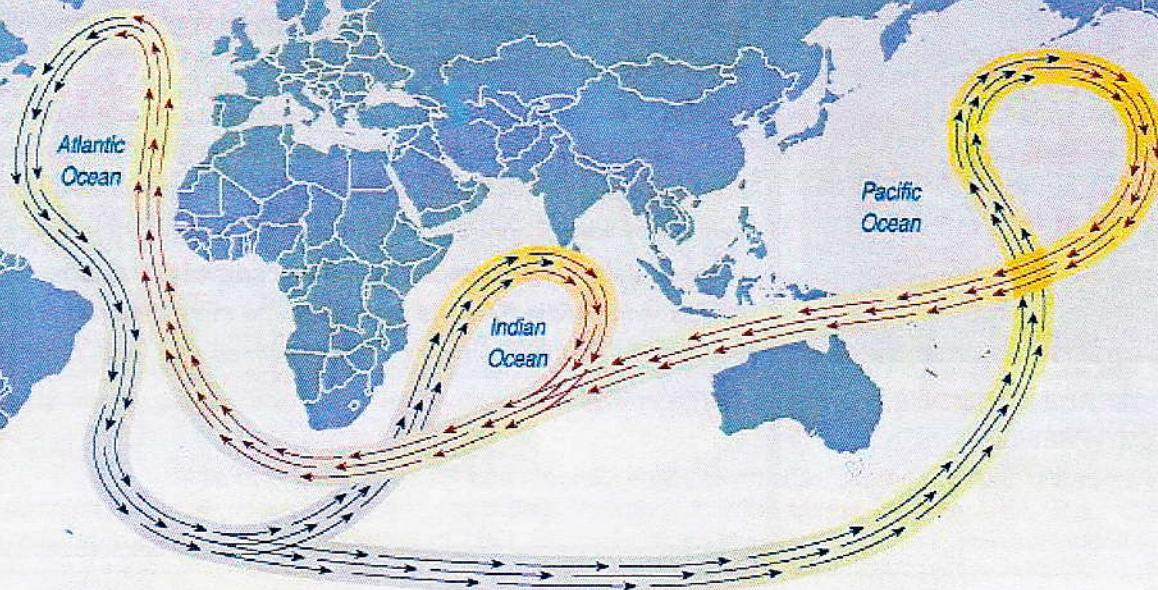




GREAT OCEAN BELT



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SMTI PRESIDENT'S DESK



CAPT. GEORGE M. PIMENTEL
SMTI PRESIDENT

GREETINGS TO ALL !!!!!

One way of bringing people closer together is regular information and communication. And in order to do this, SMTI, as part of its activities, envisioned a Newsletter to be issued twice a year.

In this maiden issue of our newsletter the "GREAT OCEAN BELT", we have opted to introduce various information and articles from SMTI course programs, for better enhancing seafarers proficiencies and competencies to meet the ever increasing challenges in various types of vessels, to articles from our seafarers and cadets and other related and relevant information of interest to everyone.

SMTI is likewise inviting our seafarers, either on vacation or on-board; company staff and personnel to participate and support this venture by way of contributing articles/information for the future issues of this newsletter. Your support to our endeavor will certainly improve the performance of the SMTI as we need to be more dynamic and attuned to the needs of the seafarers, principals/manager and other interested clients/customers.

Safe, Smooth and Pleasant voyage to all !!!!!

Great Ocean Belt

The continuous flow of Ocean current nourishes our vast ocean with abundant nutrients which sustains our natural source of living from the Ocean. Can you imagine if this natural order of nature will be altered by Global warming? The Great Ocean Belt conveyor cycle is caused by the natural cooling and warming of the ocean on the earth surface. The warming and cooling makes the cooler water denser while the warm water less dense. This difference in density produces movement of the vast ocean (The molecules of colder water contracts becomes heavier and sink while the molecules of warmer water expands becomes lighter).

Can you imagine if due to global warming the colder water become less cold, what would it be like? Do you think the same Great Ocean Belt conveyor flow just the same? Do you think this less colder water sink deeper enough to continuously bring into us the same nutrients that keeps our Ocean healthy for our source of living.

The Trend in shipping today can be far more complex compared to several years ago. But the basic elements of navigation and seamanship cannot be ignored even by the most competent and able seafarers from the Master's, Officers and Crew of the vessel. Throughout history, people have learned from their parents and from their elders at work. The relationship of master and apprentice, still a feature of many craft, is as old as time. At sea where the skills of seamanship and navigation come to the fore, the trick of the trade, the disciplined examples have been passed from man to man (Spruyt, J., 1981).

The modern technology augmented the Management and labor force but Still its' the basic fundamentals and Principles that keeps the same ideals and wisdoms flows in the blood stream that nourishes the mind of the right knowledge, skills and attitude.

Sandigan Maritime Training Incorporated is like the Great Ocean Belt conveyor for it continually provides dynamic and relevant training to in-house crew of all vessels managed by Sandigan Ship Services Incorporated and manned by Dalisay Shipping Corporation. Under a synergistic cycle of an integrated system known as Safety, Health, Quality and Environmental Management System, SMTI must maintain a deeper understanding of the whole system to sustain the process approach to the satisfaction of all her Clienteles and Stakeholders.



SMTI HISTORY

Training activities for seafarers was part of the function of Dalisay Shipping Corporation (DSC) when it was incorporated as a manning and management company on December 27, 1996. Training programs were basically an in-house activity where seafarers before being deployed on DSC manned vessels undergo in-house trainings required on board vessels where they are deployed. For other mandatory trainings, seafarers were endorsed by DSC to government accredited training centers.

DSC initially had two (2) instructors, developing and conducting in-house training course packages on modular basis as required by DSC principals.

On August 2004, with the incorporation of Sandigan Ship Services (SSSI) as the management company, training activities was attached to its corporate responsibility. A training center, the Sandigan Training Center (STC), was formally established under the organization of SSSI with the responsibility of implementing, supervising and conducting trainings of seafarers deployed by DSC for vessels managed by SSSI. In-house training programs were upgraded and updated and additional in-house training programs were developed and conducted to enhance the competencies, qualification and proficiencies of the in-house officers and crews.

With the objectives of providing more relevant and mandatory training programs, STC applied for accreditation for various mandatory training programs to the Maritime Training Council (MTC).

After complying with all documentary and inspection requirements under MTC Resolution No. 03, Series of 1998, in conformity with the Letter of Instructions No. 1404 and the standards of 1978 STCW Convention, as amended, STC received its MTC Certificate of Accreditation for the following

Ship Simulator and Bridge Teamwork (SSBT) and
Engine Room Simulator (ERS) – valid until 24 April
2012 (after a series of renewals)

Management Level Course for Deck Officers and
Management Level Course for Engine Officers - valid
until June 17, 2010

On April 3, 2009, Sandigan Maritime Training, Inc. (SMTI), formerly Sandigan Training Center changed its name and was incorporated under the Security Exchange Commission as independent company. Even under its new incorporation, SMTI is still affiliated with Sandigan Ship Services, Inc. (SSSI) and Dalisay Shipping Corporation, Inc. (DSC).

Under the new incorporation, SMTI can now expand its training and assessment activities to other third (3rd) parties interested to avail of SMTI services of quality training for the upgrading and updating of their seafarers and assessment requirements for the issue of certificate of competencies.

Concurrent with its program, SMTI likewise reapplied and was re-issued Accreditation and Recognition certificates by MTC and PRC for its training programs and assessment activities under its new name.

On April 21, 2009, Class NK conducted Stage 1 On-Site Office audit followed by the Stage 2 On-Site Office Audit on June 8 – 9, 2009. After complying with the standards for Quality Management System as Maritime Training for Seafarers, SMTI received the Class NKQAD Certificate of Quality Management System on the standards of ISO 9001:2008 on June 19, 2009.

To conform to quality standard requirements, SMTI on February 1, 2009 started implementation of its Quality System under its existing Quality Manual. However, with its status as an independent corporation, SMTI underwent a series of activities to review, revised and update its Quality Management System (QMS). SMTI conducted various trainings and familiarization activities for its personnel and conducted internal audits and customer surveys and underwent external audit by its principal to conform to QMS requirements.

SMTI is presently located at 8th Floor Salustiana D. Ty Tower, 104 Paseo de Roxas corner Perea Street, Legaspi Village, Makati City, Philippines as its main office. Training rooms, simulator equipments and related training facilities are located on the 4th and Ground Floors of the same building.

