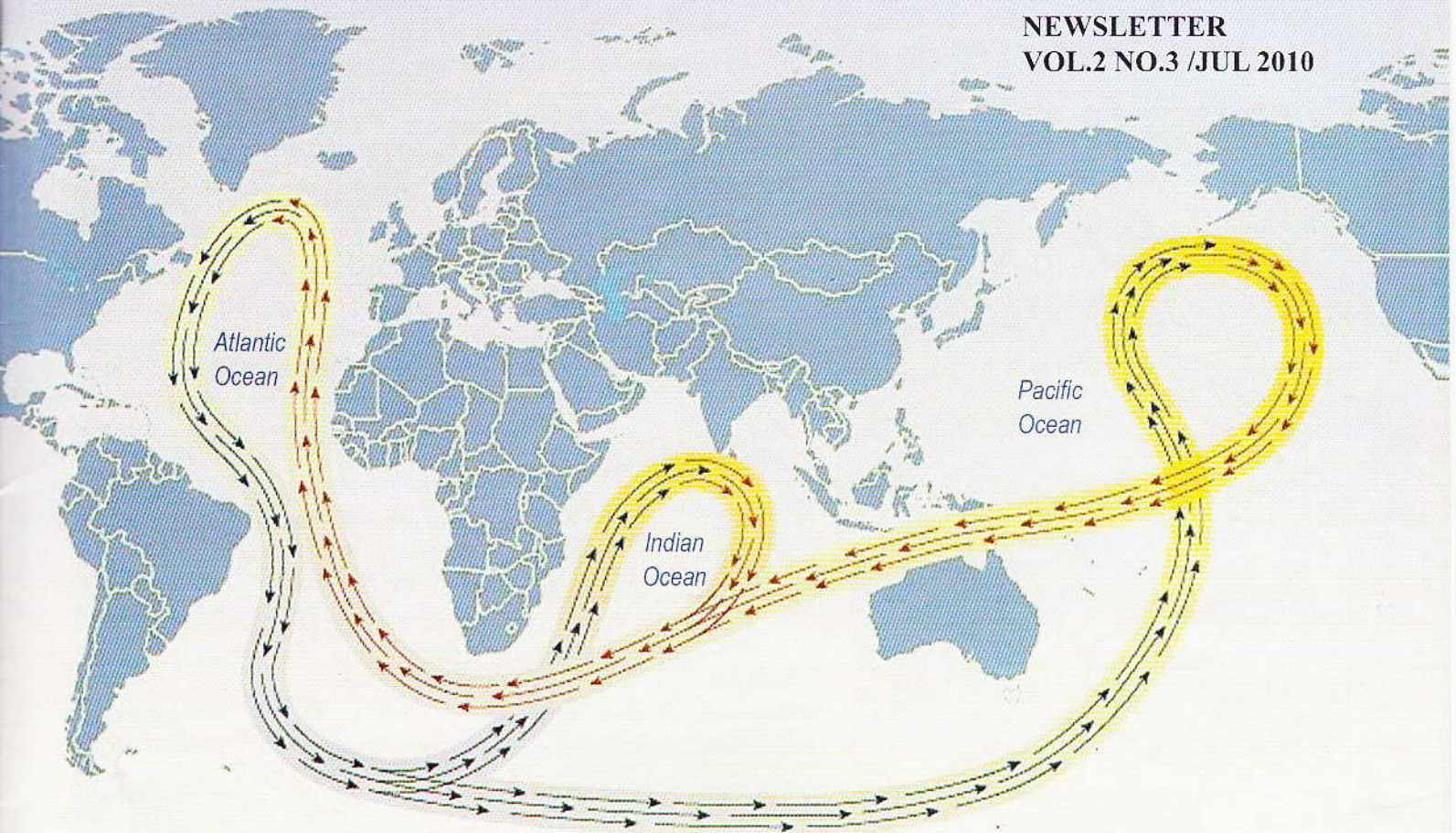


GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER
 VOL.2 NO.3 /JUL 2010



INSIDE THIS ISSUE:

✿ Basic Operation for Log Carrier	1	✿ Internal Audit by ClassNK	12
✿ Specialized Training for Liquefied Gas Tanker	2	✿ Naming Ceremony of Hull Number 2250 "MV AYAME"	13
✿ Ship Handling and Maneuvering Simulator	2	✿ Ready... Set... Go! The Search for Batch 2011 Cadets Now Begins	14
✿ Proper Hygiene Awareness Program	3	✿ Design, Develop and Deploy Websites	15
✿ CSR Seminar and Team Building	4	✿ Pre-Ship Familiarization Program	15
✿ Breaking Free	5	✿ ISO 9001:2008 Quality Management System Awareness Course	16
✿ Leaders are Made	6	✿ Marketing Plan Seminar	17
✿ Cadetship Batch 2010 Prophecy	7-8	✿ IMO Model Course 6.09	17
✿ "It's a Rough Voyage that Leads you to the Island of Greatness"	9	✿ Occupational, Safety & Health Symposium	18
✿ Successful Examinees	10-11	✿ Health Issues	19
✿ Marketing Update...	12	✿ Maritime Trivia	20

Basic Operation Of Log Carrier

By: Capt. Ken G. Flores (MM)

Operations for log carrier require appropriate safety regulations and procedures to ensure safe and successful transport of this highly specialized trade. All seafarers in this kind of vessel with such cargoes must be competent enough to master the basic operations in the carriage of logs.

There are two important points to remember in this kind of trade. The safe navigation and the capacity of the vessel should be considered so as not to exceed the allowable weight load on the weather deck and hatches and ensure safe transport of cargoes.

In this course, trainee will be oriented with the basic log carrier course and learn the general safety for log carriers. You will also be educated with the best practices for handling log cargoes as well as log carrier safety and appendices.

Trainee will also learn the importance of thoroughly cleaning deck structures and other equipment to check whether there are damages or bark residues from previous transport before loading new one.

Trainee will also be taught on the proper lashing as well as actual loading and unloading of cargoes including briefings on the hazards it poses to crew.

Moreover, it is equally important to ensure cargo stability to stand firm against heavy weather during navigation.

Description of the course is divided into three parts. First, consists of introduction to the course and the general safety for log carriers. The introduction includes basics of log carrier course, overview of safety and security and emphasis of security for safety, onboard safety culture, safety setup and implementation, and Specification of hazard, danger, risk, and accident.

General safety for log carriers include stability information (initial stability / final stability, loading, unloading and trimming (video cd), stowage (requirements, plan and sequence), securing load (lashing and maintenance, uprights and stanchion post), and personal protection and safety devices (suitable protective clothing and equipment, guard lines, handrails, access ladders, etc.).

Second part includes Safe Practices for Handling Log Cargoes which features Tightening of lashings (photos, how to maintain, etc.) and voyage planning and ship handling (list).

Third part is updates on Log Carrier Safety and Appendices which include advices on stowage practices, general guidelines for the under-deck stowage of logs, recommendations, regulations, company circulars, and review and final assessment.

The course also includes Advice on Stowage Practices which cover general information, packaged timber and cants, logs, and pulp wood and pit-pros, general guidelines for the under-deck stowage of logs include information on prior to loading, during loading operations and during the voyage.

The recommendation on intact stability covers general scope, general precautions against capsizing, Calculation of Stability Curves, Assessment of Compliance with Criteria, Recommended Criteria, Inclining Test, and Stability Information.

The Calculation of Stability Curves focuses on Superstructures, Deckhouses, which may be taken into account, and Effect of Liquid in tanks.

The Standard conditions of loading to be examined are Loading Conditions and Assumption for calculating loading conditions.

Memorandum from Administrations provides Introduction, Test Procedure, Determination of the initial stability, and Limitations to the use of this method. The Appendix D- Text of Regulation 44 of the International Convention of Loadline 66 (Regulation 44-Stowage) covers General, Uprights, Lashings, Stability, Protection of crew, access to machinery spaces, etc., and Steering Arrangements.

It is equally important to note that the above mentioned procedures and basics in carriage of logs will ensure safety practices for a successful transport.

SMTI provides this competency as a commitment to continue to train highly qualified Filipino seafarers for world shipping.



