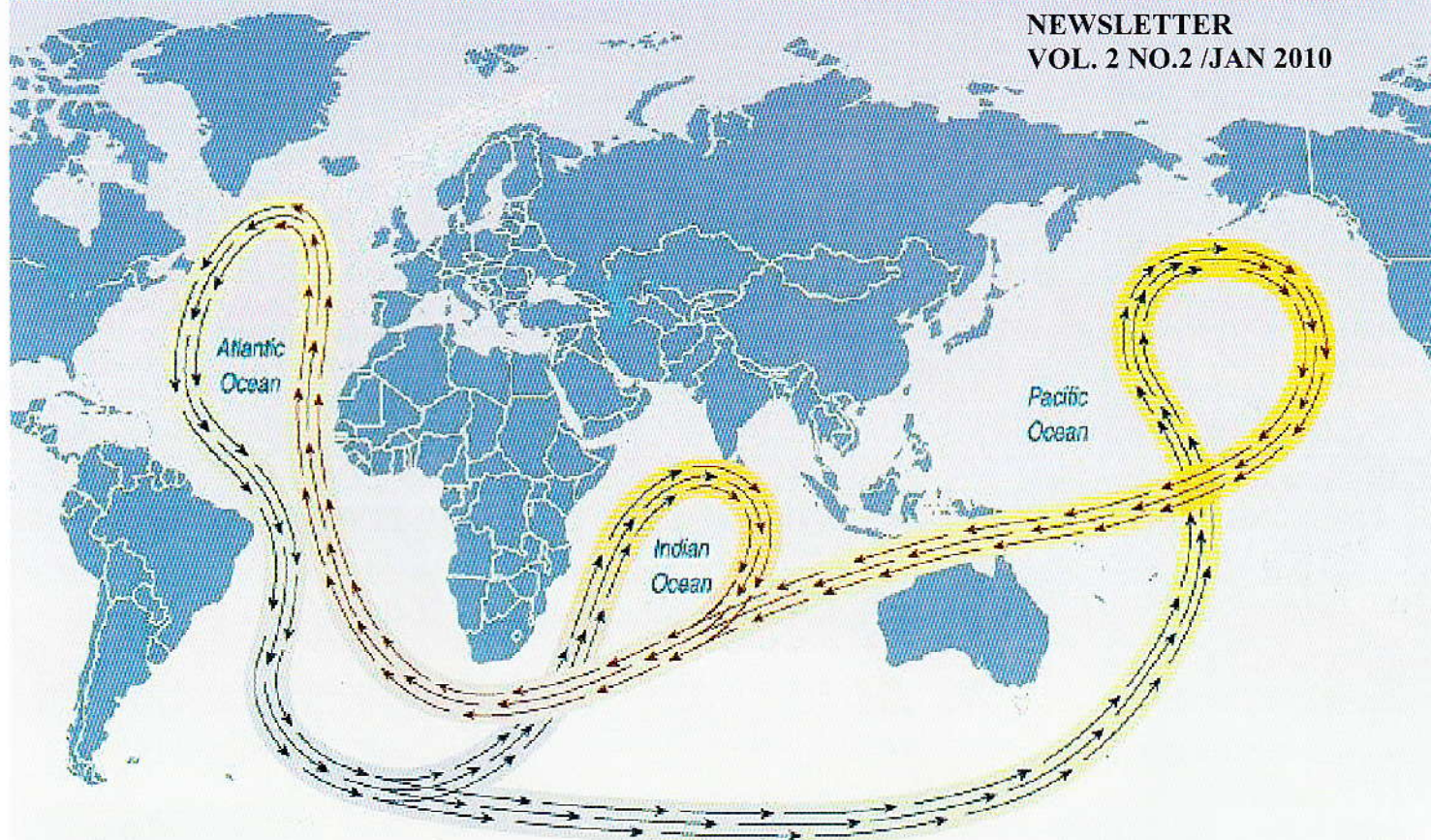




GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER
VOL. 2 NO.2 / JAN 2010



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By:

C/E ROLANDO TIMTIMAN

BRIDGING PROGRAM

Bridging Program for BS Mechanical Engineering (BSME) and BS Electrical Engineering (BSEE) started when MARINA reported to DOTC that there was a lack of qualified marine officers and recommended that there should be a Special Program to qualify Mechanical Engineers for the Licensure Examination as Marine Engineer Officers. The idea was recommended to CHED for consideration. The CHED reviewed the existing curricula of BSME and BSEE, and compared these to

the BSMarE curriculum.

Technical Working Group in Engine together with experts from various organizations, Task Force on Mechanical Engineering and Electrical Engineering under the technical panel for Maritime Education of CHED and concerned government agencies undertook the development and revision, making sure that the national standards and STCW requirements are incorporated.

The Bridging Program shall be operated by institutions of higher learning with proper authority granted by CHED. This program is intended for those who have finished the BSME or BSEE even without experience in land or sea-based with a maximum age requirement of preferably 30 years old.

Required number of units for BSME graduates – 14 units of various maritime professional subjects and 40 units (6 months supervised shipboard training) and for BSEE graduates – 36 units and 40 units (6 months supervised shipboard training).

SMTI management is embarking on a new project by tapping graduates or those intending to enrol in the program thru pre-qualifying examination. With this project, company's engine cadetship program and future pool of qualified and competent Marine Engineers will be greatly enhanced.

Note: Both BSME and BSEE graduates takes five (5) years to complete.



By:

MS. CHARIE MENDOZA

Assessment Program for Promoting Crew

The assessment program for promoting crew is designed and incorporated in Seafarer's Evaluation and Training System, otherwise known as "SETS" to determine to what extent that the DSC Officers and CREW will be able to understand our Safety, Health, Quality and Environmental Management System (SHQEMS) manual and Ship Security Plan (SSP) manual, as one of the Company's standard for promoting crew. Assessments are conducted in three (3)

Levels: The Support, Operational and Management with different sets of questions in each level.

The subjects included in the package basically cover questions for the three (3) Levels of Responsibilities as provided under SHQEMS / SSP manual being utilize by the management. Candidate for assessment must successfully complete and pass the evaluation according to his level.

All shipboard ranks and/or positions has been created and designated with such number of questions to cover as the whole SHQEMS / SSP manual as possible to determine the extent of a candidate's general knowledge in our manual. For assessment purposes, a standard set of criteria is developed to effectively implement qualified evaluation objectively. It is in this essence that the scheme is expected to be a systematic approach in determining a candidate's feasibility for promotion.

Candidate must garner a general average of at least 60% without less than 40% score on any Chapters covered especially in Chapters 5 & 6 including Ship Security Plan (SSP).

Candidate with general average above 60%, but obtained a score of less than 40% in any of the two or both Chapters 5 & 6 including SSP will be required to undergo a refresher Course for MARPOLRC and SMS/SSRC which offered by SMTI. One take only is given all crew for promotion and the result is final. During the interview stage of this assessment program the interviewer must tell the crew that he need to take the refresher course in any of the Chapter 5 & 6 or both.

This assessment program for promoting crew will be given after the passing the SETS 6000 followed by Written examination and oral interview. If candidate passed all of this process, results of assessment are forwarded to DSC.