Officers and Personnel

CAPT. GEORGE M. PIMENTEL
PRESIDENT

CAPT. HIROSHI YURINO
OWNER'S REPRESENTATIVE

DECK DEPARTMENT

CAPT. HENRY C. ARANAS
DECK INSTRUCTOR

CAPT. ALFREDO R. REODIQUE
DECK INSTRUCTOR

CAPT. FRANKLIN G. FLORES
DECK INSTRUCTOR

ENGINE DEPARTMENT

C/E ROLANDO L. TIMTIMAN
TRAINING MANAGER

C/E JOSE G. ABUGAN
TRAINING CONSULTANT

ENGR. RODEL P. LUIS
TECHNICAL

TRAINING PERSONNEL

MS. ROSARIO MENDOZA
TRAINING STAFF OFFICER

MS. MITCHELLE B. CARRERAS
TRAINING STAFF

MS. ALEA G. PATIAM
TRAINING STAFF

WHAT'S NEW?

NEW TRAINING COURSES OFFERED:

by Alea Patiam

PRE-ONBOARD TRAINING

The course covers the essential elements SHQEMS manual and procedures in order for the seafarer to comply with one of the basic requirements for shipboard deployment. To provide the participants with necessary knowledge, skills and attitude on pre-shipboard familiarization with regards to Safety, Health, Quality and Environmental Management System and procedures before any seafarer board his assigned vessel. Offered since May 16, 2005.

COMPUTER OPERATION COURSE

This course covers familiarization in computer hardware, getting started to windows, the Microsoft Excel, the Microsoft Word and other "need-to-know" skills. The exercises created are suitable for any job. Lectures and trainees' work focuses on dispelling fears and gaining confidence by attaining knowledge and skills using computers. No prior computer experience is expected. This course offered since July 18, 2005. At the end of the course the trainees shall be able to know: What a computer is and the different ways it is use today, computer hardware, ports, categories of computer systems, its most common commands and used. To proficiently use file management techniques with a Windows Operating System.

SENIOR DECK OFFICER &

This course is designed for marine engineer officers with management level responsibilities and covers Leadership and Management Styles, Risk Management, Main Engine, Fuel and Lubricating Oil.

At the end of the course the officer shall be able to acquire the necessary knowledge and understanding on Leadership and Management skills, Risk Management processes; review and evaluation of the engine performance; calculation of fuel and lubricating oil consumption; adjustment of cylinder lubricators; proper Oil Record Book entries; Refrigeration System principles, its operation and maintenance; and how to safely control and manage abnormal engine operation situations.

For the Senior Deck Officer conducted its first class January 14, 2008 while the Senior Engine Officer last September 19, 2005.

BASIC OPERATION FOR WOODCHIP CARRIER

January 4, 2006 introduced the Basic Operation for Woodchip Carrier.

This course provides familiarization training for all Seafarers, Merchant Marine Officers and Ratings, who are intending to join or be engaged onboard Woodchip carriers. This course covers the Basic Operations of Woodchip vessels, Its Equipment and Maintenance and the various Factors affecting Strength of the vessel. At the end of the course, the trainees shall be able to know and explain the purpose of Basic Operation of Woodchip Carrier; Understand the health effects, hazards of chip cargoes; Woodchip Carrier Trading Routes; Operations for Loading, Discharging and Ballasting/De-ballasting; Particulars of Deck Crane, Grab, Wires, Inspection and Maintenance.

MARINE ELECTRO-TECHNOLOGY

This course is designed for marine engineer officers with operational and management level responsibilities requiring an understanding of the principles of power generation, electrical control devices and safe control and manage abnormal situations onboard such as power failure and emergencies.

At the end of the course the trainees shall be able to acquire the knowledge and understanding in electrical safety and maintenance of power distribution system; use various electrical measuring instruments; and the operation of different electrical protective devices. Last February 6, 2006 the Marine Electro-Technology introduced to the Oiler, Wiper and Engine Cadet.

ENGINE SUPPORT LEVEL

This course is designed for seafarers involved in the support level and covers the topics on Loss Prevention and Personal Safety; Bunkering/SOPEP; Save Bunker; Lathe Machine and Machine Shop; Electric Arc and Gas Welding. At the end of the course the trainees shall be able to know and understand the importance of personal safety, different ways in saving bunker fuel as per NYK requirements, basic operation of lathe machine and machine shop practices; use of electric and gas welding equipment.

BASIC ELECTRO-TECHNOLOGY

This course is designed for candidates involved in the support level of responsibilities which require an understanding of the basic principles of electricity, basic components of electrical circuits and the safe management and control of abnormal situations such as power failure and emergencies. At the end of the course the trainees shall be able to know and understand electrical safety and electrical parameters, the unit of measurement used and the relationship with other parameters. Introduced last September 18, 2006.

ENGINE OPERATIONAL LEVEL

This course is designed for candidates with operational level responsibilities and covers the different principles, operation and maintenance of engine room machineries and equipment and how to safely control and manage abnormal situations on board. At the end of the course, the trainees shall be able to know and understand the Machine Shop Practice, Electric Arc and Gas Welding, Perform Lathe Machine, Pumps, Purifiers, Air Compressors, Boilers, Diesel Engine, Fuel Injection System

BASIC OPERATION FOR WOODCHIP CARRIER

This course provides familiarization training for all Seafarers, Merchant Marine Officers and Ratings, who are intending to join or be engaged onboard Woodchip carriers.

This course covers the Basic Operations of Woodchip vessels, Its Equipment and Maintenance and the various Factors affecting Strength of the vessel.

At the end of the course, the trainees shall be able to know and explain the purpose of Basic Operation of Woodchip Carrier; Understand the health effects, hazards of chip cargoes; Woodchip Carrier Trading Routes; Operations for Loading, Discharging and Ballasting/De-ballasting; Particulars of Deck Crane, Grab, Wires, Inspection and Maintenance.

MARITIME RISK MANAGEMENT

This course is designed for all deck and engine officers and conducted its first class last September 15, 2009. It is a bi-module training program that provides a complete overview of the Loss Control Management in the Maritime Industry. It covers both proactive risk management approaches and reactive accident investigation techniques required for continuous improvement within an organization. Maritime Risk Management addresses the most topical risk management and safety issues facing the maritime industry and examines how the industry is managing those risks to drive productivity and profitability. The programme focuses on the following: Investigating the Returns On Investments in Maritime Risk Management Programmes; Driving a Safety Culture Throughout Your Organisation; Understanding the Human Element in Ensuring Safety Onboard; Training Crew for Effective Compliance; Preventive Maintenance as Part of Your Risk Management Programme; Analyzing the Role of Technologies in Managing Shipping Risks; and Extracting Value From Risk Management Data

In explaining the purpose and concept of systematic risk assessment techniques, the participants will be able to uncover and identify significant hazards and learn to take cost effective measures to threat and minimize their risks proactively before any losses occur. The trainees will also learn and apply actual tools such as the Marine Systematic Causes Analysis Techniques (M-SCAT), a technique commonly used throughout the maritime industry for accident investigation

6.6K HIGH VOLTAGE GENERATING PLANT

This course is designed for candidates involved in the management and operation of marine high voltage power systems which require an understanding of the principles of power generation and high voltage distribution system and how to safely control and manage abnormal situations such as power failure and emergencies.

At the end of the course the trainees shall be able to know and understand the following: safety and maintenance aspects of High Voltage (HV) operation and utilization; personal protective equipments used in handling high voltage system; advantages of 6.6kV compared to 440V system.; safety devices installed in a 6.6kV Main Switchboard; and operation of Air Circuit Breaker and Vacuum Circuit Breaker

BULK CARRIER SAFETY

This Course is conducted for seafarers intending to join a bulk carrier and as a refresher course for those who already worked or working on bulk carriers. The course provides a working knowledge and understanding about bulk carrier, its equipments, how it work and operated and above all its safety aspect.

At the end of the course, the trainees would be able to: explain the purpose and concept of IMO Safety Conventions and Committees, ISM Code, Duties and Responsibilities; understand onboard safety and security, safety culture and safety setup and its implementation; make sound specification of hazard, danger, risk, and accident.

The trainees would also be able to: understand safe stowage and shipment of bulk cargoes; assess the acceptability of consignment for safe shipment; apply calculation and precautions during cargo operation and trimming; know the precautions and safe practices of cargoes which may liquefy or possess chemical hazards; apply laboratory test procedures, associated apparatus and standards; and understand emergency guidelines for solid bulk cargoes.