"Trainee will also be taught on the proper lashing as well as actual loading and unloading of cargoes including briefings on the hazards it poses to crew."



By:
C/E ROLANDO TIMTIMAN

SPECIALIZED TRAINING FOR LIQUEFIED GAS TANKER

The shipping industry contributes to the growth and prosperity of the global petroleum products industry. They are transported in different types of carriers, namely: crude oil tanker, product carrier, chemical tankers, combination carriers, gas carriers, etc. Each has its own characteristics and procedures

in the transport and care of the cargo.

The most sophisticated is the handling and care of liquefied gas cargo. The cargo itself has to be transported from its original state (gas) to liquid or under pressurized condition. Because of the complexity in the carriage and handling of the cargo, the International Maritime Organization (IMO) established a training program, the Specialized Training in Liquefied Gas Tanker (IMO Model Course 1.06). This course provides training for Masters, Chief Engineers, Officers and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. The course comprises of a specialized training programme appropriate to their duties, including gas tanker safety, fire safety measures and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

This course takes full account of Section A-V/1 of the STCW Code adopted by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended.

Any of this training may be given on board or ashore. It should be supplemented by practical instructions on board and, where appropriate, in a suitable shore-based installation.



Ship Handling and Maneuvering Simulator

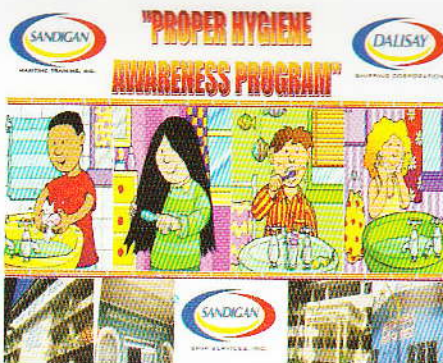
This Course shall refresh Participants on the importance of handling a ship through proper understanding of the known controllable and uncontrollable forces affecting ship maneuvering internally and externally in still water or at sea during her entire voyage. The lecture and

simulation exercises are so arranged to meet the specific learning Objectives of each day towards achieving the main objective of providing the necessary knowledge, understanding and proficiency in handling ship at all conditions.



Those who intend to experience this course whether at the Operational Level or Management Level will gain deeper understanding on the Art of Ship Handling and as Capt. Moeller once said, "There Is nothing that can harm this organization which could have not been foreseen". The trainee will be convinced that by proper planning and understanding of the known essential elements in ship handling and all the consolidated records of experiences gained through the years in the shipping industry, ship can be handled with more precise methods eliminating the likelihood of accident which for long time have humbled down even the best of the crop in seafaring profession.

Our State of the Art Full mission Bridge have an array of Own ship Ranging from Cape Size ; Panamax; Handymax including VLCC, LPG Etc. with Areas selected for the required simulation exercises. See You ...



PROPER HYGIENE AWARENESS PROGRAM

Personal hygiene is the practice of maintaining cleanliness of the body. It is done through bathing, hair grooming, hand washing, brushing teeth, trimming nails and cleaning ears, among others.

Through these personal behaviors, social acceptance is gained. However, maintaining good or acceptable personal hygiene is seldom perceived and acknowledged as protection against diseases as shown by the results of local surveys.

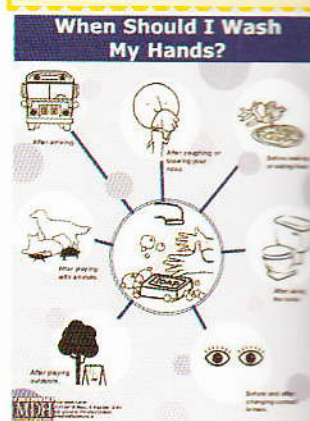
Diseases related to personal hygiene remain high. Diarrhea diseases have been the number one cause of morbidity attributed to poor personal hygiene. Skin diseases and worm infestations are the next most commonly associated with poor personal hygiene. Dental diseases and complications of other diseases like leprosy and elephantiasis can be prevented through proper personal hygiene. Worm infestation contributes to malnutrition and anemia among children leading to high child mortality rates.

The team of SMTI and DSC personnel composed of the following: Ms. Alea Patiam / Program Coordinator, Ms. Elissa Lopez / School Coordinator, Ms. Charie Mendoza & Capt. Danilo Ortega / Budget Facilitator. Lecturer/Demonstrators are Ms. Graciana German, Ms. Ruby Ross Andrade, Ms. Kristine Obleada, Ms. Joan Olidana and Ms. Nathalie Delleva went to 4 selected different Day Care Centers & Elementary Schools here in Makati & Manila area, this is to cover the following topics: awareness to common sickness (e.g. cough, colds, diarrhea, etc.), basic health care and basic dental care.

This is to educate school children and provide an effective learning environment which promotes knowledge of current health promotion and prevention programs. The target participants are those who in pre-school student's ages 3-6 years old at Day Care Center and Elementary Schools; 60 to 95 participants per school. We conducted the "Proper Hygiene Awareness Program" was conducted at the following schools and Day Care Center: Santolan Elementary School last Feb. 23, 2010 with 95 pre-school students, Immaculate Day Care Center, Pateros Manila last March 3, 2010 with pre-schoolers, Hulo Elementary School, Mandaluyong last March 10, 2010 with 90 children and last Wella Day Care Center, Parañaque last March 12, 2010 with 60 children.

The program was successfully accomplished with the support of the Top Management Capt. Hiroshi Yurino, Owner's Representative of SMTI, Director of DSC and Capt. George Pimentel President of SMTI and DSC.

The best way to avoid the spread of infection and disorders is to educate children on good hygiene. Teaching the values of proper hygiene at an early age can help keep individuals healthy in later life. Values of hygiene should be made part of everyday life and the best way for parents to teach their children about proper hygiene is to lead by example.



SANTOLAN ELEMENTARY SCHOOL

February 23, 2010



IMMACULATE DAY CARE CENTER

March 3, 2010



HULO ELEMENTARY SCHOOL

March 10, 2010



WELLA DAY CARE CENTER

March 17, 2010



BY:
MS. CHARIE MENDOZA

CSR SEMINAR & TEAM BUILDING

Last April 21, 2010, Sandigan Ship Services Inc., Sandigan Maritime Training Center and Dalisay Shipping Corporation's Staffs and Employees held for the very first time the Corporate Social Responsibility Seminar in Manila Southwoods Manor Hotel (Southwoods Avenue Carmona, Cavite) and at Splash Island (Southwoods Ecocentrum, Biñan, Laguna), for its Teambuilding Activities. The said seminar and activities were held as part of Company's short term and long term objective that will impact on society and environment as discussed during the session.

The following participants joined the Seminar and Teambuilding Activities: Capt. T. Yanagita, Mr. Libres, Capt. Serdoncillo, Capt. Morales, Capt. Miro, Mr. Cuenca, Mr. Nicolas, Mr. R. Cruz, Mr. Binala, Mr. Yanesa, Ms. Abad, Ms. K. Cruz, Ms. Mendoza, Ms. Olidana, Ms. Obleada, Ms. Valencia, Ms. Lucero, Mr. Hilario, and Ms. German. Mr. James Chan of ABS facilitated and Lectured during the Seminar. The participants assembled in the Office at 07:00 AM, departed at 07:30 AM and arrived at Manila Southwoods Manor Hotel around 08:30 AM. The CSR Seminar started at 09:00 AM in the Acacia Room with Mr. Chan discussing the meaning of CSR as a whole and how it will influence and benefit the company. He also discussed the Sustainability Management Framework which conferred the company an outlook in order to be visible not only to every person within the Organization but most importantly to other persons in the society in such a way of lending hands without expecting a return.