PRE-SHIP FAMILIARIZATION PROGRAM



MS. MITCHELLE CARRERAS

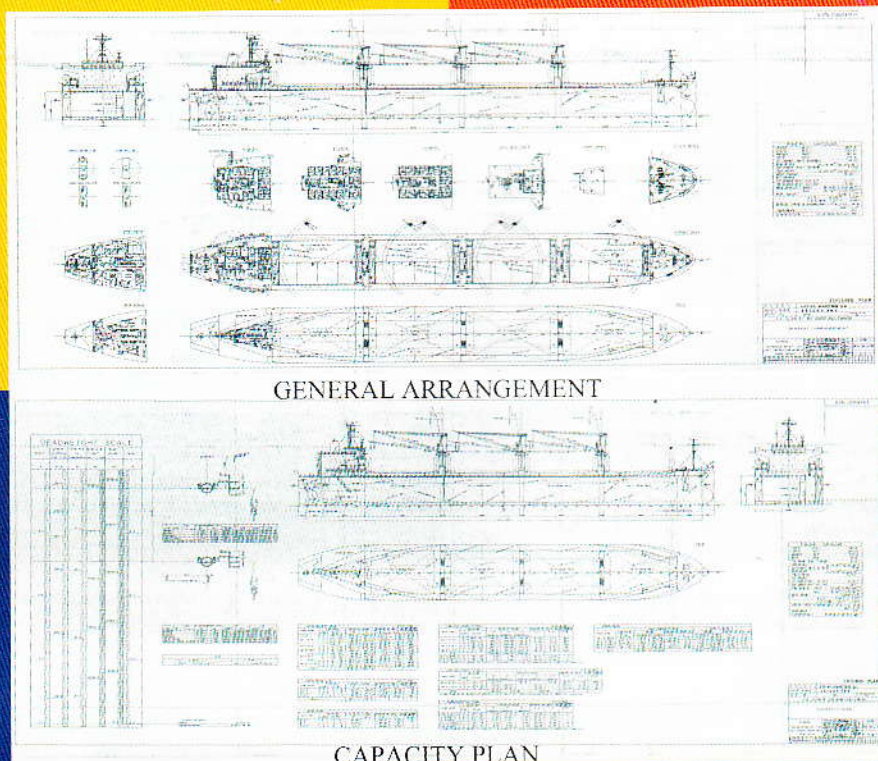
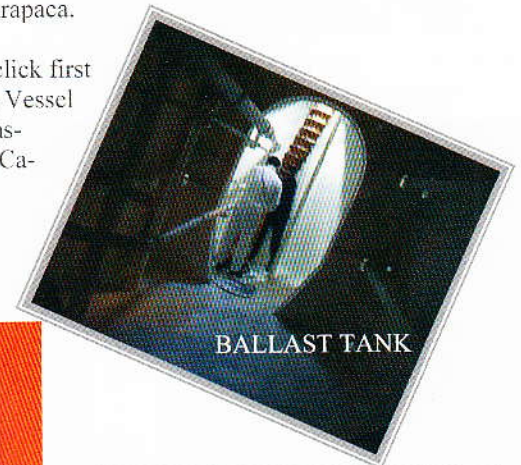
The Pre-Ship Familiarization Program was developed for the company's seafarer to view and be familiar with their assigned vessel. These programs incorporated details, specification and drawings of 30 vessels. The vessels are Bright Sky, Bulk Singapore, Cape Baltic, Cape Garland, Crimson Mars, Dry Beam, Eternal Fortune, Eternal Salute, Glorious Maple, Great Chance, Great Morning, Hokuetsu Century, Hokuetsu Hope II, IVS Kestrel, Jupiter Leader, Lowlands Nello, Maple Wave, Medi Singapore, Neptune Leader, Ocean Breeze, Pine Wave, Pos Auckland, Pos Brave, Positive Passion, Salamanca, SG Capital, Shin-Sho, Shirakumo, Tarapaca, Tiara Ocean. The programs shows each vessel General Arrangement, Capacity Plan, Deck and Engine Department Equipments, Ship overall view, General Equipments, Rooms Accommodations, Tanks, Typical Equipment for Cargo Handling, Cargo Holds and Fire Fighting Equipments. In General Arrangement and Capacity Plan, you will see the size and the weight of the ship. One can also view the NAV9000 Observation Report of the NYK Vessel like Crimson Mars, Eternal Salute, Glorious Maple, Hokuetsu Century, Hokuetsu Hope II, Jupiter Leader, Neptune Leader, Salamanca, SG Capital, Shirakumo and Tarapaca.



CONCEPT	10
GENERAL ARRANGEMENT	10
CAPACITY PLAN	10
DECK AND ENGINE DEPARTMENT EQUIPMENTS	10
SHIP OVERALL VIEW	10
GENERAL EQUIPMENTS	10
ROOMS ACCOMMODATIONS	10
TANKS	10
TYPICAL EQUIPMENT FOR CARGO HANDLING	10
CARGO HOLDS	10
FIRE FIGHTING EQUIPMENTS	10

LIST OF VESSEL		
BRIGHT SKY	GREAT MORNING	PINE WAVE
BULK SINGAPORE	HOKUETSU CENTURY	POS AUCKLAND
CAPE BALTIC	HOKUETSU HOPE II	POS BRAVE
CAPE GARLAND	IVS KESTREL	POSITIVE PASSION
CRIMSON MARS	JUPITER LEADER	SALAMANCA
DRY BEAM	LOWLANDS NELLO	SG CAPITAL
ETERNAL FORTUNE	MAPLE WAVE	SHIN SHO
ETERNAL SALUTE	MEDI SINGAPORE	SHIRAKUMO
GLORIOUS MAPLE	NEPTUNE LEADER	TARAPACA
GREAT CHANCE	OCEAN BREEZE	TIARA OCEAN

The Pre-Ship Familiarization Program is easy to operate and understand. You must click first the **CLICK HERE** button to proceed to the List of Vessels Name, and then click the Vessel Name button that assigned to you. After that, you will see the Vessel Photo of your assigned vessel, and then click the Category button to view the General Arrangement, Capacity Plan, Deck and Engine Department Equipments, Ship overall view, General Equipments, Rooms Accommodations, Tanks, Typical Equipment for Cargo Handling, Cargo Holds and Fire Fighting Equipments buttons. After using the program, click the (ESC) escape key at the keyboard to exit the program.



REVISED TRAINING COURSES

By: Ms. Alea Patiam

SMS / SHIP SECURITY REFRESHER COURSE

SMS/SSRC covers the necessary elements needed to meet the requirements for understanding International Safety Management; safety Management system; and International Ship and Port Facility Security Code.

This course is only intended to In-House Crew serving on board SSSI manage vessel who did not meet the minimum passing grades during the Pre-Familiarization Program for Promoting Crew. We encourage also, all newly hired crew of DSC is mandated to attend this course.

MARPOL REFRESHER COURSE

MARPOLRC trainees will be reinforcing their knowledge and understanding on importance of MARPOL Convention. Which is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. It is a combination of two treaties adopted in 1973 and 1978 respectively and updated by amendments through the years.

This refresher course is open to all rank as required by the company.

BASIC OPERATION FOR LOG CARRIER

BOLOG is a course dealing with the stowage, securing and other operational safety measures designed to ensure the safe transport of mainly timber deck cargoes. Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 1991 applies to all ships of 24m or more in length engaged in the carriage of timber deck cargoes. Ships that are provided timber load line should also comply with the requirements of the applicable regulations of the Loadline Convention. Upon completion of this course you will be able to compare and contrast Cargo Safety, ISPS onboard safety culture, safety setup and implementation; to make sound specification of hazard, danger, risk and accident; understand log cargoes safe stowage and shipment; Ballast Management Plan; understand safety of personnel; security plan and SHQEMS Matters; understand General Arrangement Plan of Log Ship; assess the acceptability of consignment for safe shipment; and apply calculation and precautions during log cargo operation and trimming.



ment; and apply calculation and precautions during log cargo operation and trimming.

MARITIME RISK MANAGEMENT

The latest endeavour towards fulfilling the twin objectives of the International Maritime Organization of Safer Shipping and Cleaner Ocean are evidently fulfilled by SMTI existing Synergistic Commitment.

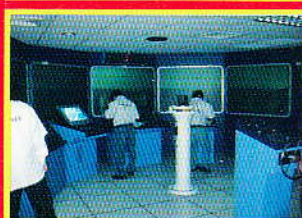
The existing integrated quality management system that we have contains all the necessary ingredients needed for continual improvement.

by: Capt. Henry Aranas

For the satisfaction of our costumers we have increased our level of awareness up to their greatest concerns as clearly reflected in our Quality Manual.

