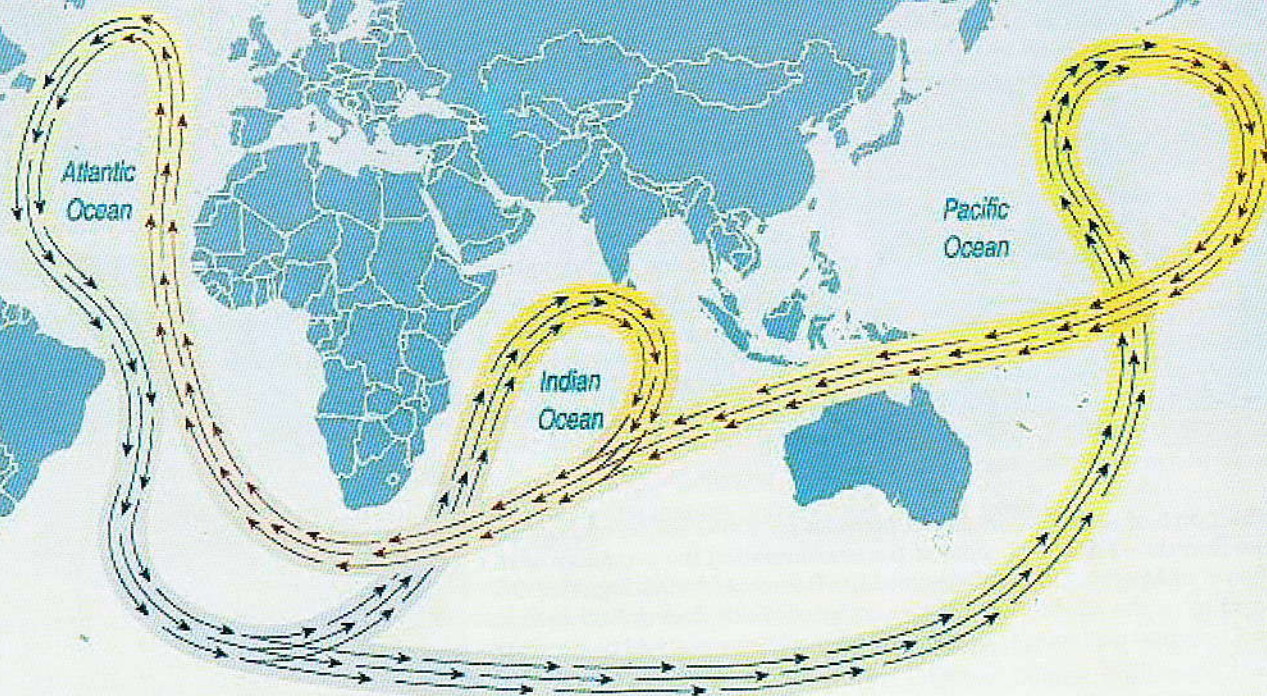


GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER
 VOL. 3 NO.4 /JANUARY 2011



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R.A. 8544 and the Developments of the Marine Profession from January 2004 to June 2010



By: Chief Engr. JOSE G. ABUGAN, MSBM, Ph. D.
Former Chairman of the Board of Marine Engineer Officers,
Professional Regulation Commission

Not of all us specially the Marine Officers who were licensed from 1970 to 1998 are familiar with our new Marine profession Law which is the Republic Act No. 8544, "An Act Regulating the Practice of the Merchant Marine Profession in the Philippines" and also known as the "Philippine Merchant Marine Officers Act of 1998". This Act was approved in February 24, 1998. R.A. 8544 replaces our old law Presidential Decree No. 97 which was implemented in the late 70's.

The guidance in the formulation of the R.A. 8544 is the International Convention of the Standard of Training, Certification and Watchkeeping for Seafarers (STCW 78 as amended). It is a declared policy of the Philippines to institutionalize radical changes as required by international and national standards to insure that only qualified, competent and globally competitive Marine Deck/Engineer Officers as determined through licensure examinations shall be allowed to the practice of Merchant Marine profession.

The Objectives of the R.A. 8544 provides for and shall govern: The examination, registration and issuance of Certificate of Competency to Merchant Marine Officers; and The supervision, control and regulation of the practice of Merchant Marine profession in the Philippines.

Under Section 5 of Article IV of this Act provides for the Creation and composition of the Boards. – For the purpose of the Implementing the provisions of this Act, the Board of Marine Deck Officers and the Board of Marine Engineer Officers, referred to as the "Board", are hereby created. Each Board shall be composed of a Chairman and four(4) members who shall be appointed by the President of the Philippines.

Under Section 10 of Article IV of this Act provides for the Powers and Duties of the Boards: Some of the important duties are: To administer oaths in connection with the administration of this Act; To suspend, revoke or reinstate the Certificate of Competency for the practice of the Maritime Profession; To hear and try administrative cases involving violations of this Act, its implementing Rules and Regulations, the Code of Ethics for Professional Marine Officers and for this purpose, to issue subpoena and subpoena duces tecum to secure the appearance of witnesses and the production of documents in connection therewith; To promulgate, administer and enforce rules and regulations necessary for carrying out the provisions of this Act, in accordance with the charter of the Professional Regulation Commission and the STCW '78 Convention as amended, provided that in case of subsequent or future amendments to any international convention(s) conference of which the Philippines is a signatory, the Board is empowered to amend/revise its rules and regulations to conform with the amendment/s of the said conventions without the need of amending this enabling Act.

Under Section 10 of Article V of this Act provides for the Ratings in the Board Examination. – To be qualified as having passed the board examination for Marine Deck/Engineer Officer, a candidate must obtain a weighted general average of seventy percent(70%), with no grade lower than sixty percent(60%) in any given subject. An examinee who obtains a weighted general average rating of seventy percent(70%) but obtains a rating below sixty percent(60%) in any given subject must take the examination in the subject or subjects where he obtained a grade below sixty percent(60%).

Under Section 19 of Article V of this Act provides for Re-Examination. – An applicant who fails to pass the examination for the third time shall be allowed to take another examination only after the lapse of one year.



R.A. 8544 and the Developments of the Marine Profession from January 2004 to June 2010

Under Section 20 of Article V of this Act provides for Oath. – All successful candidates in the board examination shall be required to take an Oath of profession before the Board or any government official authorized to administer oaths, prior to entering upon the practice of the Maritime profession.