At noon, the participants transferred to Splash Island for their Teambuilding Activities. The said Activities started at 01:30 PM. The participants were divided into two groups for Wall Climbing and Zip Line. The objective was to be able to gain confidence and goal settings. The said games were played in 40 minutes which Group 2 won. The next game was Ground Games which included Bamboo Relay and Plastic Bubbles. The objective was to be able to maintain coordination and communication where Group 1 defeated Group 2. The third game was called Paint Ball. This game was a bit painful because it resulted to some bruises and minor wounds due to artificial bullets. Although the face, head and some parts of the body was covered with protective material, some parts were not. The game's objectives were to be able to keep time management, value resources, uphold proper planning and teamwork. After the game, Group 2 won over Group 1. The last game was called Water Activities and the objective was to be able to maintain coordination and communication where the Group 1 triumphed over Group 2. The Teambuilding Facilitator was Mr. Sony Torres of Splash Island.

It was a fun full activities to all the members of the CSR Team in order for us to know each member of the team and good relationship with one another as one group and as one team.



Capt. Tomyostin Yanagita & Mr. James Chan



CSR Seminar & Team Building



Manila Southwoods Manor Hotel



BREAKING FREE

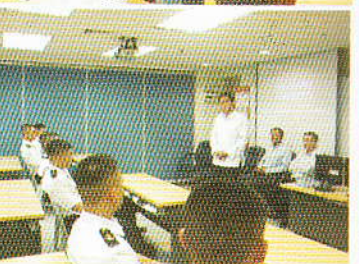
Today, the demands for having the best seafarers and officers in the maritime industry are getting higher and bigger. We can never deny that many people around the globe are seeking such kind of job because of the many good reasons that lures them to take the risk of the sea. Despite all the hardships, difficulties, deterrents and hindrances, the seafaring industry is growing remarkably stronger and faster. In fact, the influx of many job seekers is really remarkable and figural in the maritime world not only in the developed countries but also in the developing countries like Philippines. The involvement of our country is bigger than what we expect for we can proudly say that Filipino seafarers have what we call "global competitiveness".

Now, as a deck cadet of one of the biggest institution in the Philippines, I'm very lucky to be a big part of the Dalisay Shipping Corporation (DSC). This institution in parallel with the Sandigan Maritime Training, Inc. (SMTI) and Sandigan Ship Services Incorporated (SSSI) in making the best effort that they can render to us cadets to be the best seafarers that we can be. The DSC is making the very best effort in order to make a big name and to have the spotlight in the maritime field. Making a name is not the only reason, but also to ensure the very safety of their officers and crew onboard as well as the safety of the mother earth which is of their utmost concern and also to render the very good service that they can give in the maritime industry. In order to follow through to the flow of the demands and developments of the maritime world, the DSC ensures that their crews, officers and cadets onboard are fully equipped and knowledgeable before putting themselves in the life at sea. As a first step to make all the dreams a realization, they are conducting training and programs for their crews such as "Bridging Program, Assessment Program for promoting crew, pre-ship Familiarization Program, Maritime Risk Management and Pre-onboard Trainings. With this, the DSC is standing before us proudly, ensuring that they had all what we need in order to build up a good name in the prestigious world of maritime.

As part of the Cadetship Training Program Batch 2010-2011, I, in behalf of my co-cadets both in the engine and deck department, am fortunately that we are having pre-onboard training in order for us to be familiarized, equipped and knowledgeable before taking the risk of life at sea. Though its only a two months training, we can say that its really worthy for the DSC knows what's good for us and what's best for us, what's best for the company

and what's best for the maritime industry. With the different kind of trainings and programs, the

DSC ensures that, we can meet the requirements and the demands and the global competitiveness they need. With the developments of the maritime industry in the seven high seas, the DSC's making sure that we can break free.





LEADERS ARE MADE

by: D/CDT Rodolfo O. Robles III, President Cadetship 2010-2011

The Sandigan Maritime Training Inc. (SMTI), an institution known for giving its crews, OJTs, cadets and fellow seafarers the best training that they can experience before onboard. A maritime sector wherein different kinds of seafarers are being trained to become the best in their field as individuals. A department where one is being develops by improving its skills when it comes to maritime field. SMTI, as what's known by others is an agency that aims to develop its fellow merchant mariners in the field of their specialization, an agency that dreamt nothing but the of their capabilities about them, a re- of SMTI since keeps unnoticed that SMTI is not knowledge and sanctuary that *ers are made*".



able but still leaves a mark. It is the fact only build for developing skills, improving making trainees equipped but it is also a proves that *"leaders are not born but lead-*

As a deck glad that I'm one of the SMTI's pre-onboard training for two-months. As we started the training without any idea what we are going to do, I'm still have high hopes that after this and before taking the new route of my life in the high seas, I will be a better man for as a mariner, I will become ready and fully equipped. As days passed by, I know I'm a work in progress, and this come the situation wherein we need to vote for our Cadetship Program batch 2010 president. It comes to my mind that president means leadership, leadership means responsibilities and responsibilities means sacrifice for we give ourselves for the purpose of serving the majority. Then that's what it is, I was elected as their president. The truth is, I was very glad that day for for me, being a president requires leadership and that's really what I want and it really sets me afire. Being a leader is one of my passions or shall we say practicing leadership is one of my passions and then again, it keeps me highly motivated.

Being the elected president of the cadetship program Batch 2010 made me think that the SMTI is not only designed for skill development program but also, SMTI molds every crew, cadets and officers to be the best leader that each of us as individual can be. Through their trainings, they also develop an individual's capacity to lead. They try to make us competent, committed, motivated not just as individuals but as leaders. We can say that through SMTI, we are leaders in the making for they are trying to make something out of ourselves. The realizations come to us that SMTI is also a training ground and a sanctuary where *"leaders are made"*.



Cadetship Batch

by: D/CDT HARROLD-JOHN PAULO O. BACOSA
Deck Vice President Batch 2010

"I will end my speech with a meaningful line of Johann Wolfgang von Goethe. I quote, "It is not enough to have knowledge; one must apply it. It is not enough to have wishes; one must also accomplish it." Good luck newly pledged future Lord Justices!" A last word from our guest speaker during our oath taking in England. I took my leave on DSC to study at England after serving as master mariner for five years, but promised to serve back after grad. After ten years I reached my goal.

After the oath taking I was scheduled to go back to the Philippines. I took a plane and began my journey back to the Dalisay Shipping Corporation, a company that serves as my moulding ground.... before boarding the plane to Hong Kong for I have a connecting flight, I noticed a familiar looking guy approaching me. I could not believe it was **C/E JOHN PHILIP HANDIG**. He told me that he is the IMO representative of the Republic of the Philippines for almost five years and he is making an amendment regarding the carriage of weapons onboard vessels for antipiracy. He also mentioned that **C/E ISAIAS FORTUNA JR.** is the new IMO Secretary General for almost a year.

My scheduled flight was ten minutes behind schedule, so I bought the latest issue of the Forbes Magazine, wanting to know who the covered personality is. The picture on the cover caught my eye with a caption: **CAPT. RODOLFO ROBLES III**; A Person with a Programmed Career. After seeing the cover, I scanned the pages and read some details about the interview of Mr. Robles. Through the article I knew that Mr. Robles became the president of PMMA for five years and decided to go back to the DSC and became the president up to now. Mr. Robles was also awarded as the best business tycoon of the year just recently. It is no doubt that Mr. Robles can have such achievements, for during our training he really showed good leadership and management.

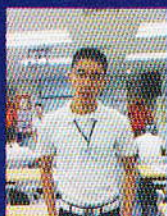
After several inquiries from the management, the plane was now ready to take off. I sat on 15C, near the aisle, and decided to take a nap. Before I could even close my eyes, somebody called my name. It is **C/E LAUREN RITCHE MANDING**. Mr. Manding told me that he has already five hotels in Hong Kong and is the person-in-charge of the vessels of DSC in Hong Kong. The flight will take hours so I decided to take a nap. Few hours after, the pilot announces our arrival.

At the airport, I arrived at around 1900H and my next scheduled flight to the Philippines will be at 0400H, so I decided to go to some place for dinner. At the main door of the airport, I met **CAPT. JERICK MICHAEL TABANGIN**, **CAPT. MARVIN BACANI** and **C/E NATHANIEL ACEVEDO**. They were sent by the DSC to be their representative on the forthcoming new STCW Convention at Miami, Florida. They were already the trusted Superintendents of DSC for almost 3 years now.