Always remember the words by Henry Adams, and I quote "Teachers affects eternity they can never tell where their influence stop". We join hands together in the efforts towards achieving our targets. We look forward seeing you in our Maritime Risk Management, In-house courses and Management Level Courses (MTC accredited).

More power! And May Our Dear God Bless us All.



VALIDATION OF COURSES

All Pilot Course are reviewed and validated by panel from Sandigan Ship Services, Inc. and Dalisay Shipping Corporation representatives, whose comments could help enhance the quality and effectiveness of the course program. Validated courses are the SMS/SSRC pilot course conducted last October 19-21, 2009 while the MARPOLRC pilot course last December 16-18, 2009. BOLOG pilot course schedule on January 26-28, 2010. All ranks are invited to attend this training as per required by the Management.

TANKER TRAINING: WASTE OF TIME OR VALUABLE?

It has always been said that a seafarer has one foot in the ship and the other foot in the grave because of the dangers and risks he faces every day. That is why safety is a big issue as we catch our footsteps onboard because one wrong way or any unsafe could lead us to more serious catastrophe.

GOOD SEAMANSHIP is mandated for every seafarer. More often, seamen are stereotyped as people with low ability and stumpy mind, but mark them wrong. Seamanship implies to much broader perspective. It involves knowledge of a variety of topics and development of specialized skills, including navigation and international maritime law; good watch keeping; ship handling and operation of ship equipments; anchoring and mooring works; meteorology and forecasting also takes place as far as weather is concern; engine; sailing; cargo handling; emergency preparedness; survival and rescue; fire-fighting and a lot more. The ship itself is a seaman's home, living there is also finding comfort and must be ecologically arranged for us to pursue with our collective goals as we perform our job onboard so seamanship is not just a simple task. This is the reason why good seamanship is obligatory. But how could one possess this ability? In school, as we study prior to deployment in our chosen career, we were taught significantly of the things noteworthy for us to apply the time we worked onboard. Academic ability is obviously important but it does not certainly represent alone for the whole human intelligence nor does it solely lead to the development of a seaman's ability to deal with the threats and risks onboard. Academic knowledge should be in weighing scales with SKILLS and ATTITUDE. That is why we need trainings to motivate and simulated by ideas and actual drills for us to perform the task well in addition to what we have learned through experiences.

SHORE-BASED FIREFIGHTING is a training course required in Reg. V/1 of STCW-78 Convention as amended in 1995 required for all masters, officers and ratings assigned for specific duties and responsibilities related to cargo or cargo equipment on tankers. This is a new training course recently offered by SANDIGAN MARITIME TRAINING (SMT) to cater its crew for future tanker management (also available for third party - crew from other companies). The general objective of this course is to train every crew that they may usefully contribute towards a successful combined fire fighting attacks in the event of fire alongside, at anchor or on ship-to-ship operation within the jurisdiction of a local (port) authority.

The pioneering trainees have successfully done their training last October 26-27, 2009. During the session, a drill exercise was conducted and the following topics were discussed:

- Ship-shore interface
- Terminal emergency
- Fire fighting equipment plan
- International fire hose connection
- Portable fire fighting equipment
- Emergency organization
- Fire extinguishing methods and media
- Ship fire fighting equipment
- Terminal fire fighting equipment
- Protective clothing
- First aid

This is only one among the new courses offered by the SMT to face the challenge of today's diversity help serve the maritime industry. Yet, safety requirements and regulations is only our guide and knowledge and skill could be our tool. But in order to assure our safety onboard, it is still in each and every one of us to act accordingly and take such action in a most reasonable time to adopt measure which we consider to be the most appropriate in dealing with situation.



1st Batch of Shore Based Fire Fighting:

1. 3/O Wilfredo Hilo
2. 3/O Marc Anthony Atienza
3. 4/E Gino Antonio Kiamco

4. 4/E Michael Lewis Weinert
5. 4/E Ferdinand Ramiso
6. 4/E Alvin Ngujo

7. A/B Ruel Otero
8. OLR Jeffrey Habito
9. OLR John Aldrin De Leon

Officers Quote!



Through the training, I felt strong that communication is very important and good communication makes safety. 3/O must report correct information to captain. If information reported to a captain does not come definitely, it may lead to an accident. Through the information from good communication, officer can give a proper order. I think I have to study English more and I want to make a good communication. By experiencing simulation repeatedly, I was able to learn what to do in the state of emergency. After onboard training, I want to attend other lecture and experience other simulator. Finally, I'm grateful to all people.

JR. 3/O KOTA NAGAI



English communication was difficult for me. However the interest of learning and gaining knowledge was not the barrier for me to gained good experience. Training was not easy but with full cooperation of our Instructor and good practice of simulation. I can expand my knowledge. To prepare my self in real life on board by performing my duties and responsibilities well as a third officer.

JR. 3/O MASASHI YAMASHITA



I had a very good experience in five days Engine Room Simulator Training. I think ERS is very important because we experienced handling of emergency situation at Engine room. This experienced was very important for all engineers to have a safe sailing at sea. I hope ERS training will improve for upcoming engineers. I want to become familiar in simulator and become an expert. I work hard to become one of the best SI in the future.



JR. 4/E RYUTARO MINAMI



This was my first time to use SMTI's simulators and such interactive system between deck and engine. When we manipulated at the display, I needed some getting used to simulator. Also we would see to association of circulations. Therefore I could go back to basics using simulators. And there were good sound effects of engines noise. I learned to use simply and correct word in emergency situation, also it was good chance for me to learn together with in house and 3rd party's crew. I'm looking forward to be on board training.

JR. 4/E SATOSHI MASHIDA

OJT COLUMN

Aspirant Journey



by: E/CDT Khen Adelanar

What life waits me in the future? Can I find a company that will trust me to be their crew? It's hard to find a company which I could say the perfect one. These are questions that most of us OJT's asked to ourselves when we are in our college years taking up Bachelor of Science in Marine Transportation and Bachelor of Science in Marine Engineering. As we step on the first stair of Salustiana D. Ty Tower where Sandigan Maritime Training and Dalisay Shipping Corporation are located, our hopes, plans, and dreams begin. And at that moment we begin to find the answers to the questions we have in our minds before.

Before we became OJTs of SMTI and DSC, we first experienced hardships, fear, and excitement. Hardships as we take the examination. Fear as we are interviewed and Excitement to know if we are qualified or not.

As we became OJTs of SMTI and DSC, we can say that it is quite hard because we need to adjust to our new environment, we must be careful in everything we do and we need to manage our time especially when going to the office because we need to wake up early in the morning to be at the office early for we have tasks to be finished just like cleaning office tables, checking the computers and securing things which are needed by the staff in their respective works. But this hardships enable us to learn a lot of things just like being responsible, humble, patient, understanding, disciplined, respectful, and most especially being knowledgeable especially on the fields we are about to face. This learning we gain to be a better persons and will remain with us as we continue our journey towards the competitive world of maritime industry.

As time goes by, we feel so excited that here in SMTI and DSC our dreams, plans and hopes little by little comes true. We thank SMTI and DSC for giving us the opportunity to be a future officer of the company and for giving us the trust that we will be good seafarers someday.

We thank you all!!! Especially to our Owners Representative CAPT. YURINO for teaching us what is right and for giving us always the idea about what are the things we should do when the time comes that we will be working on board. We won't forget that sir!!! To our President / Director CAPT. PIMENTEL for giving us his continual support and inspiration; to our Training Manager C/E TIMTIMAN for always giving us the courage and advice and discipline we need; to CAPT. ARANAS for guiding us sharing us his experience and always inspiring us to be good and better; and to MA'AM CHARIE who serves as our second mother in SMTI and to all the staff of SMTI and DSC who inspires us to pursue our dreams.. We all salute you MA'AM and SIR's. We assure that we will give our best in order not to fail your trust and be your pride someday... THANKS A LOT once again. May GOD continue his blessings to you all, more power, more strength, and wisdom as you continue inspiring and to be good & competitive officers in the future.