Under Section 24 of Article V of this Act provides for the Grounds for Suspension and Revocation of Certificate of Registration and Certificate of Competency. – The Board shall have the power, upon due notice and hearing, to revoke or suspend the Certificate of Registration and Competency of a Marine Deck/Engine Officer for cause, which includes but shall not be limited to: the use or perpetration of any fraud or deceit in obtaining a Certificate of Registration, or for incompetence, negligence or for the illegal practice of a Marine Deck/Engine Officer; violation of the provisions of this Act, its implementing Rules and Regulations and / or violations of Policies of the Board, including the Code of Ethics for Marine Deck/Engine Officers. The action of the Board shall be final and executory without prejudice to the right of the aggrieved party to appeal the same within fifteen (15) days from written notice, to the Professional Regulation Commission.

Under Section 31 of Article VI of this Act provides for the Integration of Marine Deck/Engine Offices. – All marine deck/engine officers shall be integrated into one (1) national organization which shall be recognized by the Board and by the Commission as the one and only integrated and accredited association of Marine Deck/Engine Officers. A Marine Deck/Engine Officer duly registered with the Board shall automatically become a member of the integrated and accredited association of Marine Deck/Engine Officers, and shall receive the benefits and privileges appurtenant thereto upon payment of the required fees and dues. Membership in the integrated and accredited association shall not be a bar to membership in other associations of marine deck/engine officers.



MARITIME PROFESSION DEVELOPMENTS: January 2004 to June 2010

1. Bridging Program – Due to the shortage of qualified Marine Engineering students from Maritime Schools, In 2005, CHED implemented the Bridging Program Curriculum of B.S. Mechanical Engineering and B.S. Electrical Engineer to B.S. Marine Engineering through the issuance of CMO No. 38-Series 2005. This curriculum requires B.S. Mechanical Engineering graduates to take 14 Units of B.S. Marine Engineering subjects and six (6) months Shipboard training before they will be given B.S. Marine Engineer Degree. For Electrical Engineering is forty two (42) Units and six (6) Months shipboard training.

2. Walk-in Examination System (WES) – implemented by PRC in August 2006 for OIC-NW and OIC-EW in Manila, Cebu City, Iloilo City and Davao City. WES is given Weekly every Tuesday and Wednesday for Deck Officers; Thursday and Friday for Engineer Officers. In August 2008 PRC Implemented WES for Second Engineer and Chief Mate in Manila, Cebu City, Iloilo City and Davao City.

3. Requiring the use of only the "D3" and "E3" appended to the numbers for the Certificates of Registration and Competency of Marine Deck Officers and Marine Engineer Officers for newly passed Operational Level Officers effective July 24, 2008.

4. Management Level Course – Effective November 1, 2008, all newly passed Chief Mate and Second Engineer should submit MLC as requirement in applying for the Certificate of Competency.

5. Implementing the Single Licensure Examination in the Management level and Upgrading of Chief Mate to Master and Second Engineer Officer to Chief Engineer Officer effective February 6, 2009. For those Chief Mate who have completed Twenty four (24) months seagoing service can be upgraded to Master. For those Second Engineer Officers who have completed Twenty four (24) months seagoing service can be upgraded to Chief Engineer Officers.

76 Requirements for taking Board Exam from OIC to Chief Mate or Second Engineer is twelve (12) months Sea Service as OIC effective May 2010.

Any policies implemented by any government institution should undergo a public consultation, like in our maritime profession the seafarers associations, manning companies, ship owners and other entities that will be affected were consulted before the above policies were effected.

STATISTICS OF MARINE DECK/ENGINEER OFFICERS

As of December 31, 2010

| MARINE DECK OFFICERS | | MARINE ENGINEER OFFICERS | |
|----------------------|---------------|--------------------------|---------------|
| Master Mariner | 11,527 | Chief Engineer Officer | 10,296 |
| Chief Mate | 3,251 | Second Engineer Officer | 3,957 |
| OIC-NW | 50,770 | OIC-EW | 43,437 |
| Total | 65,548 | Total | 57,690 |

C/E JOSE ABUGAN AS PUBLIC SERVANT

I was nominated by the Marine Engineer Officers Association of the Philippines (MEOAP) to be a Member of the Board of Marine Engineer Officers to PRC sometime in May 2003. My appointment was approved by the President of the Philippines in December 2003 and I took my Oath of Office as Member of the Board of Marine Engineer Officers in January 15, 2004.

As member of the Board, your duties are: to make test questions three times a year in January, May and September; approve applications for examinees, approve applications for certificates of Competencies. Attends board meetings at PRC, Attends meetings at the Commission, Attends inspection to CHED maritime school. Attends meetings at Maritime Training Council and conduct inspection of Maritime training centers. Attends meeting at Maritime Industry Authority. Attends hearings of administrative cases of Marine Engineers at PRC.

In April 18, 2006 – I was appointed as Chairman of the Board of Marine Engineer Officers at PRC until June 30, 2010. Total public service I rendered at the Professional Regulation Commission is six and one half (6-1/2) years.

As member of the any Board of the Professional Regulation Commission is a service to the improvement of the profession and it is a legacy and sacrifice of one's life.

Public service is a public trust. Every professional is encouraged to contribute for the betterment of one's profession.

AWARDS RECEIVED

- ☒ **Plaque of Appreciation** – for rendering service as Member of the Board of Marine Engineer Officers from December 14, 2003 to March 16, 2006 and later as Chairman from March 17, 2006 to June 30, 2010. Awarded by the Professional Regulation Commission at SMX Convention Center, Mall of Asia Complex, Pasay City on October 29, 2010.
- ☒ **Outstanding Achievement Award for Seabased, Region IV** – Overseas Worker Welfare Administration, Department of Labor and Employment – Calamba, Laguna - June 8, 2009.
- ☒ **Distinguished Service Award** – as Vice President and Liaison Officer for Business 2008, Philippine Association of Professional Regulatory Board Members, Inc(PAPRB) – Manila, December 11, 2008.
- ☒ **Excellence Award 2008 as Marine Engineer Officer** – The Philippine Federation of Professional Associations, Inc.(PFPA) Given at Manila Hotel, November 18, 2008
- ☒ **Plaque of Appreciation** – Guest of Honor and Speaker, 12th Graduation Ceremony, Baliwag Maritime Academy, Baliwag, Bulacan – November 14, 2008.
- ☒ **Plaque of Excellence – Most Outstanding Alumni, Maritime sector** – Ilocos Norte College of Arts and Trades (formerly Ilocos Norte School of Arts and Trades), during INCAT 100th Year Anniversary, Laoag City – February 15, 2008.
- ☒ **Most Outstanding President Plaque** – as President of Rotary Club of Bacoar, Rotary International, District 3810, Rotary year 2005-2006 – Manila Hotel, June 2, 2006
- ☒ **Leadership Award Plaque** – as President of Rotary Club of Bacoar, Rotary International, District 3810, Rotary year 2005-2006 – June 2, 2006
- ☒ **Paul Harris Fellow Medal and Citation** – Rotary International, Given at Manila, September 6, 2005.
- ☒ **Certificate of Recognition** – Rotary Club of Bacoar, June 3, 2005
- ☒ **Plaque of Appreciation** – Guest of Honor and Speaker, Foundation and Coronation day, Ilocos Norte College of Arts and Trades, Laoag City, March 4, 2005
- ☒ **Outstanding Alumna Medal and Citation** – PMMA Alumni Association, Manila, December 4, 2004
- ☒ **Plaque of Appreciation** – Guest of Honor and Speaker, Graduation Ceremony, College of Marine Engineering, Technological Institute of the Philippines (TIP), Cubao, Q.C., October 29, 2004.
- ☒ **Plaque of Appreciation** – Guest of Honor and Speaker, Graduation Ceremony, Yanga College of Maritime Education, Bulacan, June 4, 2004.