Hong Kong is a place of different cuisines. I dropped by a Filipino restaurant and bar only to find out that the cuisines were cooked mostly by our colleagues' way back during our training. There I met **C/E. ROSS CONRAD DE LA CRUZ**, who took a leave too in DSC to try the field of music. In fact he is about to perform together with his band that night on that resto bar. He also mentioned that the owner of that resto bar is **C/E MARK LENSEN AMPURADO**, who is currently onboard in one of the DSC's chartered vessels.

It's almost 2100H when I finished dinner, so I decided to check-in in the nearest hotel. In the lobby I met **C/E JOEY MARVIN DE LEON** & **C/E FRANCIS ROJO**. They were already officers of Philippine coast guard that time. They were sent by the Philippines to join the summit about antipiracy entitled "Superhero" a project of U.S.A. which will be held at Nevada.

The following day I was ready to fly for Philippines. Thank God I had a nice flight. After a few hours of rest, I decided to report to the office. As I was about to step out of my car, I saw a billboard with a picture of **CAPT. JETHAMAR BILLENA** with a caption saying congratulations; IMO Top 5 Best Captain in front of Salustiana D. Ty Tower. I continued my way in to the building. As I enter the lobby, I was surprised of what I saw. Hanging at the glass walls of the lobby was a banner in fancy letters stating: "WELCOME ABOARD **CAPT. HARROLD JOHN PAUL BACOSA**". I was greatly amazed at that time and was not able to move at my place. Until such time a beautiful lady approached me and led me the way to the conference room at the 9th floor.



2010 Prophecy

At the 9th floor I saw my batch mates' names on the tablets displayed on different tables in the office. That made me more amazed. As I enter the conference room everyone approached me, grabbed my hand and said: "CONGRATULATIONS!!! It's our honor and pleasure to work with you sir." First to approach me is the president; **CAPT. Robles**. Next is the DPA; **CAPT. JOSUA OLHIEVER MASIAN**. Next is the GM; **CAPT. EUGENE DOMINIQUE SUICO**. Next is the General Fleet Manager; **CAPT. JEXSON LACORTE** together with him were the Fleet A Manager; **C/E CARLO MARCES** and Fleet B Manager; **C/E REYMOND SARDIDO**. At the conference room, I was been familiarized with the new system. Before we end, the president announced that I'll be working as the company's adviser for a few months time, for I will be back to England for I was about to be employed in a Maritime Insurance Company. For the conference ended almost lunch, so we decided to have lunch.

Office hours resumed at 1300H. I was led to my table. At my table there is a white folder and a memory stick. I opened the files on the memory stick on my PC. I scanned through the file. The file contains the company's organizational chart and fleet details. I was amazed to see who is on the top management, the Chief Executive Officer. It is **C/E LOUIE NGO**. He serves as the CEO for almost five years. Also I heard some news that Mr. Ngo engaged in engine simulation business. In fact he was featured as the number one supplier of engine simulators around the globe in The Seaplane Magazine.

At the next page contains some principals that are part of DSC and Sandigan Ship Services Inc. The Company has established very wide fleet on different types of services. It includes Tanker Services, Cruise or Passenger Liners, LGCs' etc. Their fleet as what is in the file is composed of many principals including the following Shipping Companies:

The "DR SHIPPING" is the world's famous in tanker business. Owned and managed by **CAPT. MARK GERARD DELA ROSA**. One of its vessels is the ULCC M/T Spark which is manned by **CAPT. J'COB ROLLON** with **C/E JAMES JOSEPH GIL**.

The "MODEST CRUISE LINE" is the world's luxurious Cruising Company, with **CAPT. CARLOS VITO MODESTO** as the CEO and his beautiful wife as the manager. Its cruise liners where being manned by the company's competent officers, namely; **CAPT. V'MARK EMMANUELLE AGOT**, **CAPT. RENMIEL LEOPAOPAO** and **C/E ANDREY BUYAGAN**.

The "PHILIPPINE TANKERS" owned and being managed by **C/E ROMMEL CALIXTERIO**. This company is composed of pure ULCC's and VLCC's.

The "NKY LINES" is a company that engage in container business. It is owned by **CAPT. KIRK TROY RAMOS**. Its vessels where being manned by **CAPT. ROWELL BELUSO**, **CAPT. ALLEN CAPAOAY**, **CAPT. GOLDLER SUMUGAT**, **C/E ZIV DESCALLAR** and **C/E JASON RICHARD JOVEN**.

These are just some of the listed names of shipping companies on my scanned file.

Also saved in the memory stick is a folder containing external links of DSC and SSSI. The File has the name of schools that where the company get their cadets. Some schools sound familiar to me but I have seen two schools that are new to me. These schools were SRC International Maritime Academy and K.D.Q. Maritime University. I scanned the institution's profile in the folder on my table. There I found out that SRC International Maritime Academy is owned by **C/E SANTY ROY CABERTO**. This academy is well known for its quality education. Also I found out that K.D.C Maritime University is owned by **C/E KENO D. QUINTO** and has other four branches in different regions of the Philippines. A university with high standards with regards to training. There I came to think how much achievements my colleagues has achieved. Our batch really made it to the top.

It's almost end of office hours when I finished reviewing the company's profile. So I decided to check my schedule for the next day and went home. I was scheduled to be one of the speakers to the welcoming program of the new batch of cadetship.

Next day at the program. My speech: I will start my speech with a meaningful line, "Take up one idea and act on it. Make that one idea your life. Think of it, dream of it, and live on it. Let your brain, muscles, nerves, and every part of your body be full of this idea and leave all other idea alone. This is the way to success".

Then suddenly there is a flash of light. "*Paseo! Paseo! Mga pasaherong bababa ng Paseo! Paseo na po!*" There I found myself sleeping during my ride to the office. What a dream! But I know it's not impossible, for it is written.





By: C/O Allan Vendiola
DSC Fleet Manager

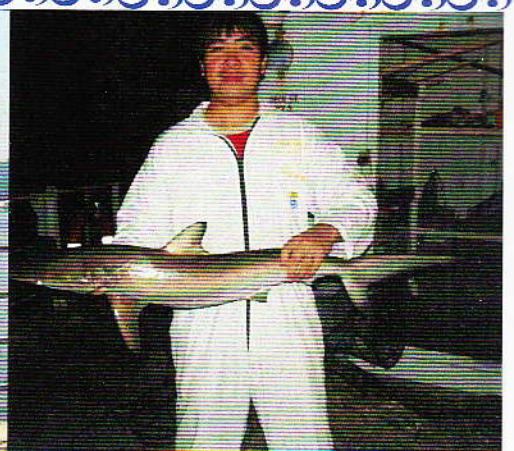
"IT'S A ROUGH VOYAGE THAT LEADS YOU TO THE ISLAND OF GREATNESS!"

"It's a rough voyage that leads you to the island of greatness!", a realization that everyone would concur. Sailing the oceans to success, takes a lot of efforts, sacrifices, and commitment from us to become what we are now. I once started as a neophyte in this field of work. Way back in 1997 I have worked as a deck cadet, and in year 2005 I have worked as a 3rd mate. It was also I that year that I received the so called "Loyalty Award". In 2007 I've been propped up as a 2nd mate and it was in year 2008 when I was promoted to become the chief mate. Last November 2009, I signed off from my last assigned vessel. And just this January 2010, the company offered and entrusted me to sit as a Fleet Manager. Though my journey wasn't always smooth sailing, DALISAY SHIPPING CORP. never failed to support and helped me enhance my skills to surpass every rough voyage..

Like any others, I was also offered by other companies presenting high salaries. With all honesty, I never hesitated to choose to stay in my company. Why would I leave the company that became the extension of my family? It's like leaving the parents who raised and taught you on how to grow and become a better person. I owe Dalisay on what I am now. It brought me to the heights of my success. With God's graces, now I can proudly say that I am now reaping the fruits of my labor. I have been able to have my own house and lot, own car, send my children to good and prominent school and most importantly, provide everything my family needs. And I'm pretty sure that I'm not alone experiencing this triumphant moment of life. Thank God for giving us a one of a kind company.