SHIP VETTING INSPECTION / PSC INSPECTION

This course explains the ship vetting process and includes workshops and exercises related to the conduct of Ship Vetting and Port State Control Inspections.

After the course, the trainee would be able to acquire the knowledge and understanding for improve Safety Management System onboard and prepare crew for successful Vetting and Port State Control Inspections.

Trainees will also be able to: enumerate the applicable IMO and other related maritime legislations; explain the importance of knowing the standards and the principles of system auditing; adopt and implement techniques in dealing with the inspection; enumerate the full area coverage of the ship's inspection checklist; fill out checklist through table top simulation exercise; prepare a ship vetting inspection report, and the proper use and entry to the relevant forms required.



MTC ACCREDITED

SHIP SIMULATOR AND BRIDGE TEAMWORK

Trainees are expected to make use of effective bridge procedures, to comply with International Regulations for Preventing Collision at Sea, 1972 (COLREG 1972) and to observe the basic principles of keeping a navigational watch, as set out in regulation VIII/2, section A-VIII/2 and B-VIII/2 of the STCW Convention and Code

The trainees who successfully complete this course will have gained experience in handling ships under various conditions and will make a more effective contribution to the bridge team during ship maneuvering. In particular, trainees will gain: familiarization with the use of engines and helm for ship maneuvering; an understanding of the effects on the behavior of the ship of wind, current, shallow water, banks and narrow channels, condition of loading; a greater awareness of the importance of planning a passage or maneuver and the need for an alternative plan and a greater understanding and awareness of efficient bridge procedures during watchkeeping and ship handling.

ENGINE ROOM SIMULATOR

This course provides the knowledge and competence specified in STCW 1978, as amended, Regulation A-II/1 and A-II/2, Table A-II/1 and Table A-II/2 and to operate, supervise and monitor the safe operation and controls of a ship's machinery installation in accordance with provisions of Section A-III/1, A-VIII/2 and B-VIII/2 of the STCW Code..

Trainees will become familiar with the equipment, the controls and the instrumentation provided by the simulator and the managerial aspects of the full engine room. Trainees will be taught energy management, control of machinery for peak and optimum performance, emergency operation etc.

MANAGEMENT LEVEL FOR DECK OFFICERS FUNCTION 1: ADVANCED NAVIGATION

Any applicant who has successfully completed your 80-hour Advanced Navigation course will satisfy the Advanced Navigation training requirements for STCW certification as Master or Chief Mate on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/2 of the STCW Code. This course provides trainees with knowledge, understanding and proficiency in appraising and planning an ocean and coastal voyage. Use of Bridge Electronics such as GPS, GYRO and Autopilot in executing the plan. Includes: Electronic Chart Display and Information Systems which provides students with knowledge and skills necessary to fully utilize the features of ECDIS, including installation and correction of electronic charts. This course is intended to meet the requirements for: Adaptive Steering Systems; Determine and Allow for Compass Errors; Systems of the Gyro Compass; Planning a Voyage and Conducting Navigation; Loran GPS/DGPS and other Satellite Systems Determine a Position-Chart Plotting; ECDIS; Navigational Software Programs.

MANAGEMENT LEVEL FOR DECK OFFICERS FUNCTION 2: ADVANCED CARGO HANDLING STOWAGE

This approved education and training course for Operational Level Deck Officers who intend to upgrade to Management Level Officer.

This course is to provide the candidates with the knowledge, understanding and proficiency prescribed in Table A-II/2 of STCW 1995 for the function Advanced Cargo Handling, Stowage and Care at the management Level and the requirements of the maritime industry to enable said candidate to serve in the capacity of masters and chief mates.

WHAT'S NEW?

MTC ACCREDITED

by Alea Patiam

MANAGEMENT LEVEL FOR DECK OFFICERS FUNCTION3: ADVANCED SHIPBOARD OPERATION AND MANAGEMENT

This approved training course for chief officer and second engineer officer covers the requirements of paragraph 2.2 of Regulation III/2 of the 1978 STCW Convention as amended in 1995 and Section A-III/2 of the STCW Code for the function Marine Deck and Marine Engineering at the Management Level.

To provide the candidates with the knowledge, understanding and proficiency for the function Controlling the Operation of the Ship and Care for Persons on Board at the Management Level to enable said candidate to serve in the capacity of chief officer or second engineer officer.

MANAGEMENT LEVEL FOR ENGINE OFFICERS FUNCTION1: MARINE ENGINEERING

This approved training course for Chief Engineer and Second Engineer Officer covers the requirements of paragraph 2.2 of Regulation III/2 of the 1978 STCW Convention as amended and Section A-III/2 of the STCW Code for the function Marine engineering at Management Level.

To provide the candidates with the knowledge, understanding and the proficiency for the function Marine Engineering at the Management Level to enable the said candidate to serve in the capacity of Chief Engineer or Second Engineer Officer.

MANAGEMENT LEVEL FOR ENGINE OFFICERS FUNCTION2: ELECTRICAL, ELECTRONIC AND CONTROL ENGINEERING

This syllabus covers the requirements of the STCW Convention Chapter III, Section A-III/2. This functional element provides the detailed knowledge to support the training outcomes related to Electrical, Electronic and Control Engineering at the Management Level.

To provide the background knowledge and practical work to support the marine electro technology, electronics and electrical equipment; fundamentals of automation, instrumentation and control systems and practical operation, testing and maintenance of electrical and electronic control equipment, including fault diagnosis. To provide the candidates with the knowledge, understanding and the proficiency for the function Electrical, Electronic and Control Engineering at the Management Level to enable the said candidate to serve in the capacity of Chief Engineer or Second Engineer Officer.

MANAGEMENT LEVEL FOR ENGINE OFFICERS FUNCTION3: MAINTENANCE AND REPAIR

This approved training course for Chief Engineer and Second Engineer Officer covers the requirements for knowledge, understanding and proficiency in the Table A-III of STCW Code for the function Maintenance and Repair at the Management Level.

To provide the candidates with the knowledge, understanding and the proficiency for the function Maintenance and Repair at the Management Level to enable the said candidate to serve in the capacity of Chief Engineer or Second Engineer Officer.

MANAGEMENT LEVEL FOR ENGINE OFFICERS FUNCTION4: ADVANCED SHIPBOARD OPERATION AND MANAGEMENT

This approved training course for chief officer and second engineer officer covers the requirements of paragraph 2.2 of Regulation III/2 of the 1978 STCW Convention as amended and Section A-III/2 of the STCW Code for the function Marine Deck and Marine Engineering at the Management Level.

To provide the candidates with the knowledge, understanding and proficiency for the function Controlling the Operation of the Ship and Care for Persons on Board at the Management Level to enable said candidate to serve in the capacity of chief officer or second engineer officer.

OPERATIONAL USE OF ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM

This approved training course is designed to comply with the requirements of Chapter II Section A-II/1, Paragraph V, Table A-II/1 of STCW Code.

A trainee successfully completing this course will be able to use ECDIS for his navigational watch. He will be able to operate ECDIS equipment, use the navigational functions of ECDIS, select and assess all relevant information and take proper action.

GENERAL TANKER FAMILIARIZATION

This course provides training for deck/engine officers and ratings that will be serving onboard oil, chemical and gas tanker as part of the regular complement and covers the mandatory minimum training requirements, as prescribed in Regulation V/1 paragraphs 1.2 and Section A-V/1 paragraphs 2-7 of STCW Code.

Successful completion of this course will enable trainees to serve on oil, chemical and liquefied gas tankers in capacity other than Master, Chief Engineer, Chief Mate or Second Engineer, and to perform specific duties and responsibilities related to cargo or cargo equipment, provided that they are not immediately responsible for the loading, discharging, care in transit or handling of cargo.

SHORE BASED FIRE FIGHTING

This course covers the training required in Regulation V/1, paragraph 1 which states "officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall have completed an approved Shore Based Firefighting course in addition to the training required by Regulation VI/1 of STCW - 78 Convention as amended".

A trainee completing the course shall be able to familiarize themselves with the preventive emergency procedures and firefighting system and resources typically provided along a Tanker Terminal/Port and which in the event of fire alongside, at anchor or on Ship-to-Ship Operation within the jurisdiction of a local (port) authority, may usefully contribute towards a successful combined firefighting attack which would lead to the control and extinguishment of the fire.