"ANG LAKAS MO MARINO!"

BUHAY MARINO EVENT

AT PAMANTASANG LUNGOD NG MAYNILA

(SEPTEMBER 23-24, 2010)

By: Ms. Graciana German

The event called "Ang Lakas Mo Marino! 2010 Seafarers' Job and Wellness Fair" was held at University Activity Center of the Pamantasan ng Lungsod ng Maynila, in Intramuros.

It was estimated that around 1,500 seafaring jobs was up for grabs last Sept. 23 and 24 between 1000H to 1600H as the Philippines, the world's leading supplier of skilled seafaring labor, celebrates National Maritime Week.

The two-day event managed by Buhay Marino was participated by different manning agencies such as [Dalisay Shipping Corporation \(DSC\)](#); [Wallem Maritime Services Inc.](#); [Ventis Maritime Corporation](#); [Hoegh Fleet Services Phils. Inc.](#); [Maersk Philippines](#); [Philippine Transmarine Carriers](#) and [Sandigan Maritime Training, Inc. \(SMTI\)](#) and others.

Representatives from Dalisay Shipping Corporation were C/E Ramon P. Ledesma Jr. and Mr. Allan P. Vendiola together with recruitment / crewing staff Ms. Sheila Mae Arceo and Ms. Jovith Jaraplasan, while Ms. Graciana German represented Sandigan Maritime Training, Inc. According to Mr. Eric Arevalo, job fair manager and Editor-in-Chief of Buhay Marino, the event was held to acknowledge back to the maritime industry and people responsible for its steady growth in the past eight years.

Aside from providing job opportunities, the fair also features financial literacy seminars and other related activities sponsored by the Philippine Stock Exchange and health and wellness tips from nutrition specialists of Nestle Philippines.



OCULAR INSPECTION OF TORM SHIPPING

By: Ms. Graciana German

It's been a while since SMTI had a visitor from a manning agency with all the efforts the training center has undertaken to endorse and advertise Sandigan Maritime Training, Inc. (SMTI). But maybe luck came to our side, after all the hard work when Mr. Glen Rosales, Senior Manager and Quality Assurance of TORM Shipping Philippines, Inc. agreed to audit SMTI last September 3, 2010 at 0900H as part of their quality procedure. TORM Shipping is one of the prominent and established manning agencies not only in the Philippines but also around the world. It was privilege for us to accommodated their training requirements.

On Mr. Rosales arrival, he immediately proceeded to conduct audit of SMTI. Many questions have been asked about the training methods and procedures we are conducting. He also asked for some proofs or evidence to ensure that the audit are factual. After almost an hour the audit ended and a tour of SMTI followed. We made a tour in Deck and Engine Simulators including Cargo Handling Simulator and all the rest of the training facilities and rooms.

After the audit, a second ocular visit took place last October 14, 2010. This time TORM Shipping was represented by its Vice President /DP/CSO, Mr. Per Winther Christensen; Manager, Marine HR, Mr. Bonifacio Obongen together with the Senior Manager & Quality Assurance, Mr. Glen Rosales.

It was surprising to have this second ocular visit but looking at it positively, it means that TORM is interested and believed that SMTI can provide training of their crew.

As a result of the two visits, Mr. Glen Rosales gave us this great news that he had presented and endorsed SMTI to their principal and that they are ready to send their crew for training at SMTI.



By: Ms. Graciana German

NYK SHIPMANAGEMENT VISITORS



NYK Shipmanagement is one of the top prestigious shipping companies in the Philippines. Knowing this kind of standing of the said company, it's an honor for Sandigan Maritime Training, Inc. (SMTI) to be visited by high level officials of NYK Shipmanagement. The visit took place last October 26, 2010 in the morning. Seven visitors who visited SMTI are:

1. Capt. Kazunori Nagai – Deputy General Manager (Head of General Affairs & Cadet) Maritime Training & Human Resources
2. Capt. Kenji Hongan – Manager Maritime Training & Human Resources
3. Capt. Takeshi Asafuji – Seafarer Planning Team Marine Group
4. Mr. Hideki Kato – Manager Seafarer Planning Team Marine Group
5. Mr. Wilson P. Traviña – President (NYK-TDG Maritime Academy)
6. Capt. Eliseo Z. Clemente, Jr. – General Manager (NYK-FIL Maritime E-Training Inc.)

Ms. Jan Asuncion – General Manager (NYK-TDG Maritime Academy)

SMTI was quite surprised of the visit since NYK have their own training center. But whatever the reasons are, the visit strengthened the relationship between both companies and exchange great ideas about training of seafarers.





Live at

The Business Portal

By: Ms. Michelle Montana



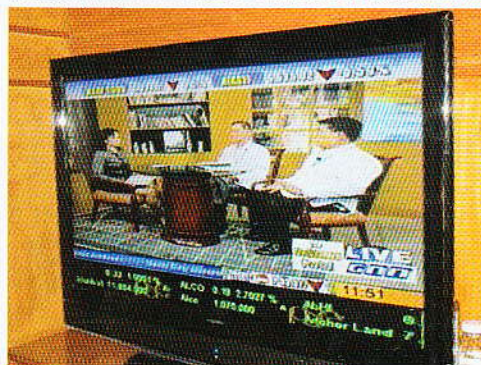
August 9, 2010 — Sandigan Maritime Training, Inc. was featured in one of the newest segments aired by Global Destiny Cable entitled the Business Portal.