SMTI Cadets:

O/S LEOMAR P. SALINAS
D/CDT MANUEL M. LAROA JR.
WPR JEFFREY S. TESORERO
WPR AIKEE C. TABARES
WPR RODEL C. MARZO
E/CDT KHEN G. ADELANTAR
MSM RONALDO M. BORBE

REALITY BITES!



"If I become rich, I will build a big house! If I become rich, I will acquire new model cars like, Fortuner, Ford or BMW cars! If I become rich, I will do shopping in the mall every day! And if I become rich, I would never go back to work onboard ship anymore..."

By: 3/O Michael Sabitchana
Cadetship 2006

your family at home. But I think the exclamatory point is not the appropriate punctuation, or I suppose should a question mark be the right one? Because the fact is, most of the seafarers really don't know how to hold on their penny and they don't know what their only needs are. They always look after for their wants which are always very unnecessary. That is the reason why there are many of them who are facing financial instability problem and until now they are still working amidst the sea and steaming heavily against rough seas, strong currents and heavy long swell in order that they can give their family a better living.

I have a very good friend to name Rony. He is also a seaman but he's deployed to other shipping company. He is at his 30's now, just around 35 I believe. He is a Chief Officer and already a licensed Master Mariner. He said, he started his seaman's life right after he graduated in his College. He was 19 at that time. He said, it was almost 16 years had passed and if he was just good in saving money, he might not be working onboard ship anymore. Problem about him he honestly admitted is, he doesn't know how to keep his money for good. Millions of pesos received and held by his hands, but it was just like dry sands that can be easily blown up by winds as he has saved nothing until this time.

Actually, I, myself also doesn't know how to hold on my money for something better, or to set up a budget just for my needs and not to prioritize my wants. In other words, I am not pretty sure if my suggestion would enlighten all fellow seafarers out there. Because some of those who have enough budgets are certainly thinking on how to make use out of it for the purpose of investing. Getting into a business requires budget, time, dedication and most importantly knowledge on how to run that business properly. If one of the said is not being anticipated, I don't think you can be successful to your desired or chosen business. But hold on, I am not a businessman or whatever. I have just known this thing from other friend of mine who had once put up a business, specifically a restaurant. He said, he was influenced by another person and he was totally convinced because he had that enough budget to go through. The time he had successfully established the restaurant, he presumed that his business would run well as people eat three times a day and it's impossible that nobody would come and eat in his place. But after a month, he had observed that he is paying bills like electric, water, place and also to his waiters more than he is profiting from his business. He tried to hold on to his patience and exerted more effort the next months but it didn't work.

My friend and I had talked about it the time we met again and said, he realized a very important thing after the failure of his business, "If you want to go through with something like putting up a business, make sure you have enough knowledge to it. You know where to start it rightly and when to cease it because you know that it is not working out."

If we are going to analyse basis the experience of my friend, I can say that he is definitely right. My point is, since we really do not know how to make use of our money wisely, then there is no wise way than depositing it into the bank. Bank interest rate is not that high anyway, but it is better that your money is saved in there, grows a little but certain. Rather than putting up a business because you want that your money will grow fast but you are not fully equipped of how that business can be well handled. We have so many banks in the country and if you are already a total millionaire, then deposit it to all banks that you know.

Making most out of our time onboard for the reason of giving our family a brighter future is a great purpose and any one who objects to that purpose is a hypocrite. We have our freedom to do what we suppose is good for us. But my point is, our family also needs our time. Having a home to live in and for as long as we have kept something for our daily needs would mean more than enough. Rather than possessing lots of material thing for the purpose of showing the whole world of what you have but in the end you realize you are not happy of it. We don't need to acquire new model cars, build mansion house, shopping in the mall every time because I believe there is a better way in order not to be forced to go back and work onboard again...and that is... if you set up your mind to live in a normal and simple lifestyle.

These are the usual expressions that we always hear when we converse with our fellow crewmates onboard. Expressions which we believe to be an unending expressions of all the seafarers. Why did I say so? Apparently, there are so many seafarers who were given opportunity to work onboard ship at their early age of 20's. But why is it that until now, they are already on their 50's or more, yet they are still working onboard ship? It is somewhat amazing to hear, but it is all true. But wait...I am not particularly pointing out to some one else. I don't mean to offend any body who might think I am just indirectly referring to them. The truth is, we have our freedom to decide what we think is best for our lives, thus my only point is the fact that it does exist, doesn't it? And what happened...?? Nothing! Thirty years might be a short time if we are not just counting days or if we are keeping ourselves focused or busy into something onboard. But that is not what I mean, because I do believe that even 10 years is more than enough for us to save and even though, not to be the richest person in the whole world, at least we are living happily with our family and other loved-ones at home. Of course not all, because there are still other fellow seafarers who are truly successful both in their career and wealth. The seafarers that I am referring to are those who now prefer to take the rest of their time together with their families at home, (in the exemption of course of those with health or other problems brought by unavoidable circumstance in life), because they had enough savings and now with good investments. Needless to admit, as we all know it by now, that seafarers do receive higher salary compared to any other land based workers whether in our own native country or in other nations as well. But why is it again that some seafarers are still leasing houses and own nothing? While those land based workers are able to invest something, just only something, yet... we can see that it is truly a firm investment isn't it? I mean, they are able to build their own houses, own a car, run a good business and most significantly without debts.

It is a very ear-catching expression; "If I become rich, I would never go back to work onboard ship anymore!" And why not? You can do it...It's up to you when you want to stop to work onboard and spend your time with



SIMULATIONS TO REALIZATIONS



As a step closer to the chosen field, a combination of theory and practical trainings were made through Ship Simulator and Bridge Teamwork with Bridge Resource Management (SSBT with BRM), a compulsory training required by the Professional Regulation Commission (PRC) upon getting the license of the newly passed officers in charge of the Navigational watch.

Withholding its fully mission bridge and engine simulators, SANDIGAN MARITIME TRAINING, INC. proved in becoming one of the best training centers as it offers trainings and reviews to the aspirant officers and fully pledged trained officers. Indeed, a remarkable proof was made prevalent to me as I, myself experienced the exceptional and knowledge acquiring trainings.

In preparation with the commencement of our exercise proper, debriefings were made through. In that, the do's and don'ts, goals and objectives were explained and emphasized well to attain no problem as the exercises were going through.

The instructor-trainees relationship was made more easy as the instructors were very knowledgeable and approachable in dealing with the subject matter. As well, with the relationship of the trainees to trainees since all were participating well.

Just like in real navigation scenarios we were given the right to navigate the vessel in line with the proper rules and regulations of the road. With the appropriate and high technology navigational aids we were trained not to panic in times of traffics in road. All that were needed were the proper training and enough self-confidence to successfully navigate the vessel without hampering the safety of the ship, the crew, the environment and the other ships.

Not all of the training centers were having an Integrated bridge-engine simulations. Luckily, this training center was doing such. I was really very glad that I experienced the said integrations. A simulation of a navigation in which both the deck and engine were interacting just like in a real life situation. Proper communication and defined responsibility were the best virtues to make the deck-engine interacting in a right way.

This simulations will really be made into realizations for I could make this practiced training a steeping stone to someday I could navigate a vessel more confidently and more compassionately.

With the knowledge gained, new friends attained (Japanese as well), this exceptional and one of a kind training will forever be inculcated in my mind as well as with my memories. To the SANDIGAN MARITIME TRAINING, INC. I salute you for imparting to the trainees the proper know how, kudos and more powers.