Like its employee, the company also has undergone many changes. It started to operate in 1997 as Bughaw Maritime Corporation. After a year of existence the company's name was change to Dakila Maritime Corporation. A year past, it once again change name to what it's famously known as Dalisay Shipping Corporation. From the name itself, Dalisay Shipping Corporation lives by its name, which stands for purity and wholesomeness. Whole-heartedly it offers privileges to its seafarers, and some of these are as follows; free training with allowance; free transportation services and accommodation for crew from provinces during training and schedule to join. Truly, by these privileges remarks the company's pure intention, which is to bridge its seafarers and employees to reach their triumph.

An insight that I want to sincerely leave and impart to everyone, 'A fruitful tree just-once started as a minute seed". It takes lot of time, love, and heartfelt commitment to take care and light for it to grow, and stand out from anybody. Time represents the period you were able to survive of what the future brings. Love signifies the inspiration that your family brings to you to withstand strong as the wind blows. Heartful commitment to be taken care of embodies the company, Dalisay Shipping Corporation, with it's commitment to help its people to become better and flourishing. And lastly, the light, symbolizes our God above that unconditionally bless us and shower us with His bountiful graces. Carpe Diem Everyone! Struggle hard and pray harder because in God's time you will surely garner the sweetest fruits of your labor.



SUCCESSFUL EXAMINEES



C/O PACIENTE B. LLENOS
CP Batch 2008

At last the Professionals' Regulation Commission – Board for Marine Deck Officers Licensure Examinations had already passed and would take a lot of burden of those aspiring to become an officer in the Maritime Profession. Some would celebrate it with flying colours as they may able to land on top as the results has already been delivered and some would celebrate with a huge "yesss!" as at last the sacrifices has already bear its fruits and I may proudly say that I'm one of those who successfully joins the above. With full of humility I dedicate this success to the Lord God who has been so generous to me and to my family, my wife Jeanette and my daughter Ella who carries much of the burden in my sacrifices as I'm not be able to spend time what is suppose to be for them. Everyday I pour strength and time taking my reviews for almost two months. And lastly, I thank also the company which I served, the Dalisay Shipping Corporation which in every other way never stops believing in my capacity and always bring out the best in me.

The Sandigan Ship Services Inc. where I was trained and been kept motivated by their Upgrading and to the Review Center which play a vital role in building this success. I congratulate the people who maneuver these companies as they now may the best in the country today and also to my fellow crew who were able make it this passed Licensure Exams. We are now taking another leap in our professions.

Though another storm has passed still the horizon is very unpredictable. Unpredictable in the sense that we are battered by a lot of hindrance and difficulties, there's the world crisis, the country's political instability and the stiff competition by our neighboring countries and a lot more. These situations would only steer us to uncertainty that some of us opted to not to take Board Exams. Some of us preferred to stay low and lost hope in taken this seriously and be contented with what we have. Don't quit! This is my message to all of you. We are bound to be in the zenith in this industry. These trials would only propel us to the best that we can be. This has been proven not only once but many times by our past captains. We are being admired and always been chased by our competitors. But the sharpest sailors are still the Filipinos. We can see them in almost everyday, the persons that maneuver the ship when we are onboard the vessel and the office managers when we are on land. They are the most sought after in this industry. Aren't we been inspired by them? If not, then we have the company that never gives up on us.

The Sandigan and Dalisay in which I'm with since the start of my marine profession has been very supportive and lucrative to all of us. They have laid out incentives that truly boost our morale to take the challenges in a peripheral way. Now it's our turn take the responsibility from our past Filipino sailors or lets just say those sailors who has been in the twilight of their career. And how we are going to continue this if we stop aspiring to be one of them someday. The road is still far but the directions and endeavors we are taking in are heading to the top. It doesn't matter if some may take it fast because they're taking the challenges seriously and some may take it slow because they may have burdens along the way, the important thing is that we are heading in the same direction. Those who failed follow us and never give up. It would make your success full of meaning when you keep on trying and be able to make it at long last. It doesn't matter how many times you fall because success is not measured on how many times you fall but on how many times you get up and strive. Success can never be won if we fall and stop, so even if we are weak it is very important that you must not quit.



2/E Mael B. Juan
OJT Program

Good day to all! Upgrading my career was one of my prospect ever since. The time that I started in Dalisay Shipping Corp., they gave me all things that a crew has to deserve. Starting from a Cadet, This Company has molded me up until I become an officer. The Sandigan Maritime Training Center and Sandigan Ship services Inc. where I gathered a lot

of knowledge pertaining to my career. The trainings that I tackled in Sandigan Maritime training Center have helped me a lot, most especially in passing my 2nd Engineer license examination. The examination is really tough but I surpass it.

In all the success that happens to my career, I'm so proud that I got this with the help of this company. The programs of this company really working and helping us seafarers. To the Leaders, staffs and instructors in Dalisay Shipping Corp, Sandigan Ship Services and Sandigan Maritime Training Inc., thank you very much for the guidance, assistance and knowledge that you've shared. I'm hoping that this company will continue to prosper to help many seafarers just like me. Thank you again and may God bless us all.....



OIC Charles T. Salada
CP Batch 2008

Life is never easy; trials & hardships are just lurking around, waiting for you to jump in and eventually pulling you down to your defeat. And that's a piece of reality which you can't deny. When I first entered college, taking BS Marine Engineering, I thought solving different mathematical equations was the most difficult part of being a Marine Engineer. But I was totally incorrect. Propelling through enormous waves & being far from your family for a year is a thousand times harder than college Algebra. Waking up early, taking hard labour jobs, assisting my Engineers on there maintenance work, wash-painting, & even trying to get along with all my shipmates are just few examples of my experience during

my one-year shipboard training as an Engine Cadet. I thought, after I finish my year long journey in the sea, I can now relax, sitting-pretty in our house, doing nothing but pure vacation, but then again, I was wrong. I have to take a two-month long review in preparation for the January, 2010 OIC-EW Licensure Exam. Two months of exhausting review & bitter sacrifices. But after I took the board exam and saw my name listed as one of the passers of the said PRC exam, all my sacrifices paid-off. And this success was never made possible with-out the guidance and prayers of my family, friends & instructors, especially SSSI, DCS, & SMTI for giving me relevant trainings w/c made me more equipped and prepared before boarding my assigned vessel, and for guiding me all through out my one-year shipboard training & even sponsoring my review and trainings. Also to all the Officers & Crew of MV Atlantic King & MV SG Capital, who played a very important role of molding me to become a better seafarer. And also to my Alma-mater, John B. Lacson Colleges Foundation- Bacolod. I know being a seafarer is not an easy job, but with all the people w/c was mentioned above, and with God beside me, I know I'll never walk alone. I owe all of this to you, many thanks and Godspeed.

SUCCESSFUL EXAMINEES



ELMER Y. CORPUZ
CP Batch 2008

“Believe to the power of your dreams” the first time I heard this phrase I didn’t give much attention to it, I didn’t know what is my future to be. As time passed by while working onboard I realize that this profession changes my life a lot. The possibility to become successful can be easily attain because the company give their fullest support to make us

very competent officers and engineers to manage every vessel of its fleet.

We are very thankful that God has chosen us to be a part of Dalisay and Sandigan and giving us the opportunity to reach this dreams. I also give thanks to my engineers and officers from MV Glorious Maple because without their guidance and support I would not be able to practice this job well.

Thank you sir and we will do our very best to make this company proud to us.

“Believe to the power of your dreams”



OIC Albert E. Dulaca
CP Batch 2008

My deepest hearted thanks to Sandigan Ship Services, Dalisay Shipping Corporation and Sandigan Maritime Training, Inc and to all the people behind the cadetship program for giving me this opportunity to become a part of our company. From the start as they gave an examination from our school, I felt so very nervous that I cannot pass. But when it was announced

that and I was the one who had passed. I feel very happy because they gave a stepping stone to reach my goals. As we go along with our training in our company, they help us enhance our knowledge and prepared ourselves in getting into maritime world. To the officers and crew of “M/V Eternal Fortune” who serves as my companions during my one year apprenticeship. To the engineer officers who has taught and enhance my knowledge and skills about the different systems and operations of main engine and other machineries. Those things helps me a lot during the time that I take an examination of OIIDEW. Passing this board exam will not be possible without the help of our Lord God Almighty.