Capt. George Pimentel and C/E Rolando Timtiman represented the company and provided public awareness on what seafaring is really all

about. They emphasized that seafaring is more than just traveling and earning dollars but it is a matter of self-sacrifice in order to maintain a safe and healthy trade. Thus, being a seafarer is such a noble career to pursue. They primarily discussed the graciousness of seafaring career, including the role it plays in the society and career opportunities it offers. Also, they gave an overview to the public on the corporate culture that SMTI, DSC and SSSI have in order to entice trainees and qualified seafarers that the company is looking for.

The Business Portal is a newly conceptualized business show hosted by Ms. Marybeth Nave. This show focuses on the needs, continuing education and the aspirations of businessmen, investors and entrepreneurs and being aired by Global Destiny Cable, with more than 220,000 subscribers, on channel 21 in Metro Manila. The show will also be broadcasted by more than 40 local and regional cable affiliates across the country and by Global Satellite live in Asia (Japan, North Korea, South Korea, China, Mongolia, Taiwan, Vietnam, Brunei, Malaysia, Indonesia).

The Business Portal presents 15 unique and dynamic segments from Mondays to Fridays 9:30am – 12:30 pm (replays from 12mn-3am), primarily to inform and update SME's, investors, businessmen, entrepreneurs, professionals, and the general public on various business trends and opportunities. Also, the Philippine Stock Exchange (PSE) will show an uninterrupted ticker tape of the actual stock trading at the bottom of the screen in all segments. The show's partners and content providers include the PSE, Citisec Online, and the People Management Association of the Philippines (PMAP).



BULKER STAR

By: Capt. Franklin Flores

A bulk carrier is a merchant ship specially designed to transport unpackaged bulk cargo, such as grains, coal, ore, cement etc. in its cargo holds. With the existence of this vessel a guide to its operation would be of great help to merchant mariners and seafarers alike and this is the basis for the creation of this course "Basic Operation for Bulk Carrier".

BOBC caters the needs of the people related in the maritime and or shipping affairs. It introduces bulk carrier, its evolution from history, various categories, layout with particular reference to its distinctive features, and its basic operation including documentation and charter parties. The course also considers technical factors such as loading computers, preparation of holds, ballast management, strength, draft and trim, displacement, stability and calculations.

The process of loading and discharging is addressed with special reference to the loading and deballasting programme and the safety procedures and proper cargo documentation. Also, a review of the potential problems that could be encountered during bulk operations is presented. Guidance is given on the measures that should be taken to monitor and control cargo, ballasting operations, loading or discharging, maintenance, and dry-docking and repairs.

To free participants from difficulty, topics in this course are thematically arranged. Discussions with technical terms are further clarified through definition of terms that even non-maritime trainees can take this course. Finally, merchant marine officers and seafarers alike should take this course and be guided in the operation of the bulk carrier.



Sandigan Ship Services chooses BASSnet PMS/AS Inventory Module for its Fleet Vessels

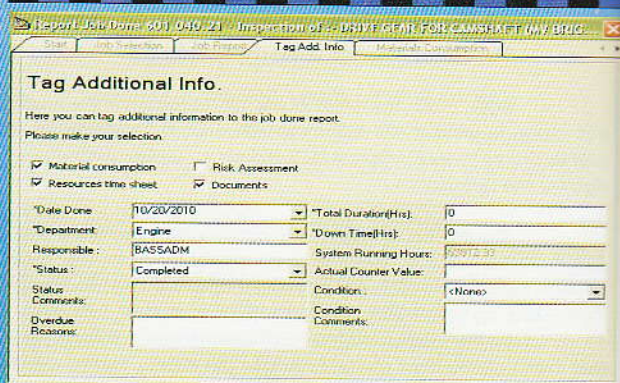
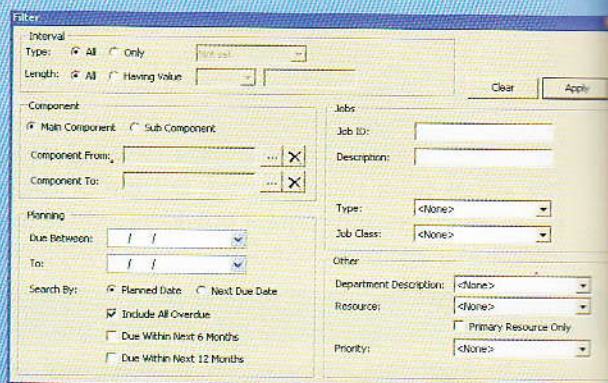
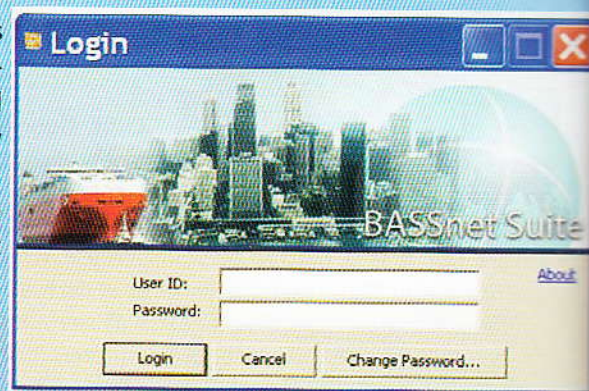
BY: MR. KOSHY THOMAS

Sandigan Ship Services, Inc. is rolling out BASSnet Maintenance at its office and onboard its managed vessels. After an extensive selection process in which six leading Marine IT companies presented their fleet management software, Sandigan choose BASSnet PMS/Inventory control modules for its fleet of vessels. One of the priorities during selection process had been to select a system which is easy & simple to use for all the crew onboard and at the same time a software which is based on the latest IT trends – BASSnet which is built on the latest Microsoft .NET technology allows application of common skills across a variety of devices, application types, and programming tasks as well as integrate with other tools and technologies to build the right solution with less work.

This module is a planned maintenance system for handling SANDIGAN vessel's components, spare list and job maintenance procedures from vessels and to be verified by Superintendent in-charge at office. The vessel maintenance related information is reported in timely manner with accurate data, therefore it ensure the Maintenance system always shows the up-to-date and quality maintenance information. All components spare list, materials transaction, maintenance jobs concerning SANDIGAN vessels will be registered into BASSnet Maintenance. The system enables photographs, measurement & additional detailed reports to be attached when reporting jobs. Once vessel has carried out updates on the jobs completed, the replicator is run and automatically all information is transferred to the office database - thus having a comprehensive, credible & accurate maintenance history of vessel which is easily accessible to personnel onboard as well as in the office – Having a history for maintenance has also been one the reasons on why we opted for a new PMS system over the existing one.