The Great Experience in Sandigan Maritime Training Inc.



BY: OIC JIMAR LAWIAN
One Shipping Corporation

would like to say first thank you for the great efforts of the Sandigan Maritime Training inc. and all their

staffs for being nice to us. In fact, OIC Kenneth O. Iran and I were just a third party of that training the BRM and ERM course respectively. But still they treated us special participants. Unfortunately, we're able to attend our first day of training for having a minor problem in our own schedule. So, we attended on the second day (January 12, 2010) with a little excitement and nervous, since our co-trainees started the exercises in simulator. But still I'm lucky for having C/E Timtiman as our own proctor/instructor because he taught regarding on the operational procedures on handling a simulator including on how to acknowledge the alarms and of course to rectify the problem and what is the proper of it. In simulation room, we were like in a real engine room and of course it has control room as well. In our school before we have already experienced Engine Room Simulator Familiarization but here in Sandigan Maritime Training has a great difference because we were just like in a real situation on ship. We also did integrated procedures meaning the Bridge and Engine side maneuvering procedures. Like for example, a typical situation on board ship losing Bridge control. That is why we performed the emergency steering procedures on engine side having a communication between the bridge and engine side. And its such a nice experienced I've ever had. One thing I want to pinpoint good communication and presence of mind will lead for batter and safe practices. And base on my own experienced on board good personality and good characters will also lead to peaceful and harmony relationship on board.

On behalf of the ERS trainees we would like to say more "thank you" to the Sandigan Maritime Training Inc. and also to my co-trainees for having the good relationship they showed to each other. Because all of us really participated and coordinated even we came from different races but the intentions of our hearts are just the same tom learn and be more competitive officers someday..

During Integration at Bridge Simulator



OPINIONS

BY: Ms. Alea Patiam

The importance of education and training can never be overestimated. At the same time modern technology can never replace good seamanship, but it can always improve it. Therefore, training is one of the most important factors for safe, efficient, economical and environment friendly ship operation.

Well trained and competent seafarers are the number one criterion for success. It is our job to ensure a high level of service and to provide adequate top quality upgrading background on maritime education and in-house training to all seafarers employed onboard Sandigan Ship Services, Inc. manage vessel and other principals requiring our services.



What I like when I was training in SMTI, the personnel were approachable, friendly and very accommodating. The instructors are professional with great knowledge and experience.

OIC NNOBEN D. ORTILLO
ONE SHIPPING CORP.



Totally important this training for us to know the proper operation of system during arrival/departure and navigation and at the port.

OIC FILMAR L. DE JESUS
ONE SHIPPING CORP.



We were happy to learned the proper operation in all apparatus in the bridge especially the COLREGS, Safe Navigation at Sea

OIC Richard S. Enaro
ONE SHIPPING CORP.

45 THIRD PARTY PARTICIPANTS JULY 2009 ~ JANUARY 2010

MSTR HENRY M. LATIGAY - MMPI
C/O REXIE Q. VILLANUEVA - EASTERN OCEAN MARITIME CORP.
C/O MARLON A. MARIÑAS - MAGSAYSAY LINES INC.
C/O VIRGILIO D. MENDANIA JR. - OROPHIL SHIPPING INTL CO. INC.
2/O ROLYCITO V. AMADOR - CAREER PHILIPPINES SHIPMANAGEMENT INC.
2/O CIPRIANO R. SAMSON JR. - DOEHLE PHILMAN
C/T GERRY Y. YLAYA - EX-DSC
C/E LOUIE L. AGUSTIN - BW SHIPPING
2/E JORGE C. RODRIGUEZ - ASP CREW MANAGEMENT SERVICES
2/E JOVITO P. PASTRANA - SCANMAR MARITIME SERVICES, INC.
2/E ROLANDO L. NIOKO - P.B.
2/E TIRSO A. TAGUILASO - BSM CSC PHILIPPINES
2/E EDUARDO F. LEONARDO - PTCI
3/E ALFREDO G. MEDINA - MEGA DYNAMIC- JDA INTER-PHIL MARITIME SERVICES
3/E ARTURO J. BOFILL - SELAT MARINE SERVICES
OIC DOLRICH A. PORLAS - ASTRA MARINE INTERNATIONAL INC.
OIC FEDERICO M. LAFORTEZA - DIAMOND H
OIC RICHARD S. ENARIO - ASSOCIATED SHIP MANAGEMENT SERVICES INC.
OIC RANDY M. TORQUIDO - SEA HIGHWAY
OIC CLEO PATRICK T. DUMAGUETE - NYK-FIL
OIC RAMONITO ANTHONY T. ALBANO - ELBURG SHIP MANAGEMENT
OIC JORGEN H. CUYOS - TORM SHIPPING PHILS.
OIC NILO NOLY T. SOLITARIO - BAN-UDEN CREWING
OIC MICHELLE C. CARTAGENAS - GOLDEN BRIDGE
OIC DANILO A. BALURAN JR. - LITE SHIPPING CORP.
OIC BUYD E. GARCES - SHARPE SEA PERSONNEL
OIC LORETO P. JALANDONI - MARLOW NAVIGATION
OIC NEREOLITO D. BITOL - ARCTIC SHIPPING CORPORATION
OIC DEXTER H. BABAYO - MARYVILLE MANILA, INC.
OIC HERCULES L. MORENO - SEAFORD SHIPPING, INC.
OIC MICHAEL A. ILLUSTRISIMO - SEAWORLD MARITIME CORP.
OIC ANTHONY WANDER G. BALMONTE - MITSUTOSK MARINE INC.
OIC ARMAN D. ALOTA- VENTIS

ONE SHIPPING CORP.

2/O FRANCIS T. GELLA
OIC KENNETH O. IRAN
OIC JIMMAR A. LAWAN
OIC ANTHONY B. LUENGAS
OIC DANILO C. ETURMA JR.
OIC VENSON L. ALVIER
OIC JAY HANSEL U. OGAYA
OIC EARLEE C. MONDIA
OIC CHRISTOPHER R. SELLOTE
OIC NOBEN D. ORTILLO
OIC LOMER P. SENADOR
OIC FILMAR L. DE JESUS



Our training SMTI was very important to learn more and enhance our knowledge and skills. To learn more also on how to use and operate the equipment on the bridge

OIC RAMONITO ANTHONY ALBANO
ELBURG SHIP MANAGEMENT INC.



I would like to take training at SMTI because the training, equipment and facilities and facility is complete and most important the instructors has more experience of teaching

OIC NILO NOLY T. SOLITARIO
BAN-UDEN CREWING



The training gave me an overview of duties or tasks as deck officer

OIC CLEO PATRICK T. ISO
NYK-FIL





Succesful Examinees

by: Ms. Alca Patiam

The Professional Regulation Commission (PRC) announced that 958 out of 1,648 passed the various grades of written phase of the MARINE ENGINEER OFFICERS LICENSURE EXAMINATIONS given by the Board for Marine Engineer Officers in Manila this September 2009 and 1,646 out of 3,643 examinees passed the written phase of the Marine Deck Officers Licensure Examination for the various ranks given by the Board for Marine Deck Officers in Manila this November 2009.

The Professional Regulation Commission (PRC) has an online examination for the licensure agency to ensure the speedy licensing of professionals. The Walk-in Examination Systems (WES) became successful, applications for the licensure examinations can be availed online and through one-stop shops that will be set up in shopping malls. PRC has conducted exams at WES facilities on the third floor of its central office in P. Paredes Street, Sampaloc, Manila. It is also on its experimental stage in Cebu and Iloilo Cities, officials said.

The following are the successful examinees in the written phase of the Marine Deck Officer Licensure Examination.



I would like to express my sincere thanks to Sandigan Ship Service Inc., Sandigan Maritime Training Inc. and Dalisay Shipping Corporation for the training, for sharing your knowledge and experience and encouragement during my onboard and review; to my instructor, family and to God for the understanding and support.