ON JOB TRAINING

During the time when Dalisay Shipping Corporation and Sandigan Maritime Training, Inc. hired us as one of their OJTs, it was also the time to begin our new life, a life that full of challenges but despite of these challenges, we learned a lot and most specially to become a better person.

We, the OJT of Sandigan Maritime Training, Inc. would like to thank Capt. Hiroshi Yurino for his time in teaching us and giving advises that we can keep and used in our profession. We never forget that enthusiasm when we go onboard. To all SMTI instructor, and personnel that support us and giving time to share and teach us their knowledge to enhance and developed our skills in preparation to our duty on board. It serves as stepping stone to fulfill our dream.

Thank you and more power to Dalisay Shipping Corporation, Sandigan Ship Services, Inc and most especially to Sandigan Maritime Training, Inc.



D/CDT Ram Crooner Acibo; O/S Leomar Salinas; MSM Ronaldo Borbe; MSM Jefford Lazaga; E/CDT Ruel Mabalot; E/CDT Patrick

TRAINING COURSES OFFERED:



Navigation and Watchkeeping Courses

Operational Use of Electronic Chart Display & Information System (5 Days)
Ship Simulator and Bridge Teamwork (5 Days)
Engine Room Simulator (5 Days)



MANAGEMENT LEVEL COURSE (MLC)

DECK OFFICERS

Function 1: Advanced Navigation (10 Days)
Function 2: Advanced Cargo Handling and Stowage (10 Days)
Function 3: Advanced Shipboard Operation & Management (10 Days)

ENGINEER OFFICERS

Function 1: Marine Engineering (15 Days)
Function 2: Electrical, Electronic & Control Engineering (10 Days)
Function 3: Maintenance & Repair (5 Days)
Function 4: Advanced Shipboard Operation & Management (10 Days)



Tanker Courses

General Tanker Familiarization (10 Days)
Shore Based Fire Fighting (2 Days)



PRC Required Practical Assessment for COC/COE

MLC Assessment
Practical Assessment for SSBT
Practical Assessment for ERS



Deck In-house Training Course

Senior Deck Officer (5 Days)
Deck Operational/Support Level (5 Days)



Engine In-house Training Course

Senior Engine Officer (5 Days)
Engine Operational Level (3 Days)
Engine Support Level (3 Days)
Marine Electro-Technology Course (5 Days)
Basic Electro-Technology Course (3 Days)
6.6Kv High Voltage Generating Plant (3 Days)



Ship Specific Courses

Pure Car Carrier Maneuvering Simulation (2 Days)
Basic Operation for Pure Car Carrier (3 Days)
Bulk Carrier Safety (5 days)
Basic Operation for Woodchip Carrier



General Course

Ship Vetting Inspection / PSC Inspection (3 Days)
Pre-Onboard Training (3 Days)
Pre-Onboard Training (1 Day)
Maritime Risk Management (3 Days)
Computer Operation Course (5 Days)



Cadetship Training Program

Bridge Simulator Familiarization
Deck Training
Engine Simulator Familiarization
Engine Training
Introduction to Marine Electro-Technology
Marpol/International Ship & Port Facility Security
Colreg and Steering
International Safety Management/Safety Management System

SMTI SEMINARS



by Alea Patiam



Training is the acquisition of knowledge, skills and competencies of a person. So as our company provide outstanding training to be offered here in the Philippines. But before we offer our service, of course we specialized ourselves; in order to provide an outstanding training we also as personnel and especially our instructor under go with different training enhance their knowledge, skills and competencies. Of course even we completed our bachelor degree we also need to continue training beyond initial qualifications: to maintain, upgrade and update skills throughout working life. People within any professions and occupations may refer to this sort of training as professional development.

At a start of the year 2009, Training Manager and Senior Instructor including Capt. Henry Aranas, Capt. Alfredo Reodique and C/E Rolando Timtiman attended the Horenso – Management Mindset last January 16, 2009 facilitated by PHP International (S) Pte. Ltd. Training Horenso itself is the abbreviation of Japanese words, Hokoku means Reporting, Renraku means Connecting and Sodan means Consultation. Those three components are important in communication successfully at works between colleagues, superior and clients. If you master HORENSO skills, your job become smoother.

WK Webster (International) Pte. Ltd from the its Director Mr. Martin L. Terrell conducted SOMPO JAPAN INSURANCE SEMINAR held at Training Room C & D last February 10, 2009. Main topic "Action by Ship Owner and Crew in Case of a Collision" and "Serious Hull Casualties, Causes and Prevention"

For ISO Certification we should complete first the ISO 9001:2008 Awareness Course. Last February 28, 2009, Mr. Jerome Cipriano of SGS Philippines conducted the "ISO 9001:2008 TRANSITION PROGRAMME" with all personnel of SMTI attending. Now we can answer the questions "What's new in ISO 9001:2008" after completing the course. We expect to understand and clarify the underlying philosophy, principles and concepts of ISO 9001:2008. We also aimed the key differences between the 2000 and 2008 versions. And its effective implementation. We should be familiar with the implication of these differences for effective auditing and lastly we should determine how these may be applied within the context of an audit



Attended the "ISO 9001:2008 Internal Quality Audit Course" last March 20-21, 2009, two consecutive days with very good lecturer Mr. Danilo Carreon of SGS Philippines. The following attendees are Capt. Hiroshi Yurino, Capt. Henry Aranas, C/E Jose Abugan, Ms. Alea Patiam, Ms. Michelle Carreras and Ms. Rosario Mendoza.



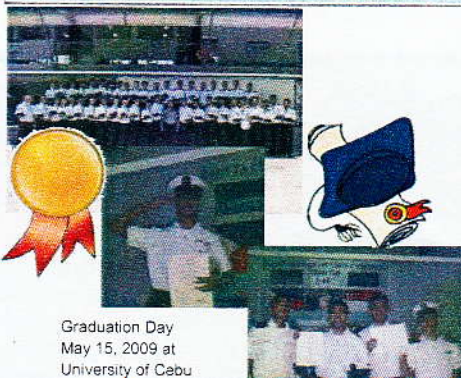
This course focuses on developing the full set of auditor skills required. The course discussed the following elements: understanding the requirements of the standard being audited, planning effective audits, preparing for the audit, conducting the audit, evaluating audits results, reporting audit results, and audit follow-up. Participants also gain an understanding of the process approach promoted by ISO 9001:2008 and the impact this has on audit preparation and audit conduct. The Internal Quality Audit Training Course is developed with the needs of and professionals in mind. Topics are explored through discussion, case studies, and exercises designed to help the participants integrate the training content with their experience.

After the course we understood the requirements of the standard being audited. Process in planning and preparing in effective audits. Conduct, evaluate and report audits results; conduct a follow-up audit. Understand and apply the process approach to the audit.

BRITANNIA SEMINAR From Tindall Riley (Britannia) Limited sent three speakers Mr. Richard Webbe – Divisional Director; Capt. John F. Kingdom – Associate Director and Capt. Neale F. Rodrigues – Risk Manager. Britannia Seminar May 19, 2009 conducted by Tindall Riley (Britannia) Limited.

CADETSPLUS PROGRAMME 2009

Contributed by: E/CDT Jefford Lazaga



Last April 17, 2009, it was a very overwhelming to be one of the chosen cadets as part of the CadetsPlus Program of Wavelink Maritime International. The said CadetsPlus was held in University of Cebu on April 20 to May 15, 2009. This program is meant for cadets that have completed their academic studies and would be embarking onboard the ships for their sea service training. The aim of the program is to prepare the cadets to transit from academic studies to the practical aspect of their cadet training program.

This program consists of Shipboard Organization and Processes, Maritime Occupational Safety, Health & Environment Protection, General Overview of IMO Conventions – SOLAS & STCW Convention, ISM & ISPS Codes, MARPOL Annexes I-IV and SOPEP and Leadership and Management. In this training served as to become not just a competitive one but also a productive cadet. On that short period of time it had feed our minds with additional awareness in the maritime industry and company systems. That experience helps me to understand certain procedures and techniques which are very important when we will be in the actual field.

The CadetsPlus Program is aimed to produce more information's to newly hired seafarers to be specialized and knowledgeable future mariners.