With the use of planner filter – jobs can be filtered as per rank, overdue, Dept, due between dates. The Planner screen gives users a good overview of the maintenance tasks, showing the scheduled jobs based on the filters that have specified. Once the job is carried out & when reporting the system offers an option of move to history – the move to history is an option for Master/Chief engineer onboard vessel or SI in office to review the job reporting and make any corrections/additions as required. Once the job is moved to history no more correction / editing of the reported job is possible. The system also offers a sub component function. Sub components are equipments that are movable. They have their own life cycle and maintenance program. This sub module will plan their maintenance program by keeping track of running hours separately – for example Main engine Pistons & exhaust valves.

The BASSnet fleet management system has many features which will enable improved decision making throughout our operations and achieve greater transparency – both for internal review, follow up, reporting, and business improvement – as well as for reporting to external parties and stakeholders. More automated processes, less administrative paper work, compliance, and a better understanding of how the entire fleet is run is what we hope to achieve.



SHIP HANDLING MANEUVERING SIMULATOR

BY: CAPT. HENRY ARANAS

Today Maritime Industry is becoming more complex and putting a lot of pressure that all stakeholders are opted to look for Ship Management who can provide them the best service. Thus from both sides Directors, Leaders and Managers look forward to have personnel ashore and onboard ship who can ensure in the implementation of their Vision, Mission and Objectives efficiently and effectively.

Again I can say that Ship Handling Maneuvering Simulator Course pave the way for much qualified assurance for enhancing the capability of Management and Operational Level officers on board ship to be more prepared and proficient in the art of Ship Handlings.

Almost 18 years ago when we heard this praise from the Secretary General of IMO Mr. W. Oniel: *"The key to success is implementation"*; and he also quoted from the Webster Dictionary "IMPLEMENTATION" means putting something into effect, making sure it gets done.



Taking Ship Handling Maneuvering course in Cape Size Vessel have more advantage and provide wider knowledge in handling this kind of vessel specially in maneuvering technique, and good seamanship during violent storm. Therefore, we recommend to other officer to take this course before boarding cape size vessel. This is a very essential tool which benefits to all concern, gives you better perspective and a brighter tomorrow.

2/O Nelson R. Tadeo
Arctic Shipping Corp.



Ship Handling and Maneuvering Simulator course gives me an experience on Docking/ Undocking maneuvers with use of Thruster, Tug Boats, Ship to Ship Transfer and etc. a vessel in Simulation and give knowledge how to handle a large vessel. It's a great experience and I have learned a lot which I can use on my next assign vessel.

3/O Roylan Villanueva
Arctic Shipping Corp.



Taking Ship Handling in Cape Size Vessel give more advance technique to how handle

C/O Robert E. Dela Cruz
Arctic Shipping Corp.



Taking Ship Handling cape size vessel to maneuver takes more knowledge, advancement on how to maintain the speed, the effect of the current wind and etc. It also provide the idea of docking in the berth procedure. It's very successful course to officer on deck.

3/O Paterno M. Fiedacan Jr.
Arctic Shipping Corp.





M/V Positive Passion Olympic

The Beginning

Last June 5, 2010, the crew of the M/V Positive Passion held their first self founded Olympic, consisting games such as Basketball which is the highlight of the event, Table Tennis, Dart, Shooting, Track and field and games for fun such as Pinoy Henyo, Crazy Race and Blind Artist. The games started as early as 15:30 in the afternoon and ended at dusk. This day was a success that some of the games dart and track and field has already a victor respectively. The table tennis and basketball also held its elimination round, which was participated by all crew members, where in the team of Capt. Montefrio and Mess man Saberon (Basketball) advances to compete for the Championship. After the table tennis which lasted until 1700, the crew then eats together for supper and exchanged their thoughts and laughter's regarding the games played the said day. D/Cdt Roland Rafanan Jr., C/Ck Jose Rolyn Silverio, O/S Jillian Mat Secretaria and Wiper Milan De Guzman composed the Committee on Games and Recreation set out the rules and regulations and planned the schedule of the games. Also the senior officers of the vessel gave their full support to the committee entrusting them with the prizes at stake.



MV Positive Passion Officers and Crew



The Teams in Basketball

The Championship

June 6, 2010, was the second and final day of the event. This day was dubbed as the judgment day, the final chapter of the book; the champions are to be revealed at the end of the day after 2 long days of non-stop action inside the court and on the table. Yes, this was the championship day, where in the efforts and hardships of all the persons involved is to be rewarded, the day of final pursuit on testing the communication, teamwork, understanding and oneness of the team through sports. As to what I see, sports really helped a lot. The barriers that the crew had to him and to others was destroyed, removed and vanished. The championship games added more spice, excitement and surprises to the outcome of the teamwork and communication between competing teams and the understanding between personnel's onboard, crew and officers alike. The basketball, table tennis, pinoy henyo, crazy race and blind artist championships games was held on this day.

The Awarding

After 2 long days of competition, the victors were named. These men are the best on their crops, alone and within a team. They were .the ones who bagged the prizes of the different Olympic games that was held.

THE CHAMPIONS

BASKETBALL (TEAM)

- ☞ C/O Samuel Alao
- ☞ 2/O Nilo Bagos
- ☞ 4/E Michael Lewis Weinerth
- ☞ Oiler Jose Nonito Bullon
- ☞ M/man Ronald Saberon

PINOY HENYO

- ☞ O/S Riccis Vasquez
- ☞ M/man Ronald Saberon

BLIND ARTIST

- ☞ C/ck Jose Rolyn Silverio

CRAZY RACE (TEAM)

- ☞ A/B Raul Gonzales
- ☞ A/B Sherwin Almora
- ☞ D/cdt Roland Rafanan Jr.
- ☞ C/ck Jose Rolyn Silverio

TRACK AND FIELD

- ☞ Wiper Milan P. De Guzman

DART

- ☞ 4/E Michael Lewis Weinerth (B1)
- ☞ M/Man Ronald Saberon (over-all.)