2/E Ronaldo Alao
Cadetship 2000



I want to express my fullest gratitude to Sandigan Maritime Training, Inc., Dalisay Shipping Corporation and Sandigan Ship Services, Inc. for choosing me as one of their cadetship program. They give me additional training and opportunity to finish my one year apprenticeship on this company. Many thanks also to the officers onboard MV Cape Baltic who became my Instructors during my onboard training. I know they have a lot of work to do and limited time to rest but still give us their time and share their knowledge in Maritime profession. They use theory and based on experience lectures in order for me to understand and well, in for that it helps a lot to me to pass on the November 2009 OIC Board exam. Other people say, taking a government examination is really difficult and challenging quest but with the knowledge and skills that we gained on board I might say we can be able to do it. This examination takes a lot of sacrifices and sleepless nights to review but with the help of God and by the support of my family gives me the inspiration to strive more to pass the examination. Passing this board exam is my initial course on my voyage in my Maritime career.

OIC Jonar Andoy
Cadetship 2008



Greetings dear seafarers! As a new officer, I could say that having a license is impossible without the guidance and support of Dalisay Shipping Corporation and of course with Almighty God's help. As well as the captains, officers and crew of MV Salamanca where I have my apprenticeship just last year, for they refresh, expose and explained to me the several job and theories which I have not fully understood. I thought that if I finished my contract as deck cadet, I could enjoy my vacation with my loved ones, but I still have less time to spend with them because I have to concentrate on my review. Being in this situation, I bare in mind that I must have the positive result of the exam. Now I am very lucky because I have passed the very rigid board examination last November 2009 and a part of the Dalisay's cadetship program.

OIC Angel Macapagong
Cadetship 2008



Greetings!! Being part of Dalisay Shipping Corporation, Sandigan Maritime Training, Inc., Sandigan Ship Services, Inc. is a great achievement for having a company that gives a fun filled experience to the family of its crew while their love one is having a great adventure on board is one of a kind. A company that patiently guiding us to become a better and competent person of this profession, support our training which give us knowledge and skills, process our documents even with our little laziness and a place where we can stay. Because of that I salute everyone of you not a cadetship but as a humble crew of this company. Now that we are already licensed professionals we don't want to give our promises to you for it will only give undying hope but rather we can give you our loyalty that you can always count on us and trust that we will give all that we can to fulfill our duties, responsibilities and obligation in your good company. Thank you for the opportunity and Godbless you all...

OIC Jay Rammel Panes
Cadetship 2008



A million thanks to Dalisay Shipping Corporation for giving me such opportunities in having bunch of experiences and gaining diverse knowledge onboard one of our manned vessels MV Neptune Leader and to Sandigan Ship Services Inc who continuously manage, prop up and conducts trainings for seafarers like me in order to be a competent mariner. Being one of the luckiest board passers, requires full determination, self esteem, and focus on review. Secondly, apply the things that you had learned while onboard for the reason that experience is the best teacher for everyone of us. And mainly, commit yourself to our Almighty God, always pray and let God be your divine intervention in your life's career. To my fellow seafarers, sail on, propel your goals with effort, dedication and enthusiasm, steer the best course necessary to pull off the highest position of our profession and pledge yourself to God for your own career development and success.

OIC Allan Jay Cumlat
Cadetship 2008



Going through a tiring and hardworking experience of taking a major examination in pursuing our dreams will not be realized without God's help. In the course of my review until the examination day, it is quite terrifying but with the knowledge that I have learned during my college years in JBLCF-Bacolod, cadetship training conducted by Dalisay/Sandigan and shipboard experience with the officers and crew of M.V. Shirakumo, I had been confident enough to face the test for my track. Passing the licensure examination is a new bunker loaded for the next voyage of my career. It is another feather added in order to fly for a higher level.

OIC Pete Sendrick Gomeri
Cadetship 2008

November 7-8, 2009 Marine Deck Licensure Exam

- | | |
|-----------------------------|------------------------------|
| 1. C/O Rodello T. Sisit | 7. OIC Hermes Sorsano |
| 2. 2/O Raffy Nene | 8. OIC Chanty O. Mastino |
| 3. OIC Allan Jay Cumlat | 9. OIC Jonar Andoy |
| 4. OIC Pete Sendrick Gomeri | 10. OIC Eddie C. Doronio Jr. |
| 5. OIC Jay Rammel Panes | 11. OIC Ronald Limbaga |

The following are the successful examinees in the written phase of the Marine Engineer Licensure Examination.
Congratulation!

- 2/E Ronaldo A. quillo Alao
- 2/E Arnel Modejar Castañas
- 2/E Anthony Martinez Garbiles
- OIC Kennedy Magno
- OIC John Patrick Consulta

Congratulation for the board passers!

- | | |
|------------------------------|--------------------------|
| 1. OIC Marlon G. Hallares | 6. OIC Chanty O. Mastino |
| 2. OIC Rodrig Vizcarra Jr. | 7. OIC Kennedy Magno |
| 3. OIC Fhelan P. Katalbas | 8. OIC Dominic Manglib |
| 4. OIC Macron Limbo | 9. OIC Hermes Sorsano |
| 5. OIC Jaime A. Purisima Jr. | |

SOMPO JAPAN & W K WEBSTER SEMINAR

By: Ms. Graciana German

This year of the tiger a seminar was held last January 20 with the speakers from SOMPO Japan and W K Webster. The said seminar started at exactly 13:30H and a warm greeting and introduction was headed by Mr. G. Nagami. The seminar was attended by a total of 75 participants from different department of the three companies (Sandigan Ship Services, Inc., Sandigan Maritime Training, Inc. and Dalisay Shipping Corp.).

- 4- Sandigan Ship Services, Inc. (SSSI)
- 6- Sandigan Maritime Training, Inc. (SMTI)
- 2- Dalisay Shipping Corp. (DSC)
- 16- Cadetship and OJT
- 13- Technical Dept.
- 4- Marine Dept.
- 24- DSC Crew
- 4 Safety Dept.
- 2- Business Dept.

The first topic they discussed was about the Overview on Hull & Machinery Insurance Policy by Mr. K. Sugawara. The topic covered the Perils insured under the insurance policy including Particular Average, General Average and Salvage and Collision Liability. The purpose of this discussion was to provide an insight into the specific coverage provided by Sompo's H&M policy. It provided all attendees with knowledge of the cover for ship owners under this Marine risks policy.

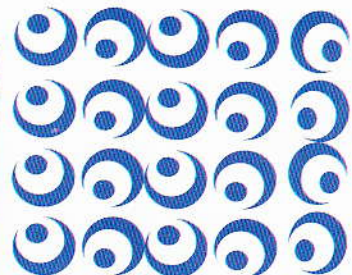
An introduction of W K Webster and Seawise was followed headed by Mr. Martin Terell, the Director of WK Webster (International) Pte Ltd, Singapore. A Tribute to Seafarers by Mr. Brian Jenner, Division Managing Director of Seawise Maritime Services, Singapore was also discuss. This is to emphasize the value of Shipping and Seafarers to the global economy. Despite the hazardous environment that seafarers work, dedication and professionalism together with a systematic management system allows harmony.

One of the main topics of the seminar was the Systematic Ship Management delivered by Mr. Brian Jenner. The synopsis was all about the latest changes in the ISM Code, a more risk-based prescription was provided for the development and maintenance of ship management systems. This talk describes the consolidated mandatory "ISM Risk Management System" with emphasis on the changes to be made. As a tactical approach, the talk was aimed at a wide range of management and ship's crew, thus it follows a more practical approach by seeking delegate participation. The main purpose of systematic ship management is for us to assist in the understanding of: Systematic management, The ISM Code and its latest changes and lastly is to identify how these changes affect ship management.