Graduation Day
May 15, 2009 at
University of Cebu



CHALLENGES



By: Wilfredo Pelayo Hilo, Jr.
President-Cadetship Program 2006

Today's failure to deliver competitive seamen has raised much in the rest of the world. The lack of officers and crew has been a major catastrophe in the maritime industry. Supply should adjust to demand, especially to us Filipinos, this is a great challenge for us, being known to be the world's manning capital.

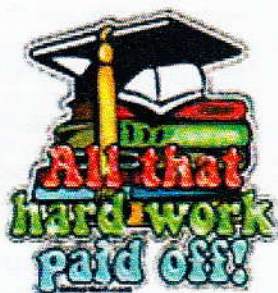
Behind this crisis, we should be thankful that ship owners have taken upon themselves in solving this problem.

Our company is also doing things at its finest to endow enthusiastically and is working to keep its manning capacity rising into an outright trade and continuously supply the world market with competitive seafarers by getting involved in the education and training of maritime cadets on its cadetship program; providing free training to its crew and even had built its own training center, the Sandigan Maritime Training, Inc. (SMTI) to equip us with necessary tools as part of the crew's development program. Subsequently, we seafarers should also do our best in facing this problem.

We should work hand in hand with our company and have a well compassionate vision that values dedication and hard work. With today's ocean-breaking claim to new technology and modern adversity, new knowledge and trainings should always be welcome for seafaring is not just as easy as it is spelled.

For us seaman the passion of having more interest to learning new knowledge and to adopt the modern technology brought by the new generation is a great voyage to success helping the global maritime industry.

When I was young, I never had the chance to deeply understand the essence of becoming a seafarer. I just wanted to take a chance of becoming a navigator & work aboard ships traveling around the world so I decided to take the challenge. After my theoretical studies in the University, I took-up the Cadetship Training Program of Dalisay at SMTI, and then boarded my first vessel assignment as DECK CADET.



The close family ties among us Filipinos drive more enormously as a great challenge for us. Being far away from our family, friends, girlfriend or wife is one of the great things that we have to deal while onboard. With all the hardship that we take and are willing to seize just for the sake of our family's future, we seafarers are considerably HEROES. Heroes live in the hearts of all seamen who strive to make lives better despite of the global crisis that we are experiencing. Under these circumstances, we still are able to live and perform our duties well. We make them as our inspiration rather than impediments.

Touching base with the ship and experiencing the life at sea is definitely an eye-opening experience. It can be of great chance having been able to visit different places and countries; seeing other people of different races in the other phase of the planet and sailing this world of diverse culture-*an experience defining life down to the deep wide ocean*. But on the other side, it cannot be a great deal of fun going at sea with the expectation of the seeing only the vast wide ocean for days, weeks, or even months after leaving port- *an experience behind the tongue of the most seamen and away from the minds of other people and our loved ones left in the Philippines*.

So we should put our minds to where our hearts are. Challenges are everywhere. We may nevertheless know what the future might be, but time will bring us all there. With courage and hard work, success will replace all those odds, as surely as sunset follows sunrise.

"the close family ties among us Filipinos drive more enormously as a great challenges"

IN CASE OF EMERGENCY



EMERGENCY SITUATIONS WHAT ARE THE MARINE EMERGENCY CALLS

The three spoken international signals are:

MAYDAY – the distress signal MAYDAY is used to indicate a station is threatened by grave and imminent danger and requests immediate assistance.

PANPAN – the urgency signal PAN PAN is used when the safety of the ship or person is in jeopardy.

SECURITY – the safety signal SECURITY is used for message about safety of navigation or important weather warnings.



PROFESSION

By: 3/O Michael B. Sabitchana
Cadetship Program Batch 2006

"Especially to cadets; some of the things that I will tell you now may somehow put you again into a deep realization. But this is not a sort of discouragement because it is more than important that you will know it at this very time in order for you to be prepared in facing the realities while onboard the ship. You may have also read same story that I'll be sharing to you below, but this will help you know more about seafaring profession."

"I went to a Cultural Center to attend a career program one day. While on the queue to get in, I was staring around and I saw a man on the near entrance wearing a "white gala". I was impressed and so I assured not to miss the program. While inside the Center, I saw a Maritime Institution as stage background. It was very stimulating!!! I reckoned that they're promoting a Maritime School. After a few minutes, the program started. When the emcee called out the speaker, I got excited to hear everything about his experience onboard...And so I really did!!! I was convinced by his story because everything sounded great and I never heard any thing from him telling how hard or compound the life onboard his vessel was. I remembered my uncle, also a seaman when he told me; "Never ever try to tie up with that profession because it is not an easy profession." But it's entirely different to what the speaker was telling about. It was about pleasures, enjoyments in all ports visited by his ship and a very big salary he's receiving every month. As a high school student that time, I really wanted to explore the world. I wanted to travel and see all countries, plus I wanted to become rich. And so after the program, my decision has changed. I decided to ignore my parents and all others were completely disregarded. I decided to take BSMT course believing that seafaring profession is really a straightforward profession."

This is what it takes.....

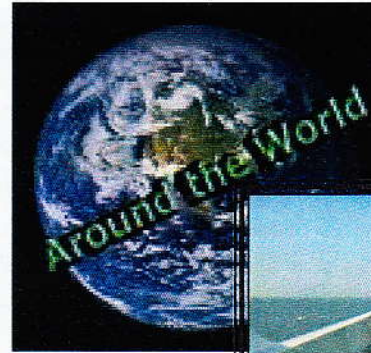
It was a very cold winter month, the 30th day of November when I first joined my vessel, MV Cape Baltic, a cape size and a Singaporean Flag registered vessel in Hunterston, U.K. With me were my 2nd Officer, Able Seaman, Ordinary Seaman, Oiler, Wiper and the other Deck Cadet also in Cadetship Program of our Batch.

We departed Philippines with unexplainable feelings.... and others with a very deep hearts. We leaved our family though Christmas day's very near. We will be casing the 10 months of contract just to give them a better living. But for me, it didn't matter at all. I didn't even think if I would be able to handle my self onboard, because what I cared for at that time was for me to explore the world, enjoy every moment onboard and to become a rich person.

After almost 24-hour of traveling, the plane landed Glasgow Airport safely and the Agent took us first to the Hotel because dull weather was on the country at that time and the vessel's berthing prospect was moved. While in the hotel, I couldn't believe that I would experience more than my expectation. It was totally awesome!! Visualizing your self in the hotel with no other things to do and only sleeping the whole day in a very elegant room and eating a very fresh English food are perfectly great, isn't it??? I then told myself, "This is exactly what I'm wanting for. No worries in life and full of relaxations."

On the 6th day of December, the weather improved and the vessel came alongside berth. The agent came to take us to the ship. I readily fixed myself with the excitement still in my mind.

We leaved the hotel and only a few minutes, we arrived to the dock. I saw my Officers waiting at the Gangway. They were all wearing white and clean cover-all. But what really caught my attention were my fellow ratings working on deck. They were wearing blue cover-all but none of them wearing clean clothing as I expected. I was really wondering what exactly my job was. I just ignored it first and I boarded my ship. At the gangway, I greeted my Officers and suddenly went to Officer's Smoke Room where Capt. Garcia was waiting for us. We gave in our documents and he only asked couple of questions and leaved the room. I also went to my cabin and decided to lie down and relax, but a few minutes later, someone's knocking at my door. I opened it and I saw my fellow deckhand.



He told me to fix myself because we will be going down to cargo Hold No.4 for sweeping as discharging operation has just completed in the said hold. I immediately took out my cover-all with something on my mind that I wanted to clear out. I wanted to believe that what I saw were all casts of my dreams and someone will wake me up and tell me that I'm just having a dream and it's not all true. I seated again, and took a deep breath but nothing happened. Everything I saw was real. That's the time I remembered my parents, my friends and other loved-ones at home. If I just listened to them and or if I just didn't go out to attend the program....then... I didn't hear the inspiring story in the career program. I kept on blaming myself but later I realized that I have no choice anymore. I have to live up for my decision because I chose it and I had reached the point of no return.

After 5 days of successful discharging operation, we departed the port bound for next port of call for loading. I was designated in the bridge to assist the Master for Maneuvering operations. Again, not only on the bridge but also on deck where I have observed that the field I chose was not just boring and tiresome, but obviously more than very dangerous. When all lines were on deck and the vessel was leaving easily, I kept hiding my sentiments to everybody and even to myself that I was very terrified. I was frightened because I didn't know what life tomorrow will bring to me. When night came and my surroundings were totally engulfed by darkness, I just told myself that I'm tough and even a single tear will not fall from my eyes though I really felt indifferently.