TABLE TENNIS

- ☞ A/B Rupert Equipilag (Class C)
- ☞ O/S Riccis Vasquez (Class B)

SHOOTING





By: D/Cdt Roland Rafanan Jr

SPORTS, A FOUNDATION OF GOOD COMMUNICATION



A sport nowadays is rampant not only to the elders but it generates more on the teenage population causing world wide phenomenon. Sports is a relaxing gateway to ease the boredom of the day and enjoy the benefit of it by letting you sweat, pouring out the stress you gained from a long day of work. If one believe that sports have another function into the development of oneself communication and understanding towards others. That sports is a good way of improving the so called teamwork in a team and self esteem as a person, and so to prove that sports can contribute to the development of communication and understanding we put it on a test.



As we venture to Lazaro Cardenas, Mexico, we the crew of M/V Positive Passion with the discretion and approval of the Captain planned an Olympic. This event which aims to develop teamwork, camaraderie, understanding and oneness was made possible by the cooperation of all crew members. It is ones said that sports develop relationship between the moral, mental and physical characters of a person and to the persons whom he entrust his faith whether to emerge victorious or not. But hey! We must not forget that sports are also the best way to improve communication and an effective way to boost team management. A sport com-



prises various factors which to my knowledge contribute much to the welfare and development of the relationship on board ship. Why do I say so? Because sports is relaxing and invigorating and a way of releasing modes of emotion through games of the mind and body, a proof that sports is a good way to ease the tension and take pleasure in living the days to come, that with it, you can feel the rush that comes with calmness. Some sports can make you feel pain, boredom; excitement and can test your patience, knowledge, reflexes and communication towards other personnel on board. Indeed, these facts about sport are truly helpful on board ship so we made this Olympic, to improve and develop the communication between officers and rating testing their abilities to understand even the simplest detail to emerge victorious, to overcome

hindrances and work together as one to safely arrive to anywhere we go.



A sport is not all about who wins or loss, sports is also about how you communicate to others and understand what they want!!!



M/V Positive Passion Olympic



From page 9



SMILE OF VICTORY



WHAT A JUMP?!!



IS THIS THE NBA?!

The awarding ceremony was attended by winners and non-winners alike, showing that despite the standings, the crew of the said vessel is united. To the winners, congratulations and to those who did their best congratulations also for doing a good game.



THE CREW OF



POSE FOR THE



THE CRAZY PAGE



HOT TABLE OF



BASKETBALL



THE SAFE WAY IS THE BEST WAY

By: Engr. Rodel Luis

Electrical Safety

Before attempting any electrical work, there are some basic safety precautions you must bear in mind. The possible dangers arising from the misuse of electrical equipment are well known. Electric shock and fire can cause loss of life and damage to equipment. Regulations exist to control the construction, installation, operation and maintenance of electrical equipment so that danger is eliminated as far as possible. Minimum acceptable standards of safety are issued by various bodies including national governments, international governmental conventions (e.g. SOLAS), national and international standards associations (e.g. IEC), learned societies (e.g. IEE), classification societies (e.g. Lloyds, N.K), etc. Where danger arises it is usually due to accident, neglect or some other contravention of the regulations.

PPE FOR HAZARD LEVEL 4



Ship's Safety

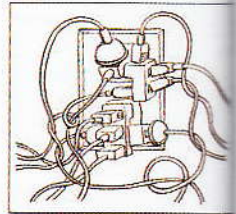
A though safety program is a "MUST" for anyone working with electricity. Electricity can be dangerous and even fatal to those who do not understand and practice the simple rules of "SAFETY" The first rule of personal safety is always,

"THINK FIRST"

Ship's staff must operate equipment in a safe manner and maintain it in a safe condition at all times. They should keep in mind an essential list of Do's and Don'ts when working with electrical equipment.

Do's and Don'ts When Working with Electricity

- ❑ Do get to know the ships electrical system and equipment
- ❑ Do operate equipment according to manufacturer recommendations.
- ❑ Do maintain equipment according to manufacturer's recommendations or ship owner's maintenance procedures.
- ❑ Do ensure that all guards, covers and doors are securely fitted and that bolt and fixings are fitted and tight.
- ❑ Do inform the officer of the watch before shutting down equipment for maintenance
- ❑ Do switch off and lock off supplies, remove fuses and display warning notices before removing covers of equipment for maintenance.
- ❑ Do confirm circuits are dead (by using voltage tester) before touching conductors and terminals.
- ❑ Don't touch live conductors under any pretext.
- ❑ Don't touch rotating parts.
- ❑ Don't leave live conductors or rotating parts exposed.
- ❑ Don't overload equipment.
- ❑ Don't neglect or abuse equipment



Electric Shock

It is due to the flow of current through your body. This is often from hand-to-hand or from hand to foot. The actual effects of electric shock depends upon various factors including age, sex, health and size of the person concerned.

Probable Effects of Electric Shock

- ❑ Perception Level – a slight warmth in the palm of the hand (DC) or tingling sensation (AC)
- ❑ Surprise level – triggering of involuntary reaction the person normally pull away from the source of shock
- ❑ Freeze level – painful sensation will be felt, muscle will be paralyzed the person may not be able to let go of the conductor. If the current flows through the midsection of the body, cardiac fibrillation may occur.
- ❑ Respiratory bloc – pain and shock will be felt and further exposure will cause respiratory failure.





THE SAFE WAY IS THE BEST WAY

By: Engr. Rodel Luis

Probable effects of Electric Shock (External Contract)

| AC 60 HZ | DC | EFFECTS |
|----------|-----------|---------------------|
| 0 – 1 mA | 0 – 4 mA | PERCEPTION |
| 1 – 4 | 4 – 15 | SURPRISE |
| 4 – 21 | 15 – 80 | REFLEX ACTION |
| 21 – 40 | 80 – 160 | MUSCULAR INHIBITION |
| 40 – 100 | 160 – 300 | RESPIRATORY BLOCK |
| Over 100 | Over 300 | FIBRILLATION |

Nine rules for safe practice and to avoid electric shock

- ⌘ Be sure of the conditions of the equipment and the dangers present before working on a piece of equipment.
- ⌘ Never rely on safety devices such as fuses, relays interlock systems to protect you. They may not be working and may fail to protect when most needed.
- ⌘ Never remove the grounding prong of a three wire input plug. This eliminates the grounding feature of equipment making it a potential shock hazard.
- ⌘ Do not work on wet floors.
- ⌘ Do not work alone
- ⌘ Never talk to anyone when working.