Another main topic is the Collision Loss Prevention again by Mr. Martin Terell. What makes it interesting is that Mr. Terell reviewed and thoroughly explained the International Collision Regulations, rules to adopt on how to avoid the collision at sea and most importantly the proper implementation and actions to be taken when facing in a close quarter situation.

The last topic was delivered by Mr. Jenner about Loss Prevention Workshop was conducted for the delegate to actively participate in the program for the understanding knowledge of Systematic Management and Loss Prevention. And happy to say that the entire participants actively shared their views during the said exercises. Another seminar is expected next year as a result of the success of the seminar.

Sandigan Maritime Training, Inc. (SMTI) is very hands-on when it comes to the progress and growth of the company especially its personnel. That's why as much as possible an annual seminar or training must be conducted. Last October 2 & 3, 2009, ISO 9001:2008 IQA Course was conducted. On November 3 & 4, 2009 participants from SMTI (Capt. George M. Pimentel; Capt. Hiroshi Yurino; and C/E Rolando L. Timtiman) attended the 10th Anniversary Asia Pacific Manning and Training Conference. And on November 11, 2009 P & I Insurance and Loss Prevention was successfully attended by the participants of SMTI.





Company Activity

By: Ms. Graciana German



Sarabia Manor Hotel last Dec. 12, 2009 Christmas Party - Iloilo office



Awarding of Loyal Crew and Employees Night, awarded by Capt. George Pimentel and Capt. Hiroshi Yurino



Dusit Thani Hotel last Dec. 5, 2009—Christmas Party (Manila Office)



Manila Airport to Mactan Airport - December 11, 2009

Christmas! Simple word but yet meaningful. For some it means lots of expense but for many of us its meaning is very deep as the ocean floor. Every time Christmas is near lots of people do good things and they share what they have regardless of their standing in the community. What matters most is sharing what they have and showing to their love ones how important are they to their lives.

Christmas! Single word but powerful that it change those bad into good persons. Its meaning can bring the family closer together and be as one even only on that day. But as a seafarer enjoying this kind of occasion is just so hard to celebrate because of call of work. And as a company catering in marine service we understand the feelings of the families of these seafarers whose on sail while embracing the Christmas day to come without the presence of their love ones. As a gift and at the same time to celebrate Christmas, every year we prepare a very special and huge party just for the families of our seafarers. This 2009 our Christmas party was celebrated at Dusit Thani Hotel, Makati on December 5 at exactly 1800H. EMCEE: Ms. Diana S. Amatong. The opening remark was lead by Capt. Tomoyoshi Yanagita-President, Sandigan Ship Services, Inc and a message from Mr. Norifumi Yamamoto Managing Director of Celeste Holding PTE. Ltd. Well what is party without special performances from the families and guests of the seafarer. While having a buffet service dinner a special song and dance number from Ms. Ivy Nicole De Guzman, Ms. Ghell Molina, a duet from Ms. Cecille Demetria & Mr. Levy Yanesa, Ms. Rubanne Paglinawan, Ms. Rudee Mae Carnaje, CDT Keith Cazeñas, C/E Crispulo Celeste and The Tanauan Brothers. A dance presentation was performed by the De Chavez Kids and Shaquell Tristan Bidaure. An awarding ceremony for our loyal crew and employees was also granted. For the highlights of the program a friendly group competition was also prepared namely: Group 1-Ang Paraluman Voice Choir (consisted of company's OJTs) Group 2-The Echo Sounders (consisted of various company's employees) Group 3-Talentadong Caviteño (families of seafarers) Group 4-The Pilgrims (company's employees) and Group 5-Gorgeous Angels (Allotees). The winner was awarded by Mr. Yamamoto: 1st place-The Echo Sounders, 2nd place-The Pilgrims and the 3rd place-Ang Paraluman Voice Choir. Although it's a competition it shows that we are all a winner and enjoy this presentation. A clip was prepared by the family center department for all the families of the seafarer; it's a compilation of pictures from all the vessels. Its so touching but yet enjoyable because all the crew in our vessel contributed some of their spare time to take a picture just to present it to all of us. And the program ended with a message from Capt. George M. Pimentel-President of Dalisay Shipping Corp.

"It's a privilege for me to be one of the SMTI employees and I'm honored that I'm part of this newsletter. Hope you continue to read and enjoy each details and information in our newsletter."

Bon Voyage!!!

Xiana



Before the year 2009 end, it's a tradition for Sandigan Maritime Training, Inc. (SMTI), Sandigan Ship Services, Inc. (SSSI) and Dalisay Shipping Corp. (DSC) to have an annual activity to enhance the good relationship and camaraderie among employees. August 18, 2009, the day where all the employees are very excited about not only because of the activity but also it's the Anniversary of our mother company, Celeste Holding PTE Ltd. To celebrate, relax and enjoy the said date a bowling tournament was held at the biggest mall in the Philippines-SM Mall of Asia at exactly 1300 hrs. The event came out to be a success and all of the participants really enjoy and make themselves really relax and stress free. What you can hear while the bowling is on going is the shout of all the female players cheering for their teammates wanting for a strike. Each group consists of five members and an individual prize for male and female will be granted and aside from that there will also be a group winner. The winners will receive a cash prize from the company. The winner of individual prize-Female 1st prize-Ms. Vyma Cazeñas-Purchasing Department, 2nd prize-Ms. Dara Asinas from Accounting Department (DSC) and 3rd prize-Ms. Blanca Guevarra also from Accounting Department (DSC). For male, 1st prize- Mr. Ryuchi Takeuchi-Marine Superintended, 2nd prize Mr. Carlito Amparo-Liason Officer (DSC) and 3rd prize Capt. James Serdoncillo-Manager Safety Department. After the said bowling tournament it was followed by a dinner at Gumbo also at SM Mall of Asia and after that awarding of the winners was commenced. Though not all of us won the most important thing is that we enjoy each others group and it creates a new friendship and a strong bonding to each and every-one.

Bowling Tournament 2009

DALISAY SHIPPING CORPORATION
SANDIGAN SHIP SERVICES, INC.
SANDIGAN MARITIME TRAINING, INC.

Christmas Party
2009

TO ALL
SEAFARERS' FAMILIES AND GUESTS
18th December 2009 - SM Mall of Asia, Manila

December 11, 2009
Marino Polo Plaza Cebu
Grand Ballroom at 5:00 pm
Cebu Veterans Drive, Minal Hill
Apas Cebu City



HEALTH ISSUES

By: Ms. Alea Patiam

Hepatitis is a general term that means inflammation of the liver. This inflammation can be caused by infection. Hepatitis can also be caused by exposure to alcohol, certain medications, chemicals, poison and other toxins or by other diseases. Hepatitis C virus (HCV) is one of the many viruses that can cause inflammation of the liver.

Inflammation of the liver caused by infection with HCV is referred to as hepatitis C.

Hepatitis C Causes

The hepatitis C virus is transmitted mainly by contact with blood or blood products.

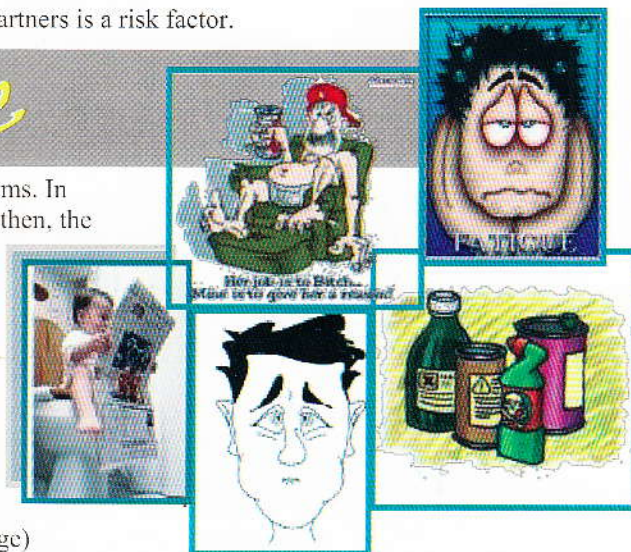
- ◆ Sharing of contaminated needles among IV drug users is the most common mode of transmission.
- ◆ Needle sticks with HCV-contaminated blood
- ◆ Transfusion with infected blood or blood products, hemodialysis, or transplantation of organs from infected donors was once a common mode of transmission but is now rare.
- ◆ From mother causes to infant at the time of childbirth
- ◆ Through sexual intercourse with an infected person: Having multiple sex partners is a risk factor.