After several months and as I went through life onboard, I have known the difference between sea based and land based profession. I have realized the sacrifices of my parents just to give me my daily allowances during my school years. In land, Sunday is normally a day for your family, but on board ship, every day is always Monday especially when the next port of call is very near. Some vessel takes only a few days or maybe a few hours to next port. Working 24 hours happens no matter how small or what type your vessel is. Everybody will still do the hold washing; will collect residues to be disposed, clean and dry up the bilges, scrape and paint rusty areas, and all other dirty and similar works and maintenances onboard. In cases of emergency, even you are in a very deep sleep, you have to wake up and do your part. You will experience adverse weather conditions especially in the higher latitudes where you can't sleep because the vessel's rolling heavily.

PROFESSION

Cont...

On deck, during winter season, you can't move and work freely because you're totally packed of winter clothing especially if it's raining and/ or if there's snow. You can't even wipe your face, your eyes and nose because your hands are full of dirt. If you are passing the equator, where direct heating of the sun takes place; you will still do scraping and painting on all rusty portion areas. It's a bit dangerous but painting includes the funnel and hull maintenances where you will do painting while hanging on the ship's side. In scraping, more often, you will be using jet chisel and your hands continue moving as if you are still doing it... yet, you're already inside your cabin. And of course, a deep feeling during crew change when you see your other crewmates disembarking from the ship to go home and you... still have your contract to case.

Those are some of the things that will make you think how stiff the life onboard is. It will also make you decide to whether you will still pursue your profession or not. But one core point here is to give our family a brighter future and that often makes us valiant to swim farther.

I really didn't notice that the day runs very fast and that I have already cased the 12 months onboard. The time I have learned to love my work and realized on how to stand out independently. I have acquired and perceived extra wisdom, intelligence and proficiency with the help of my very unselfish Captains and Officers. Most importantly, though I was not "the best cadet" on my time, I knew that I have done my best for me to become a better person. I thank all my crewmates, because they served as my mentors, new friends and second parents. And that's the reason why I considered my ship as my second home.

On the 7th day of December 2007, at exactly midnight, the agent came to take us to the Airport. I was very happy and excited because at last...I'll be seeing my family again for I really missed them. As I went down from Accommodation, I couldn't believe that I'm now going home. It seemed that it was just yesterday when I greeted my Officers at the gangway and now I am going back home. As I seated inside the Car, I took a glance to my ship. I saw my fellow crewmates getting very busy because the Pilot was now onboard and the tugboats were already around the vessel. When all lines were on deck and the ship was now departing slowly, I decided not to look at it. It reminded me that even the job orders onboard were very exhausted and dirty; I can still see the smiles of my closed friends when we were fixing ourselves to go out to Seaman's Club just to buy chocolates, looking for internet café to upload pictures in friendster, and phone cards to call our loved-ones. I can still recall the days during " Sahod na at Extra Pay Nandyan pa!! (Shipboard Pay and Extra Work Allowance) and nobody was complaining even in a very deep sleep. I can still remember when Bosun asked me if I already called to the Engine Room asking for Hydraulic Power during any operations. I can still see the smiles of "Kubyerta Boys" (Deck hands) running over to the Changing Room during "Kape na!!!" (Break time) and "Prangko na!!!" I can still recall when Capt. Agcaoli questioning me with very head-breaking questions when I asked him to sign my Training Record Book. I can still recall Chief Mate Orleans in the Bridge during our duty to dawn and having our coffee. I can still recall Capt. Garcia and Third Mate Plaira when they called me to go up to the Bridge and taught me everything about Bridge related works. And I can still feel the generosity of the Galley Department.

"the nobility of this profession is greater than any other profession"





CADETSHIP CORNER



Cadetship Program is to ensure continuous pooling of future qualified and competent Filipino Deck and Engine Officers for vessels managed by Sandigan Ship Services Inc. (SSSI) and other interested parties who decided to sponsor selected cadets by means of:

- Providing financial assistance;
- Providing pre-shipboard and shipboard training and
- Assisting qualified cadets for licensure examination.

The program started in 2000 through walk-in cadets who took and passed the qualifying examinations.

No. of cadets per batch as follows:

Batch 2000: 19 Deck and 16 Engine Cadets

Batch 2001: 14 Deck and 23 Engine Cadets

Batch 2002: 2 Deck and 7 Engine Cadets

Batch 2004: 15 Deck and 20 Engine Cadets

Batch 2006: 21 Deck and 23 Engine Cadets

Batch 2007: 19 Deck and 19 Engine Cadets

Batch 2008: 15 Deck and 15 Engine Cadets

Batch 2009 total of 17 Deck and 15 Engine Cadets



PMMA BATCH 2010



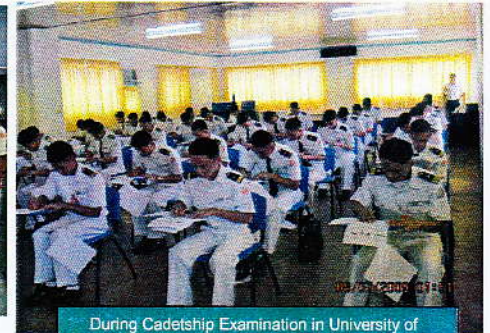
Graduation Day of Cadetship Batch 2008 with Capt. Yurino & Capt. Yanagita

The total cadets from batch 2000 to 2009 is 172 cadets. Representing the following CHED Accreditation Maritime Schools:

Philippine Merchant Marine Academy
Northern Philippines College of Maritime Science & Tech.
Mariners Polytechnic College/Foundation
University of Cebu-METC
VMA Global College
John B. Lacson Foundation Maritime University
Cagayan Capitol College
DMMA College of Southern Philippines
St. Therese MTC College
Misamis Institute of Technology



DMMA BATCH 2010



During Cadetship Examination in University of Cebu 2010

For year 2000 to 2009 Sandigan Maritime Training, Inc. (SMTI) in collaboration and coordination with Dalisay Shipping Corporation (DSC) conducted Cadetship qualifying examination for the Deck and Engine Cadets at various Maritime Schools duly accredited by the Commission on Higher Education (CHED). The Cadetship qualifying examination were conducted Capt. Hiroshi Yurino, Capt. George Pimentel, Capt. Henry Aranas and C/E Rolando Tintiman.

The process of selection is for CHED accredited Maritime Schools to nominate 20 Deck and 20 Engine cadets together with their Student Information Sheet, Curriculum Vitae; Transcript of Record; School Registration Form and School Medical Certificate. Representation from SMTI and DSC will then conduct qualifying examinations to the candidates at the selected schools. The candidate must pass the I.Q., Psychological, Technical examinations and Oral interview.

To qualify for the Cadetship Program candidate must further successfully complete his 3rd Year academic studies for Bachelor of Science in Marine Transportation or Bachelor of Science in Marine Engineering. Must also be physically and medically fit, not less than 18 years old nor more than 25 years old at the start of sponsorship. Candidates who passed the qualifying examinations and meet all the entry requirements shall take and complete a two (2) months Pre-Onboard training and complete all other necessary trainings and documentary requirements before their shipboard deployment.

By Dalisay Shipping Corporation as approved by their Principal / Vessels' Manager. While onboard, the cadets' performances as reported by the vessel are monitored by SMTI and DSC. Cadets shall undergo final assessment and evaluation procedures which shall form part of the requirements for any promotions.

PHASES OF TRAINING

The Phase 1 - Pre-shipboard Trainings at SMTI for two (2) months completion of their 3rd year of academic studies.

Phase 2 after successfully completing the 2 months POT, Cadets undergo shipboard training for 12-month in one of the Principal's vessels.

Phase 3 - Post Shipboard Training at SMTI for 10 days after disembarkation from their assigned vessel.