The following where used, will improve the safety of workplace:

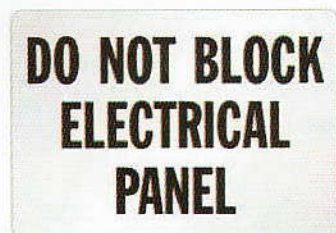
- ⌘ Maintain good housekeeping and cleanliness.
- ⌘ Identify and diminish potential hazards.
- ⌘ Anticipate problems
- ⌘ Resist pressure to "hurry – up"
- ⌘ Plan and analyze for safety in each step of a job
- ⌘ Document work
- ⌘ Use properly rated test equipment and verifies its condition and operation before and after use.
- ⌘ Know and practice applicable emergency procedures.
- ⌘ Become qualified in cardiopulmonary resuscitation (CPR) and first aid and maintain current certifications.
- ⌘ Wear appropriate personal protective equipment (PPE).
- ⌘ Refer to system drawings
- ⌘ Electrical equipment should be maintained in accordance with the manufacturer's instructions.



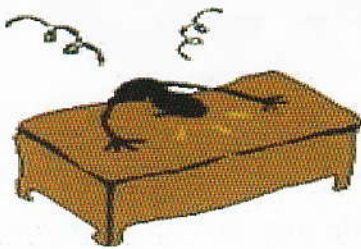
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CHECK THIS OUT!!!



How to Deal with Stress?

Source: <http://www.askdeb.com/blog/health/how-to-handle-stress/>

Collated by: Ms. Michelle Carreras

Stress can be defined as emotional or physical strain or pain produced by the body in response to tough situations. That's a pretty loose definition — another way of thinking about stress is as a body's way to respond to any kind of demand, physical or mental.

Stress causes tension, pain, headaches, bad moods, and all kinds of other physical and mental symptoms that are generally bad for the body. Stress exists as a way for our bodies to cope with outside circumstances ("stressors") and is generally considered a good thing, as long as it doesn't get out of hand.

When Stress Gets Out of Hand- How to Manage Stress

If you find yourself feeling "stressed" (tired, achy, wrung out) most of the time, you are dealing with a huge amount of stress. How can you cope with stress in a healthy and positive way?

Psychologists tell us that the best way to deal with copious amounts of stress is with something called the **TARP method**. TARP stands for: **T**une in, **A**nalyze, **R**espond, **P**revent. This is a simple way for people to remember at a moment's notice how to cope with stress. This simple four-step process has worked for millions of people. Let's take a closer look at each part of the TARP method.

Tune In to Relieve Stress

Tuning in to stress means recognizing the early signs of stress so you can deal with it before it gets out of hand. Tuning in means making a habit of analyzing your body's responses to stress and nipping stress in the bud before it gets out of hand. Look for muscle tension, perspiration, a rapid heartbeat or rapid breathing. These are all signs that you're dealing with the beginnings of stress.



Analysis as a Stress Management Technique

We all know what it means to analyze something — once you've noticed the early signs of stress, you need to look into what is causing the stress so you can complete the TARP process. Scientists tell us that stress comes from two sources — external and internal. External stress can be anything from physical sources of stress like noise, heat, or cold down to demands made on you by friends or family. Internal stress is the "noise" you listen to in your head, like anxiety or self-criticism. Analyze the source of your stress and you'll know how to deal with it.



How to Deal with Stress?

From page 8

Respond to Stress

This is the most crucial part of the TARP process. You need to learn how to respond properly to stress. Responding to stress means calming yourself either with breath control or by changing your environment. Escape the stressor, or deal with it in a healthy and direct way.

How to Prevent Stress

Prevention is something you do all the time, not just when stress happens. Prevention of stress means getting your work done on schedule, making a budget, and controlling your breathing. Do this all the time and you will be better equipped to deal with stress when it comes your way.

The TARP method is just one way of dealing with stress — albeit an effective way. You have to decide for yourself what method of stress relief works best for you. These are just some of the tips that we've found most effective in managing and handling stress.



25th INTERNATIONAL COASTAL CLEAN UP



By: Ms. Rosario Mendoza



Volunteers from government agencies, various colleges and universities, non-governmental organization, private corporations, religious groups and local residents gathered along Manila Bay from Padre Faura Street to Pedro Gil Street last September 25, 2010 as part of the International Coastal Clean-up Day celebration.

This activity aims to increase public awareness on the causes of water pollution and the need for water conservation. According to Capt. Lyndon La Torre, PCG Deputy Chief of Staff for Marine Environmental Protection, a total of 6,500 sacks of garbage were collected in just 3 hrs of clean up. Most of the waste collected by the volunteers during the clean-up were plastic bags which are very hazardous to the marine environment especially that it is a non-biodegradable material.

Over 1,529 participants joined and participated the clean-up activity including participants from Sandigan Ship Services Inc., Sandigan Maritime Training Inc., and Dalisay Shipping Corporation together with Dalisay Seafarers Alottee Association. Several maritime stakeholders also participated which is also part of the culminating activity of the International Maritime Week.

Manila Mayor Alfredo S. Lim, gave inspirational message as part of the 25th International Coastal Clean-up with the theme: "Trash Travel". This year is much more significant as it falls on the 25th anniversary of this global movement.

The site for the Manila Bay area clean up was originally planned for reclamation as a part of a development project in Manila Bay. However, in April 2007, Philippine President Gloria Macapagal Arroyo declared the site as a critical habitat and ecotourism area, which eventually prevented further land reclamation in the Manila Bay area. The place is home to 40 species of birds, including migratory birds, and 9 species of mangroves including the Nilad, which used to be abundant in the area and on which Manila derived its name (May nilad - to have Nilad).



The DENR organizes an annual clean up campaign as part of the implementation of the Manila Bay Coastal Strat-

LIFE IS A JOURNEY



By: C/O Marco C. De Guzman

Having successfully passed the licensure examination couldn't be possible without God's intercession. Likewise, my sincerest appreciation to Dalisay Shipping Corporation, its captains, officers, crew and employees who helped me honed my skills through the years. It was my second attempt and is glad I had the ability to endure and do well in this course.

My first attempt was a failure it made my emotions running high couldn't gain some perspective and very depressed. Passing the exam is very important to me and my job – as it is crucial to one's self-esteem and confidence and essential to pull off the highest position of our profession.

With God's guidance and my family being with me, thankfully, I was able to cope and move on. To my fellow seafarers who had failed once and hesitant to try another, it's perfectly natural to feel some apprehensions. But even if you don't make it first, it's not end of the world. Failing exams doesn't make you a failure in life. If anything it presents you with a range of options, one of which is retaking. What matters is that you're able to review the situation with clear eye, and workout what went wrong.