OIC Zeus Andales
CP Batch 2008

The journey of a thousand miles begins with a first step, and passing the PRC Board Examination for Officer in Charge of an Engineering Watch is my first step in reaching the peak of my profession. The two-day examination worked-out well for me. The examination was quite hard but I managed to pass, due to hard work, perseverance and also with the guidance of our "LORD, GOD ALMIGHTY".

I would like to thank my family for the support they have given to me. To Dalisay Shipping Corporation, Sandigan Ship Services Inc. and Sandigan Maritime Training Inc., many thanks to you. Thank you for trusting me to board one of your vessel, for the guidance you showed unto us, you Cadetship Batch 2008 and for being our driving force to reach our goals in life.

THANK YOU VERY MUCH!!!!

Marketing Update...

By: Ms. Xiana German

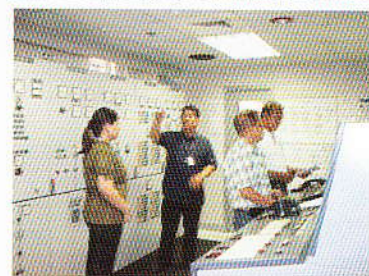
VISIT TO MANNING AGENCIES *SEACREST MARITIME MANAGEMENT INC.* *KGJS FLEET MANAGEMENT MANILA*

Sandigan

Maritime Training, Inc. (SMTI) is fresh in terms of marketing its services to the public. As we all know, marketing is a big factor in attracting trainees. That is why SMTI prepared a marketing plan that includes actual visit to different manning agencies here in the Philippines. April 13, 2010 was the day where we started to place our plan into action. First visit was SEACREST MARITIME MANAGEMENT INC, located in Legaspi Village Makati City. I and Capt. George M. Pimentel introduced the courses offered by the company, its facilities and resources. We were able to talk with C/M Sep A. Cabangon-Senior Crewing Manager and Ms. Michelle P. Fabian-Quality System Officer of Seacrest Maritime, who welcomed us warmly and make us felt at home. Next visit was at KGJS Fleet Management Manila, Inc. where we had discussions with C/E Malvar T. Castellon, General Manager and Mr. Efren M. Doctor, Training Manager. Like in Seacrest Maritime they accommodated us nicely and a lot of conversation and discussions took place which are normal especially in marketing aspects.

This experience made me more aware and knowledgeable about the maritime industry. It's an experience that I can always recall and put into practice once I do it by myself.

It's so fulfilling because after providing the manning agencies with their requirements they have to conduct their ocular inspection of SMTI training facilities which we at SMTI are very proud to present.



C/E Rolando L. Timentan - Training Manager of SMTI together with C/M Sep A. Cabangon (Middle) & Ms. Michelle P. Fabian (Utmost right) of Seacrest Maritime Mngt. Inc. conducting their ocular inspection at SMTI office.

EXTERNAL AUDIT BY CLASSNK

By: Ms. Alea G. Patiam

The Nippon Kaiji Kyokai / ClassNK Auditor Mr. N. Kimura conducted the Annual External Audit to SMTI last 18 of May 2010. Mr. Kimura performed the on-site audit of the management system as scheduled. The Auditor confirmed the requirements based on the ISO 9001:2008 Standards and the SMTI Quality Management System by reviewing of the QMS documents, interviewing the Top Management, the Quality Management Representative and the manager of each section with staff concerned, the verifications of the relative records and tour through the office.

The Auditor presided over the opening and closing meeting in the presence of the Top Management, the QMR and responsible personnel of relevant section who are present during audit. During closing meeting, Mr. Kimura presented the conclusions, findings and overview on the effectiveness of the QMS.

Summary of findings:

- ☑ The QMS have been well implemented within the organization
- ☑ Many objectives (KPI) have been established at relevant functions and levels within the organization and organization personnel tried to make efforts to contribute to the achievement of the quality objectives and targets.
- ☑ The auditor expects that the organization will continually improve the effectiveness of the Quality Management System through the use of the quality policy, quality objectives, analysis of data, internal audit, corrective and preventive actions and management review.





By:
Ms. ALEA PATIAM

NAMING CEREMONY OF HULL NUMBER 2250 1 MV AYAME

A third party principal new vessel, the "MV AYAME" was launched April 22, 2010 at MHI in Nagasaki, Japan. Attending the launching was from SMTI, Ms. Alea Patiam and from SSSI are Mr. Go Tanaka, Ms. Heizel Hermen-tiza—Baldonado and Ms. Evelyn Quijano.

M/V Ayame was the first LPG tanker to be owned by Celeste Holdings Pte. Ltd. M/V Ayame is the third 83,000m³-type LPG Tanker 3 Series purchased by Mitsui O.S.K. Lines, Ltd., the first being M/V Musana, delivered on 4th December last year, followed by M/V Aquamarine Progress, delivered on January 15, 2010. It has already successfully completed her sea trial and was handed over last April 30, 2010.

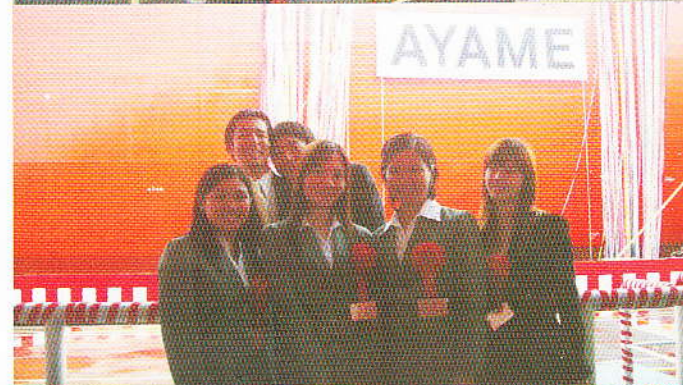
Naming Ceremony was held at East No. 3 Quay of MHI Koyagi Plant with the following program and activities:

- ⊗ National Anthem of the Republic of Singapore
- ⊗ The National Anthem of Japan
- ⊗ Mr. Wanabe names Hull 2250
- ⊗ Mr. Yamasaki cuts the cord to break the champagne bottle and to open the decoration ball
- ⊗ Commemorative Photograph
- ⊗ Tour of Hull 2250 guided by MHI
- ⊗ Depart from the Ship for the Builder's Guest House "SENSHOKAKU" for the Builders' Reception

After the Naming Ceremonies, a Builder's Reception at "Senshokaku" with buffet style, followed with speeches from:

- ⇒ Address by Mr. Soma, Senior Vice President, General Manager of Mitsubishi Heavy Industries, Ltd.
- ⇒ Address by Mr. Watanabe, Managing Executive Officer Mitsui O.S.K. Lines, Ltd.
- ⇒ Address by Mr. Yamasaki, Senior Managing Director, General Manager, Supply Division Astomos Energy Corporation
- ⇒ Address by Mr. Yamamoto, Managing Director, Celeste Holding Pte. Ltd.
- ⇒ Toast by Mr. Akita, Deputy General Manager of Bank of Tokyo-Mitsubishi UFJ, Singapore Branch

According to Mr. Akita, Deputy General Manager of Bank of Tokyo-Mitsubishi UFJ, Singapore Branch, "In language of flowers, they say that "AYAME (Japanese Iris)" used for the name of the vessel, signifies "glad tidings". He trusts that in accordance with this language name of flowers being infused to the name will deliver glad tidings to everybody attending the ceremony and become a fortune vessel to contribute to further development for every party.





By:
Ms. Michelle Angela Montana

Ready... Set... Go!

The Search for Batch 2011 Cadets Now Begins!



Many were called but few were chosen." (Matt 22:14)

A line which perfectly fits the description of how the cadets are being screened for a very rare opportunity.

June 16 and 17, 2010 at Philippine Merchant Marine Academy (PMMA) officially marks the start of the search for the new cadets who will comprise the Batch 2011 of DSC's Cadetship Program. This said program gives a good opportunity to the chosen proficient cadets to undergo two months quality training at Sandigan Maritime Training Inc. (SMTI) and be part of the company's breed of most competent crews.