The President of Cadet Batches:

There was no batch President for 2000 to 2005 since the number of cadets accepted for the program was very minimal. For the other batches; the following cadets were selected by their colleagues:

- D/CDT Wilfredo P. Hilo Jr. - Cadetship Batch 2006
- D/CDT Dave Martine D. Mangubat - Cadetship Batch 2007
- D/CDT Pete Sendrick L. Gomeri - Cadetship Batch 2008
- D/CDT Ched Bryan Salac - Cadetship Batch 2009

CADETSHIP CORNER



Opportunity knocks once and when it comes we must stand fast and grab it, that was what happens when I was given the privileged to be part of Dalisay Cadetship Program year 2000. It was the start of my promising career as seaman and until the present time that I'm lucky to be a licensed Chief Mate. Onboard ship I faced different challenges regarding my job, safety awareness, compliance with international regulations, advancing technologies in shipping industry etc. The high standard training that I acquire from Sandigan Training has guided and equipped me to cope up with this obstacles. In behalf of Cadetship Program year 2000, I would like to thank Dalisay Shipping Corp., Sandigan Ship Services Inc. and Sandigan Training Center who continuously improve on providing free training on both officer and crew in order to enhance the ability, safety consciousness and to be more responsible and mindful on task at hand. And as a gratitude I'm giving back my best services to the company.

C/O David Praxides - Batch 2000



Being in Cadetship program give me a chance to fulfill my vision to be a certified, qualified and competent officer on board. The company's motivation and my determination, helps me absorbed all comprehensive trainings to expand my knowledge and skills. I know that the company is in campaign to help all aspirants to be a competent one. Lets continue our countless efforts to excel and boost our career, as we are Globally Competitive.

3/O Joel R. Galleto - Batch 2001



I have taken my Cadetship in the year 2002. During that time there was no definite program/policy for Cadetship. In my case, I served as Wiper three times before I was promoted as Oiler. Unlike this time, the new batches they will just serve for one year as cadets and after that given the chance, and if they have a license for operational position they are promoted. For me, it is better if the program for the new batches will also be applied to the old ones.

4/E George Carlo M. Romano - Batch 2002



In behalf of the cadetship program batch 2004, I would like to thank Sandigan and Dalisay for the training they have given to us which help us a lot in our vessel specially when we were still cadets on board. And also the training program they have set for us to follow while we were onboard. And while we were on vacation they also gave us other training which mold us to become their future engineers and officers of their vessels specially the simulator.

4/E Isaias G. Escolano Jr. - Batch 2004



My realization towards my profession turned out firmly not only due to my experiences on my first ship because it became more sensible when I joined other two ships after it. I also joined MV Neptune Leader, a car carrier type vessel, and the one that I consider the busiest ship among other two ships that I have joined. This kind of ship takes less than a half day in port and sails only about a day to arrive in the next port on its five normal loading ports. This sounds unbelievable, right?? However, I believe that seafaring profession can not still be fully understood by some body who only reads and/or listens to a story like this or the value can not be appreciated when he only believes to those who and what influenced him much. And so with this, I would like to say to all, that the nobility of this profession is greater than any other profession. Remember that all of us will definitely experience starvation without these ships. All of the foods we eat, medicines and vitamins we intake, cell phones we use to text our text mates, cars we ride on and its fuel, fabulous and in vogue clothes we wear and all others are because of shipping trades. Lastly, would like also to enlighten you that seafaring profession is not for the coward and weak but this is only for those who are fearless and strong.....both physically and emotionally.

3/O Michael B. Sabitchana - Batch 2006



I, Dave Martine D. Mangubat President of the Cadetship Program in behalf of batch 2007, I would like to express my heartfelt gratitude to Dalisay, Training President Capt. Yurino. To all the instructors and staffs who helped us enhanced and developed our skills in preparation for our shipboard. Thank you for sharing your knowledge and experiences with us. We appreciate the information and pieces of advice you have given to each one of us in the one month orientation and training. We learned a lot and we always remember one of your teachings that "Attitude will give us 100% of being a better person." I would like also to thank Dalisay and Sandigan for whole hearted support during our cadetship years. Thank you and God bless!

D/CDT Dave Martine Mangubat - Batch 2007 President

'Everything has its season. Everything has its time.'

Truly, this is the season of success. The moment which is full of heart, soul and gratitude.

In this connection, it is a great honor and privilege to convey my warmest greetings and felicitations to the Cadetship Program 2008 and to all the people who made it possible.



Every achievement was indeed significant, considering it had brought large impacts, implications and inspirations. Many things have changed in our lives during our Shipboard Training experience which contributes a lot in molding us to become a responsible seafarer. For the Cadetship Program 2008, may we reach further as we continue navigating in the ocean of life. Keep looking for the silver lining in wherever world we're in. And that life is a matter of choice and destiny is yours to make.

In this event, in behalf of Cadetship Program 2008, we also honor our training officers who have done their best while onboard. They, who set their courses at exemplary good performance and flair to take the risks. They, who when the routes of learning seem rough and difficult to ascend, they just don't quit.

In closing, I wish our company, our staff and our officers and crew, the best that life can offer. Keep your mind with the Lord God above, for he keeps your minds at peace. He is only a prayer away from you and me. Be strong and of good courage as you embark for the new challenges ahead. Don't let the tides of life drags your anchor towards the shore. God bless your hearts and may the blossoms of greatness which inspire comes into your life.

D/CDT Pete Sendrick Gomeri - Batch 2008 President

ONWARD TO FUTURE MARINE OFFICERS



Dated back on April 29, 2009 we set foot into the stepping stone of our career as seafarers. It is, indeed, an overwhelming to be selected and be part of the Cadetship program of our prestigious company. As early as the age of 19 we would be able to work, support our families financially and most importantly to help contribute to the economic growth of our country. These are all on our grasp now because of the Cadetship Program sponsored by the Dalisay Shipping Corporation and Sandigan Maritime Training Inc. The company had made another year in choosing competitive cadets whom they forecasted as future Captain, Chief Engineers and officers of their respected firm.

Indeed, it is an opportunity, purely an advantage for us. The Cadetship Program provided us abundantly with free accommodations (apartment, good office and training facilities), food consumption, allowances, free trainings and seminars, up to date equipments, well mannered employees and knowledgeable and reliable instructors. Furthermore, it supplemented us more information/inputs, experiences, and developed our handling of bridge and engine simulators that are vital to our profession.

The two-month training served as a vessel to our next port of destination, which is to become not just a competitive one but also a productive cadet. On this short period of time it had fed our minds with additional awareness in the maritime industry and company systems and policies. We are being prepared for the challenges we certainly will encounter on the new chapters of our lives and we are honored to be on such challenges.

The Cadetship Program is aimed to produce future officers and we, the Cadetship Batch 2009, in return are focused on the aim of the company for us united with determination and loyalty.

We, cadets, cordially express our gratitude to the important and highly respected persons who made our goals in life possible and achievable that served as our mentors and parents in the company. We are proud to be a part of SMTI Family. We are proud of our profession.

D/CDT Ched Bryan Salac - Batch 2009 President



HEALTH ISSUES

by Alea Patiam



PANDEMIC INFLUENZA is a Flu that spreads rapidly causing widespread epidemics around the world. Flu pandemics occur infrequently- usually every few decades. There were three last century. The most serious was in 1918, killing millions of people worldwide. Smaller pandemics happened in 1957 and 1968.

What is the difference between seasonal, avian and pandemic flu?

Seasonal flu refers to the viruses that circulate in the human population and cause widespread illness each winter.

Avian flu is a disease which mainly affects birds



Pandemic flu occurs infrequently, when a new influenza virus emerges which is markedly different from those recently circulating in the human population, causes disease in people and spreads easily between people because they have little or no immunity to it. This could happen through an avian flu virus (such as H5N1) mutating into a different strain with greater affinity for people.

A pandemic can start when three (3) conditions have been met:



Symptoms of Influenza (FLU)



- ⊗ Fever lasting 3 to 5 days
- ⊗ Headache
- ⊗ Nasal discharge, pharyngeal infection
- ⊗ Muscle pains, stiffness in joints
- ⊗ Sore throat
- ⊗ Fatigue
- ⊗ Pneumonia

MEASURES AGAINST INFLUENZA



PREVENTION & TREATMENT

General preventive measures and caution items to avoid infection

- ✓ Hand-washing/gargle
- ✓ Etiquette when coughing
- ✓ Healthy room environment
- ✓ Keep in mind these 3 points to help improve resistance against viruses:
 - (1) Get enough rest,
 - (2) Have three meals a day, &
 - (3) Take moderate exercise.
- ✓ Caution against birds and chicken meat
- ✓ Vaccination against conventional types of influenza



FIGHT GERMS BY WASHING YOUR HANDS!

