING CO. M/V HYUNDAI PRINCEPIA (7 months)
2023. 01. 08 ~ 2023. 08. 05	Assisted SIRE 2.0 / PSC / USCG COC inspections as Apprentice Officer.
2025. 07. 07 ~ 2025. 10. 31	Completed 83-hour "Maritime Officer Competency Program" organized by the Korea Ship Management Industry Association.
2025. 01. 27 ~ 2025. 05. 31	Work as a 'Support Manager', <Facility Department> of State University of New York Maritime College
2024. 04. 26	Document Processing Specialist CERT. [국가공인 문서실무사 1급] (Internationally Certified)
2021. 03. 01 ~ 2024. 06. 21	Work as Undergraduate Student Representative(학부 학생대표) at Mokpo National Maritime University
2023. 12. 07	Grand Prize (President' s Award), 2023 English Speaking Contest, Mokpo National Maritime University
2023. 12. 15	Grand Prize, Onboard Training Essay Contest, Mokpo National Maritime University
2023. 11. 16	Excellence Award, Free Debate Contest, Mokpo National Maritime University
2023. 10. 16	Excellence Award, MI-PBL Competition, Mokpo National Maritime University
2024. 07. 12	JRC MODEL ECDIS Type-Specific Training(STCW), (GMS-TSTN-24041)
2025. 08. 04 ~ 2025. 08. 06	STCW ADVANCED ECDIS TRAINING (24HRS COURSE)
2025. 07. 31 ~ 2025. 08. 01	STCW Ballast Water Management (BWM) Training Course, GMS-BWMS-25201
2025. 08. 25 ~ 2025. 08. 27	STCW 'Ship Handling Simulator'(SHS) Course, GMS-SHS-25128
2024. 06. 12	Provide Medical Care Course on Board (STCW Reg. VI/4), Korea Institute of Maritime and Fisheries Technology

Sea Service Record

Vessel Name	Flag	Company	VSL Type	DWT / KW	Rank	From - To
T/S SAENURI	REPUBLIC OF KOREA	Mokpo National Maritime University	Training VSL	1806 TON 4440 kW	A/0	12/12/2023 - 1/12/2024 0Y 1M 0D
T/S SEGERO	REPUBLIC OF KOREA	Mokpo National Maritime University	Training VSL	3644 TON 6618 kW	A/0	8/11/2023 - 12/11/2023 0Y 4M 0D
HYUNDAI PRINCEPIA	PANAMA	HYUNDAI LNG SHIPPING	LNGC Memb. MEGI	98344 TON 24100 kW	A/0	1/8/2023 - 8/5/2023 0Y 6M 28D

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?

Receiving such news on board would undoubtedly be one of the most heartbreaking moments of my life. As a son, I would naturally feel deep sorrow; however, from the moment I decided in high school to become a deck officer, I understood that a seafarer's life involves significant personal sacrifice. Handling a multi-million-dollar vessel and valuable cargo means that, in reality, the safety of the ship and the cargo schedule often have to take priority over my private circumstances.

In that situation, I would first take a moment to compose myself and then continue to perform my duties as the duty officer of the ship. At an appropriate time, I would report the situation to the Master, but I would also make it clear that I am willing to complete the remaining four months of my contract. Leaving the ship abruptly would disrupt the voyage plan and place additional burden on my colleagues, and I do not believe that is responsible behavior as a junior officer. Instead, I would prefer to honor my parents by staying at my post, ensuring the safe navigation of the vessel and the successful completion of the voyage, while arrangements for the funeral and family matters are coordinated with relatives ashore.

One of my core values is to be a true "Professional," and my long-term goal is to grow into a "World-class LNG Specialist." In my view, a real professional is tested not when everything is easy, but when life is at its most difficult, and yet he can still focus on his duty. Even in such a tragic moment, I would strive to uphold my responsibilities to the company, the ship, and the cargo, and to prove that I am someone who can be trusted in the long term, both as a seafarer and as a future LNG specialist.

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?

If I were repeatedly subjected to unfair or even illegal treatment on board—such as verbal abuse, personal insults, or physical assault from superiors like the Master, Chief Officer, or Chief Engineer—I would not react emotionally or impulsively. My first principle would be to handle everything strictly in line with company policies, the Safety Management System, and onboard procedures. Before blaming others, I would review my own performance and attitude, because repeated criticism may indicate that my work, reporting style, or communication needs improvement. I would ask for specific feedback and adjust my behavior to meet the expectations of my seniors as much as possible. Since a ship is an isolated and sensitive working environment, I understand that serious conflict can quickly damage teamwork and even compromise safety, so I would first try to resolve issues through calm, respectful conversation and by showing flexibility and cooperation.

However, if clearly unreasonable treatment or harassment continued despite my efforts, then it would become a matter for formal internal procedures rather than a personal dispute. In that case, I would use the company's onboard complaint procedure, report to the designated complaint officer, head of department, or the Master, and ensure that the situation is documented properly. If the person responsible were the Master himself, I would then escalate the matter to the designated shore-side contact, such as the HR department or crewing manager, strictly following company rules. Throughout this process, I would avoid retaliation or irresponsible exposure outside the company and instead rely on the official channels designed to protect both seafarers and the company. In my view, responding in this calm, rule-based manner is exactly what is expected from a professional 3rd Officer whom the company can trust in the long term.

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