The screening started at PMMA at San Narciso, Zambales with the top officers of SMTI who conducted a two-day screening sessions to ensure getting the most qualified candidates. There were forty pre-selected 3rd class cadets from BS Maritime Transportation and BS Marine Engineering who took the initial examination. From which, only the best 10 from each course were qualified to continue the remaining set of exams. The cadets underwent series of I.Q test, psychological examinations, and one-on-one interview.

From PMMA, SMTI officers are also set to visit schools in Iloilo; San Fernando City; La Union; Cebu and Davao to conduct the same screening process to the other cadets. Very soon, the names of Batch 2011 cadets will be announced!





design, develop, and deploy web sites using the most popular web development tool

By: Ms. Charie Mendoza

Dreamweaver is a web editor. It has features for both the beginning and advanced web page creator. Dreamweaver integrates many aspects of Web development, including page creation, site management, and web server tools, giving the user a good perspective of an entire web site. Dreamweaver also supports JavaScript and Cascading Style Sheets, along with other advanced functions.



The benefits of Dreamweaver include its visual workflow, advanced site management capabilities, and support for technologies such as JavaScript, PHP, and XML.

Dreamweaver for web design projects

Design websites visually—Create standards-based websites with confidence. Use powerful visual CSS tools and ready-built templates; test your pages quickly and accurately, and save time with intelligent integration across Adobe® Creative Suite® software.

Write code efficiently—Build standards-based websites with one of the industry's leading web authoring tools, featuring intelligent coding assistance and support for leading technologies and frameworks. Learn and share with an extensive developer community.

Dreamweaver features

Industry-leading web development environment—Build standards-based websites with the industry-leading web authoring tool. Work visually or directly in code, design productively with CSS inspection tools, and develop with content management samples.

Support for leading technologies—Design and develop in an environment that supports most leading web development technologies, including HTML, XHTML, CSS, XML, JavaScript, Ajax, PHP, Adobe ColdFusion® software, and ASP.

PRE SHIP FAMILIARIZATION PROGRAM

By: Ms. Mitch Carreras



The Pre-Ship Familiarization Program as updated and revised was design and developed for the Crew to view and be familiar with their assigned vessel. The program presently has 28 vessels to be viewed.

Updating of the program included MV Medi Singapore which was transferred to Zest Ship Management last April 24, 2010 at Rotterdam Netherlands and the transfer of IVS Kestrel to Sandigan Ship Services, Inc. this month (June 2010). The Sandigan Ship Services, Inc program also included 2 new Bulk Carrier vessels namely Global Falcon and Lake Hakone. Global Falcon was delivered last February 8, 2010 at Oshima Shipyard Japan and Lake Hakone was delivered last February 19, 2010 at Imabari Shipyard Japan.

The program is easy to view and understand. You must click first Pre-Ship Familiarization Program on the desktop. Then when the program is open, click the CLICK HERE button to proceed to the List of Vessels Name, and then click the Vessel Name button. After which, you can now view the Vessel Photo of your assigned vessel.

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.

Personnel Training and Development

By: Ms. Xiana German



ISO 9001:2008 QUALITY MANAGEMENT SYSTEM AWARENESS COURSE

To be part of Sandigan Maritime Training Inc, I didn't expect that as early as January 2010 I will attend a seminar provided by the company. The seminar is all about

the Quality Management System. ISO, the International Organization for Standardization is a worldwide federation of National Standards Bodies from 157 countries, one from each country. In this organization the Philippines is represented by the Bureau of Product Standard (BPS).

The seminar was headed by Ms. Emmaline C. Vitug, Quality Manager of Bureau of Product Standards and took place at Philippine Trade Training Center (PTTC) on January 22, 2010. The good thing about Ms. Vitug is that she made us feel comfortable and at ease. She starts the discussion by letting us introduce ourselves to each and everyone for us to be acquainted with each other and afterwards she proceeds to the presentation.

First, she talks about the objectives of ISO 9001:2008 which are to provide understanding of

- ISO 9000 QMS and its benefits
- Eight Management Principle
- Requirements of ISO 9001 QMS
- How to implement ISO 9000 QMS into the system of an organization



What I also learn about this seminar is that customer satisfaction is the main concern of every company and makes them happy for the service they require. Everything you do must consider

these activities: **Plan, Do, Act and Check**. Having an organize documentation, proper recording and having an update Quality Manual is also a factor for a company for its continuous growth and good communication between the employees at the same time with the customers. And most importantly if you are ISO certified you should not just adopt the system but implement it properly and with commitment.



MARKETING PLAN SEMINAR

As the title suggests it means how the company introduce and access to its customers. Attending this kind of training makes me more open-minded when it comes to selling products or services. Though Sandigan Maritime Training, Inc (SMTI) is more on the service oriented side some of the ideas and topics of the training provided can apply to SMTI.

The Seminar on February 19, 2010 at Philippine Trade Training Center (PTTC) was headed by Mr. PJ Lanot, a businessman and owner of PINO Restaurant. He discussed about the trials and errors he encountered during the preparation of their own marketing plan. During those times he is very anxious about the details and methods of adopting each objective and problem he may encounter during the first year of his restaurant. The discussions trend focused more on the meaning and basic aspects you need to consider when starting a marketing plan. Here are the factors affecting consumer behavior: I. Cultural II. Social a. Groups b. Family c. Roles and Status III. Personal a. Age and Life b. Occupation c. Lifestyle d. Personality and Self-Image IV. Psychological a. Motivation b. Perception c. Beliefs and Attitudes d. Learning V. Demographic VI. Psychographics VII. Behavioral

He also compared and gave some example to make our training more realistic and practicable.

But the most important thing is that we must know and learn the product or service we are selling for us to make a good impression on the company we are representing.

MARKETING

101

PJ Lanot
AIB Training



IMO MODEL 6.09

By: Ms. Mitch Carreras

The IMO Model Course 6.09 is the Instructor's Course, that is what most of us call it. Many seafarers see teaching / training as a way to earn a job after deciding to leave the ship. But it is more than that. This model course of IMO not only teaches us how to be an effective instructor but also motivates us on how noble is a seafarer's life.

At first I was skeptical, thinking that this course will be easy for me. It's just like normal training and seminar that I attended. But I was wrong. It was challenging everyday once inside the class and when I arrive home. When we started speaking in front of the class, it was the most uncomfortable feeling I ever felt. I am used to deliver a Class Report during my high schooldays and teach training of Computer Operation Course here at SMTI but never felt that pressure than when I took the MC 6.09. The training I took from National Maritime Polytechnic made me a better person. The training enhance my foundation of knowledge and values which may took time to learn and develop if nobody will provide guidance on how to achieve it.



Personnel Training and Development

By: Ms. Alea Patiam

OCCUPATIONAL SAFETY & HEALTH SYMPOSIUM

April 27, 2010

The Association of Safety Practitioners of the Philippines, Inc. (ASPPI) with the support of the Bureau of Working Conditions (BWC) of the Department of Labor and Employment (DOLE) held its 12th Occupational Safety and Health Symposium last April 27, 2010 at Occupational Safety and Health Center, North Avenue corner Agham Road, Diliman, Quezon City, with a theme of "Emerging Risks and New Patterns of Prevention in a Changing World of Work". This symposium aspires to bring together safety professionals, experts and advocates of occupational safety and health discussing current developments as well as shared experiences and expertise on Safety and Health. It was attended by 125 participants from different sectors and industries.

ASPPI is a non-stock, non-profit organization composed of Department of Labor and Employment-Bureau of Working Conditions (DOLE-BWC) accredited safety practi-

This symposium was facilitated by the chairman, Mr. John Ocampo, and complemented by the following honorable speakers:

- ☒ Atty. Brenda Villafuerte, Director of DOLE-BWC
- ☒ Ms. Junko Nakayama, Technical Officer of International Labor Office (ILO) Sub-Regional Office for South East Asia and the Pacific
- ☒ Mr. Graham Almond, HR and Safety & Health Manager of Sagittarius Mines Inc.
- ☒ Engr. Rex Alfafara, Accredited OSH Consultant of World Safety Organizations
- ☒ Mr. Nathaniel Cruz, Officer-in-Charge of Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA)
- ☒ Ms. Susan M. Cruz, Regional Director of Office of Civil Defense-National Capital Region
- ☒ Engr. Nelia Granadillos, Industrial Hygienist of Occupational Safety and Health Center

LEARNING POINTS

The Government must not be alone to foster safety and health to the community, since safety is a shared responsibility. Occupational Safety and Health Center is required to promote safety and health and become a significant to other people. A fact that 2,200,000 people suffered injuries worldwide and every 15 seconds, an injury happens throughout the world, and as for countermeasure, the Philippines implement safety as priority to their workers.