1 Wet your hands

2 Soap

3 Lather and scrub - 20 sec

4 Rinse - 10 sec

5 Turn off tap

6 Dry your hands

DONT FORGET TO WASH:

- between your fingers
- under your nails
- the tops of your hands

SUCCESSFUL EXAMINEES



A Cadet maritime school aspires to become a good seafarer someday. With his learned knowledge he strives to embark onboard a ship in a good company. Working onboard the ship for more than 6 months even up to 1 year gives him a chance to upgrade his profession and for possible promotion as an officer. They do their job in a more difficult environment. They seldom see the land. They expose themselves to different kinds of weather. They see the same person every day. They work with different types of people in different countries. They work under pressure. So why choose to work at sea? It's simply because they like the challenge and the adventure behind their work.

Promotions are very important to the seafarer even if it is difficult and expensive due to review and training requirements. However, seafarers still would take the challenge to continue aspire for higher promotions. SMTI extend it congratulation and appreciation to those who successfully passed the PRC Licensure Board Exam for Deck and Engine Officers.

Marine Deck and Engineer Officers Licensure Examination

Marine Engineer Officers- January 24-25, 2009

2/E Godofredo Sumbilla Alvor
2/E Generoso Pardillo Celis
2/E Noel Falco Huervana
2/E Wilson Resus Olita
OIC Jesus Bernie Velasco Antolin
OIC Lindon Tamayo Balajadia
OIC Elberto Samiento Cabasag Jr. – *Cadetship Batch 2007*
OIC Nowell Rae Urbiztondo Castellones – *Cadetship Batch 2007*
OIC Alexander Catipay Culanag – *Cadetship Batch 2006*
OIC Mark Joseph Larisma Gelig – *Cadetship Batch 2007*
OIC Roldan Pan Layan – *Cadetship Batch 2007*
OIC Alexander Roluda Nitura – *Cadetship Batch 2007*
OIC Rosaura Oribello Timoteo – *Cadetship Batch 2007*
OIC Mark Anthony Juban Ygot - *Cadetship Batch 2007*

Marine Deck Officers-February 21-22, 2009

MASTER Buenaventura Maglasang Devocion
MASTER Ferdinand Laroya Yabut
OIC Aniceto Ventura Agad – *Cadetship Batch 2007*
C/O Sherwin Parayno Angeles – *Cadetship Batch 2000*
OIC Bonifacio Agomba Bagsawan Jr. – *Cadetship Batch 2007*
OIC Conrado Viagedor Bordas
C/O Ronnel Verin Delos Reyes – *Cadetship Batch 2000*
C/O Reynaldo Cervantes Despi – *Cadetship Batch 2007*
C/O Honorio Diamsay Domingo
OIC Julius Jubinal Dumanguin – *Cadetship Batch 2007*
OIC Gamaliel Delima Gerona – *Cadetship Batch 2007*
OIC Greggory Kant Tingson Granado – *Cadetship Batch 2007*
OIC Harrison Odante Lumontod – *Cadetship Batch 2007*
OIC Ian Cris Lariba Manabat
OIC Glenn Romantico Maramag
OIC Fernando Maduramente Pascua
C/O Mario Cabintoy Tripole – *Cadetship Batch 2007*
OIC Lymwell Baguio Tuba – *Cadetship Batch 2007*

Marine Engineer Officers-May 21-22, 2009

2/E Eulogio Cardinal Carasi
2/E Noel Tadifa Catbagan
2/E Roy Tanagras Evasco – *Cadetship Batch 2000*
2/E Wellie Labawan Tilla-in
OIC Gerome Batan Briones
OIC Jamesson Amardecer Castillo – *Cadetship Batch 2007*
OIC Marlon Manaois Lamsen
OIC Mark Ibana Velasco - *Cadetship Batch 2006*

Marine Deck Officers Licensure Examination-July 11-12, 2009

Master Rommel Lumio Sison
C/O Lucrecio P. Batocoy Jr.
C/O Patrick Remolar Briz – *Cadetship Batch 2001*
C/O Jay Vedana Mula Cruz
C/O David Casim Praxides Jr. – *Cadetship Batch 2000*
C/O Danilo Cainoy Tigon
OIC Israel Salvador Lacambra
OIC Paterno Mana-ay Palolim Jr.
OIC Julius Martinez Patacsil – *Cadetship Batch 2007*
OIC Clint Trinidad Sequig – *Cadetship Batch 2007*

WALK IN EXAM

APRIL (ENGINE)

OIC Dexter Paz Rebibes - *Cadetship Batch 2007*

MAY (DECK)

OIC Evalson Flores De Castro - *Cadetship Batch 2007*
OIC Melvin Jumalon Manongtong - *Cadetship Batch 2007*

"The reason that they choose to become a seafarer is to give their family a better life and to encourage other mariners to become good at their job as a seafarer".



CONGRATULATIONS!

ALLOTEE'S VIEW ON TRAINING

Mrs. Luzviminda De Leon – President of DSWA and wife of Capt. Virgilio De Leon

In all vocations and disciplines, in all trades, new knowledge and better way of doing things are being discovered everyday. This in turn translates into training. Some are admittedly not Tech savvy and an upgrade in their knowledge of computers goes a long way in a world where we are constantly being dependent on new technologies. Training is also needed so those aspiring for higher ranks can have a better shot. Management Level Courses for Senior Officers are also a requirement by the PRC for advancement. Another reason is that there are certain requirements that are put on the company and compliance means better job security for everyone. Compliance is a must to ensure the smooth and efficient running of our company.

"It is a big help in line with their work and improves them. So I agree that they should go to training."

– Mrs. Elna Asuncion wife of Capt. Anecito Asuncion & Mrs. Ofelia P. Badilla wife of Capt. Johnny Badilla Jr.

"We are happy that our husbands undergo training so that they can be upgraded"

– Mrs. Bing Bacabac wife of C/Engr. Pablo B. Bacabac & Mrs. Imelda Bidaure wife of C/E Agustin Bidaure

"Honey Moon first before training it will be fine." – Mrs. Lorna Carnaje wife of 3/E Rodolfo Carnaje

"First of all we are very happy when our husbands comes home after completing their contracts but as for the company requirements that they are obliged to undergo training and upgrading to enhance their skills this is okay."

– Mrs. Rose Macawile wife of C/E Francisco Macawile & Mrs. Rowena Forlaes wife of A/B Samuel Forlaes

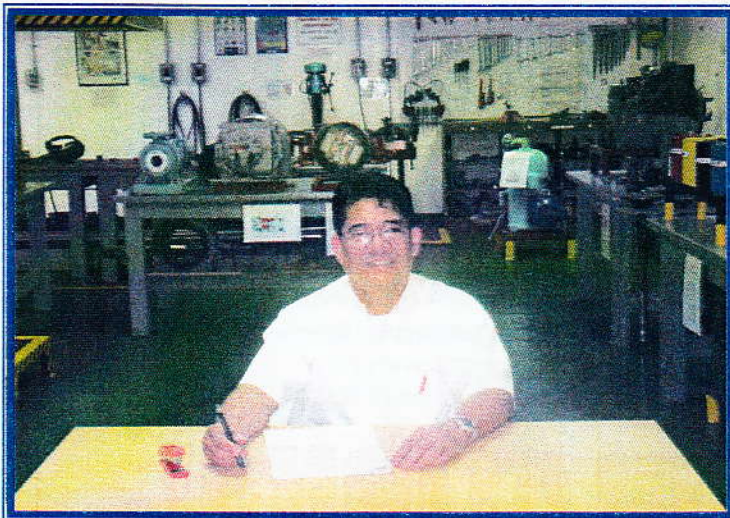
In conclusion we found that many DSWA members are happy with the training theirs husbands receive even if it is a couple of days or weeks away from family. They believe that improving their husbands is worth the little time away from them. Most are understanding and are very supportive of their husbands in this sense. Thank you.



Tree Planting Activity together with SSSI, SMTI, DSC and DSWA last August 18, 2009 at La Mesa Eco Park.



ACKNOWLEDGEMENT



C/E ROLANDO TIMTIMAN
Training Manager

On behalf of SMTI, I would like to express our appreciation and thanks to those who have contributed their view and articles in this first issue of SMTI newsletter. Your support have immensely contributed to the successful launching of this publication. Our thanks likewise go to the SMTI staff who have labored hard in collating the articles and designing the newsletter. To our readers, we hope you find this publication informative and interesting and we invite you to share your views. See you in our next issue.