Symptoms of Hepatitis C

Although hepatitis C damages the liver, 80% of the victims do not have symptoms. In those who do, symptoms may not appear for 10-20 years, or even longer. Even then, the symptoms usually come and go and are mild and vague. Unfortunately, by the time symptoms appear, the damage may be very serious.

The symptoms may last a few weeks or months

- ◆ NAUSEA
- ◆ VOMITING
- ◆ DIARRHEA
- ◆ LOSS OF APPETITE
- ◆ FATIGUE
- ◆ PAIN over the liver (on the right side of the abdomen, just under the rib cage)



Prevention of Hepatitis C

- ◆ Although there is little evidence that HCV is spread by sexual contact, HCV-infected persons should practice safe sex. Additionally, remember to:
- ◆ (if carrier) Cover open wounds, don't share razors or manicure tools.
- ◆ Don't share needles, razors, toothbrushes, manicure tools or other items that could bear contaminated blood.
- ◆ Don't allow yourself to be pierced or tattooed with non-sterile equipment.
- ◆ Limit alcohol intake.



It is a well-known fact that regular physical exercise together with a nourishing and healthy diet is a must for healthy living. Physical exercise has huge health benefits and can significantly reduce the risk of disease, especially cardiac diseases, improve metabolism and strengthen your bones.

Psychological Well-being On-board

By: Ms. Elissa Lopez



Psychological well-being is the feeling of happiness, peace, and satisfaction. Factors that bring these feelings are defined differently for each person. These feelings often come with the realization of having achieved something with one's life. At work, this is achieved by being able to recognize one's purpose and having that feeling of using one's abilities to the fullest.

Seafaring, perhaps more than any other profession puts a high level of strain on the emotional and psychological well-being of the person and his loved ones. Undeniably, a seafarer's life in the ocean is filled with risks. Seafarers have to contend not only with their own personal struggles of being separated from their family for a long period of time, but with other factors as well. Seafarers also have to deal with poor sleep quality, negative environmental factors, high job demands, long work hours, and low job support. These factors

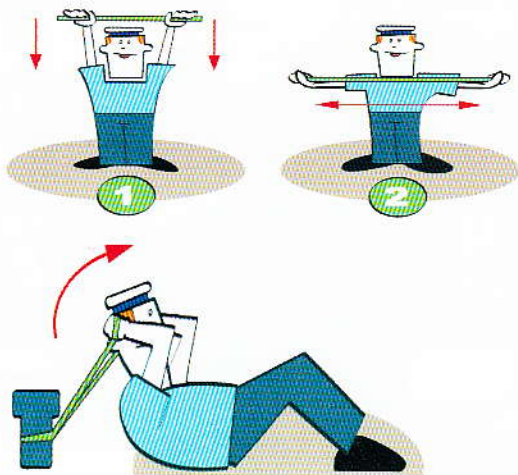
and the isolation of seafaring can sometimes take its toll on seafarers and their family. Loneliness, homesickness and 'burn out' are the main psychological problems seafarers may face.

There are things one can do to help ease the burden of isolation, homesickness, and burn out. Form a support group within your ship, engaged in recreational activities when possible, take exercise, and eat healthy.

Strong camaraderie in the workplace plays a vital role in one's well-being. This allows seafarers the opportunity to have someone to 'vent out' one's frustrations to. This is a good form of release of negative feelings brought about by the condition of seafaring. Strong camaraderie can be developed through the simplest of ways. Having meals together, doing recreational activities as a group, and exercising with fellow seafarers are just a few activities that help seafarers that strengthen the bond among seafarers. Crews that can talk to each other and laugh together are likely to work safely and happily.

Exercise and proper nutrition are essential not only for seafarer's physical well-being but for the psyche as well. Proper nutrition, adequate rest and sleep, regular exercise and good hygiene help prevent disease and improve health overall. It is vital for the health and happiness of ship's crews that they look after their bodies, while at sea, to the same degree that they would on shore.

Having seafarers who are not only physically fit but also satisfied, content, and happy results to a not just an efficient and safe ship, but a happy ship on which personal and working relationships can be established and deepened.



CRACKING UP??? REACH ME UP...

**Attention: on board
Maritime Cadets and other
Seafarers**

Finally, "no more lonely nights" to deal with. Feel free to air your problems, unburden your sorrows or simply share your thoughts, opinions and experiences while on board.

This is a free counseling service exclusively for our seafarers, who one way or another have been encountering problems or difficulties on board. Just let me know you want it to be published or just in private, between you and me. I assure you immediate response and attention. Further, everything is strictly confidential.

So get online and email me: hbspecialist@yahoo.com

**Attention
Grabber**



By: Ms. Elissa Lopez

SMTI TRAINING PROMOTION

More than 3 trainings



2 trainings completed



ate the effort given by our seafarers to enhance their skills. To show our support and appreciation to the perseverance of our seafarers, SMTI is introducing our latest training promotions.

For our in-house crew, SMTI will be awarding the trainees with the most number of training courses attended for the year. Except for those courses mandated before joining the vessel. We are also have SMTI goodies for those who attend a certain number of trainings.

For third party participants, we offer special discounts. The more courses you enroll in, the bigger the discount. We also offer group discount. Endorse SMTI training courses to your shipmates, in exchange for successful enrollees are special SMTI incentives.

ENROLL NOW!

Only training courses approved
by management will be counted



By:
Ms. ALEA PATIAM

Acknowledgment

It is my pleasure to express my gratitude to all SMTI employees, DSC Seafarers and third party personnel who shared and contributed their ideas, information, experienced and made this second issue of Great Ocean Belt (SMTI Newsletter) possible. I am heartily gratified to our Owner's Representative, Capt. Hiroshi Yurino and our Training Director, Capt. George Pimentel, for the encouragement, supervision and support from the

preliminary to the concluding level which enabled us to developed interesting articles.

Lastly, I offer my regards to those who supported this project in any respect during the completion. Let us all make SMTI a great place to work.

SANDIGAN MARITIME
TRAINING, INC.

8th Floor Salustiana D. Ty Tower,
104 Paseo De Roxas corner Perea St., Legaspi
Village, Makati City 1229 PHILIPPINES

Phone: 02-8129825

Fax: 02-8928692

Cell no.: 63920- 4527785

Third Party
Trainees are
welcome !!!

For inquiries:
Look for Ms. Charie / Ms. Graciana
And Ms. Elissa



MARITIME TRIVIA

By: Ms. Alea Patiam



1. What 4,588-mile dune-laden expanse did Choi Jong-yul say he walked across "because it was there"?

S A

D E T

2. What country is bordered by Algeria, Niger, Chad, Egypt, Sudan and Tunisia?

L Y

3. What's the only U.S. state to share a border with one of Canada's Maritime Provinces?

M N E

4. What Central American nation flies a flag with one blue and one red star?

P A A

5. What's the world's largest desert, as determined by the least precipitation?

A R I C

6. What Pacific atoll got its name from its location between the Americas and Asia?

M A Y

I S D

7. What was a ship called the Ancon the first to travel through, on August 15, 1914?

P M

C A

8. What Great Lake state has more shoreline than the entire U.S. Atlantic seaboard?

 C H N

9. What ship's lookout was miffed when his request for binoculars was denied in 1912?

T T I S

BOOK