"Karoshi" which can be translated literally from Japanese as "death from overwork", is occupational sudden death. Although this category has a significant count, Japan is one of the few countries that reports it in the statistics as a separate category. The major medical causes of karoshi deaths are heart attack and stroke due to stress. Countermeasure for Karoshi is to promote work-life balance which means that the amount of time in work and personal life must be divided equally.



ISO 31000 is intended to be a family of standards relating to risk management codified by the International Organization for Standardization. The purpose of ISO 31000:2009 is to provide principles and generic guidelines on risk management. ISO 31000 seeks to provide a universally recognized paradigm for practitioners and companies employing risk management processes to replace the myriad of existing standards, methodologies and paradigms that differed between industries, subject matters and regions.

The symposium is highly recommended because it can apply not only in job but in our daily lives. Interesting topics were discussed by reputable government regulators and speakers that they related to their experienced to the topic which made it more remarkable. I gained more knowledge and information in the world of safety. I recommend having more videos and pictures since it signifies a thousand words. We must practice and apply safety not only in our workplace but in all places since safety is a shared responsibility of all humankind.

"A happy worker is a productive worker"

Effective responses in times of disaster are:

- ☒ 4P - Predict-Prevent-Prepare-Perform
- ☒ "Golden Hour" - means the next 24 hours is critical to save lives.
- ☒ "YOYO" - You are On Your Own - Do not expect immediate help



HEALTH ISSUES

By: Ms. Alea Patiam

Typoid fever is a potentially life-threatening illness that is caused by an infection with the bacteria *Salmonella typhi*. *Salmonella typhi* bacteria live only in humans. People with typhoid fever carry the bacteria in their bloodstream and intestinal tract and can spread the infection directly to other people by contaminating food or water. About 3 to 5 percent of people still carry the bacteria, even if the symptoms go away with proper treatment. These people are known as typhoid fever carriers.

Common Symptoms of Typhoid Fever:



When a person becomes infected with the bacteria *Salmonella typhi*, typhoid occurs.

Typhoid fever symptoms vary among individuals. Some will have mild symptoms, while others could have very serious symptoms, including death.

The most common typhoid fever symptoms include:

- ⊗ Fever as high as 103° to 104°F (39° to 40°C)
- ⊗ Weakness
- ⊗ Stomach pains
- ⊗ Headache
- ⊗ Loss of appetite
- ⊗ Decreased heart rate

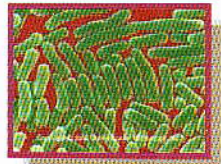
Typhoid Causes:

Typhoid fever is caused by an infection with the bacteria *Salmonella typhi*.

The primary cause of Typhoid fever are the following:

Eating food from an animal infected with an infectious agent, or from food that was contaminated from the food handler (who is infected with Typhoid fever), or from contaminated soil or water, or from toxins produced by an infectious organism.

Typhoid fever is more common in areas of the world where hand washing is less frequent and water is more likely to be contaminated with sewage.



Prevention of Typhoid Fever

Sanitation and hygiene are the critical measures that can be taken to prevent typhoid. Careful food preparation and washing of hands are crucial to prevent typhoid. One way to prevent typhoid fever is with the typhoid vaccine. There are two types of vaccines. One vaccine contains killed *Salmonella typhi* bacteria. This vaccine is administered by a shot. The other vaccine contains a live but weakened strain of the *Salmonella* bacteria that causes typhoid fever. This typhoid vaccine is taken by mouth.

The following are some suggestions for decreasing the chances of eating or drinking contaminated products:

- ☺ If you drink water, buy it bottled or bring it to a rolling boil for one minute before you drink it. Bottled carbonated water is safer than noncarbonated water.
- ☺ Ask for drinks without ice, unless the ice is made from bottled or boiled water. Avoid Popsicles and flavoured ice that may have been made with contaminated water.
- ☺ Eat foods that have been thoroughly cooked and that are still hot and steaming.
- ☺ Avoid foods and beverages from street vendors. It is difficult for food to keep clean on the street, and many travellers get sick from food bought from street vendors.





TRIVIA



Do you know that...

1. What fuel did steam ferries use on Sydney Harbour?
2. What is the largest ship to have visited Sydney Harbour?
3. What is the world's fastest boat?
4. What is the Australia's largest battleship?
5. Who is the first woman PMMA Valedictorian?

COAL

QUEEN MARY 2

SPIRIT OF AUSTRALIA

HMAS AUSTRALIA

Cadet First Class Zulaika Mariano Calibjo

Strange FAQs:



Up to the age of six or seven months a baby can do something adults cannot: to breath and swallow at the same time. Wanna try?



Contrary to what most people would tend to think, not all mosquitoes bite - only the female does. Only she possesses the probostics designed for biting and blood-sucking. The male cannot bite no matter how hard he might try, and is content living on plant juices.



If you want to restore a fresh flavor to frozen vegetables, pour boiling water over them, rinsing away all traces of the frozen water.

WORD SEARCH PUZZLE

Can you find the following vessels hidden in the box? They may be horizontal, vertical or diagonal, forwards or backwards.

S	O	B	U	L	K	S	I	N	G	A	P	O	R	E
A	C	C	S	I	N	B	U	L	K	T	L	P	L	T
L	A	B	E	L	D	F	O	L	P	I	N	G	Y	E
A	W	C	E	A	N	A	D	V	A	P	A	N	P	R
M	A	P	L	E	W	A	V	E	R	A	L	I	N	N
A	V	S	P	Z	N	O	T	O	S	C	N	S	L	A
N	E	H	A	X	C	A	P	A	M	G	M	K	A	L
C	R	I	M	S	O	N	M	A	R	S	F	L	T	S
A	R	N	S	H	I	G	S	H	O	A	S	U	I	A
W	E	S	H	I	R	A	K	U	M	O	P	B	P	L
Q	T	H	A	S	D	A	S	G	H	J	L	A	A	U
A	I	O	C	E	A	N	B	R	E	E	Z	E	C	T
S	P	L	A	Y	T	E	M	A	E	A	B	C	G	A
I	U	I	O	W	I	A	N	D	R	Y	R	D	S	E

Pinoy Question and Answer:

Q. Where did the terms *kuya* and *ate* come from?

A. Most experts point to Chinese origins. *Kuya* is said to be a combination of two Chinese words: **ko** (elder brother) and **a** (a term of kinship); *ate* from the same **a** plus **chi** (elder sister).

Q. How many Philippine presidents were bar top-notchers?

A. Three: Manuel A. Roxas, Diosdado Macapagal, and Ferdinand Marcos.

Q. All Filipino names for the days are from Spanish, with the sole exception of **Linggo** (Sunday). Why not **Domingo**?

A. **Linggo** comes from the Malay **Mingu**, which is a corruption of the Portuguese **Domingo** (Sunday). But on its way to the Philippines, **Mingu** became **Linggo**.

Q. The **Pasyon**, subject of the **pabasa** during Lent, holds what distinction in Philippine publishing history?

A. It's the No. 1 all-time bestseller in the Philippines.

Q. Ramon Magsaysay named his presidential plane **Mt. Pinatubo**. Why?

A. **Mount Pinatubo** in Zambales was Magsaysay's area of operation as a guerilla leader in World War II. He went on to become military governor of the province at war's end.

VESSELS:

SALAMANCA
MAPLE WAVE
SHIN SHO
CRIMSON MARS
JUPITER LEADER
SG CAPITAL
OCEAN BREEZE
SHIRAKUMO
TARAPACA
BULK SINGAPORE