By: RIVERA, HERWIN P.
Cadetship 2009
OIC-EW

Life is indeed a journey but I believe that no one does things nothing because I made it... Life in a ship was hard but I never expected that it was harder than it seems. I could never imagine how I survived the times and the single moment that I've been away from my love one's to spend my life as a seafarer. I realize that being a seafarer really needs a sacrifice.

Preparing for the exam is the same as training for any event time management and planning is important and also maintaining a positive attitude. It helps you going and keeps you from getting discouraged. You could do this by properly motivating yourself like realizing the advantages that passing the exam will provide. I thought that I will not be able to cope with the filing for my examination. I just filed during the last day of filing. Less that a month of review... I was able to grab the 6th place in the Licensure Examination because of my hard work determination and sacrifices. For me, it's not how long you have studied, how high one's I.Q. is or how old or young. With these success and blessings in Life that I received I would like to take this opportunity to thank Sandigan Ship Services Inc., Sandigan Maritime Training Inc. and Dalisay Shipping Corporation for their support, trust and choosing me for their Cadetship Program. They gave us lot of trainings in order to be a competent individual. My sincere gratitude also to my shipmates of MV Bulk Singapore who were my companions through thick and thin. I would like also to thank my family for their unending support and love. I may not be able to be the person I am now without them. Lastly, Thank you to our Lord almighty for giving me these blessings in my life.

To all who are dreaming to belong in the rooster of professionals don't be afraid to pursue your dreams to be one of us. always think positive. You can also make it. MABUHAY!!! SSSI, SMTI & DSC. God Bless you all!!!



CONGRATULATION!!!

MARINE BOARD PASSER

- ✦ C/O Marco De Guzman
- ✦ C/O Meliton Dungog
- ✦ C/O Felix Albia
- ✦ C/O Donato Pablo
- ✦ C/O Reneto Wenceslao CP'00
- ✦ C/O Joel Galleto CP'01
- ✦ C/O Roland Apologista CP'01
- ✦ C/O Ryan Gaitan CP'06
- ✦ C/E Alexander Adalin
- ✦ C/E Monroe Ebojo
- ✦ 2/E Rodel Andales CP'04
- ✦ 3/O Rey Villacin CP'06
- ✦ OIC Jay Rammel Panes CP'08
- ✦ OIC Norman Gerardino CP'08
- ✦ OIC Alvin Umerez CP'08
- ✦ OIC Edryn Omar Tacuyan CP'08
- ✦ OIC Emar Ligutan CP'09
- ✦ OIC Herwin Rivera CP'09
- ✦ OIC Jefferson Dulay CP'09
- ✦ OIC Wilfredo Vasaya CP'09
- ✦ OIC Leonil Layda CP'09
- ✦ OIC Damnie Angelo Barillo CP'09
- ✦ OIC Allen Limboy CP'09
- ✦ OIC Kevin Carl Mirafuentes CP'09

PROFICIENCY IN HANDLING FREE-FALL LIFE BOAT

How safe is the Free-Fall Life Boat?

BY: C/O ISIDRO B. TANES

Freefall Lifeboats are designed as escape capsules for seafarer abandoning ship, and provide a safe and swift means of evacuation. It was used for several years and has been responsible for saving many lives. The correct procedures must be followed when using freefall lifeboats. To ensure that every crew member knows and understands what to do in an emergency, it is necessary to be fully aware, not only inside the lifeboat, but also in drilled evacuation procedures.

Every seafarer has the right to their lives that is why we are introducing the handling of Free-Fall Life boat. We are encouraging the seafarers to be familiarize with the new training to become aware of the hazards of working on board and can respond immediately in an emergency.

The Training composed of the guidance regarding the responsibilities of the company and the recommended responsibilities of the masters and the crew members on board.

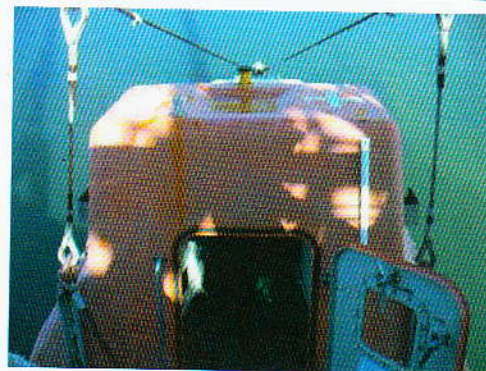


Some newly built vessels are fitted with the FFL and they should be familiarizing with the boarding and launching procedures for it.

We are surely assured of the use of the Free-Fall Life boat. With regards to the potential risk of overheating and dehydration, the Free-Fall Life Boat is totally enclosed lifeboat without the feeling of any uncertainty and discomfort for their

life and secured in case of any fire or storm occurred on board during abandon ship.

Be sure of your protection. There is no harm in trying another strategy using new technology like the Free-Fall Life Boat.



LIFE IS A JOURNEY

First and foremost, I would like to grab this chance to give thanks to our God Almighty for giving the opportunity to be in this company – Dalisay Shipping Corporation, because without Him I won't be able to accomplish my 1-year on board experience. Secondly, I want to thank DSC, SSSI and SMTI for making me a part of their company. To all officers and crews on-board who are greatly our best assessors and instructors, giving us the ideas about the tasks we are to do is very helpful.

Commit your work and never regret for all this chances are once in our lives. To be a good learner, pursue, have determination and humble yourselves. Thank you!



Emar D. Ligutan
OIC-EW
CP'09

COMMENTS

FEEDBACK

SUGGESTIONS

RECOMMENDATION



To get help us to improve on our newsletter, we welcome and appreciate your important feedback. You may email us at training.sandigan@dsp.net
Thank you for time and valuable efforts.

It such a good thing SMTI develop such training programs in order to refresh the skills and knowledge likewise to enhance competitiveness. Training facilities are updated and high-tech equipment for easy and fast learning. Launching of Great Ocean Belt also gave fresh information regarding our company's progress.



From the time I started in the company I have observed continues growth of the training programs and its facilities. Every year it seems that SMTI is acquiring new training programs which help us to be more competent seafarer and open for our future to different types of ships. Before training programs are mostly for bulk carrier ships but now there are also trainings for woodchip and tanker types. With the growth of the training programs, the training facilities was also able to keep up. the engine workshop, the simulator rooms, electrical rooms, familiarization rooms, visual guides, the competent trainers and even going to suitable learning also for hands-on experience SMTI have it. That is why I am thankful for SMTI for training me.

4/E John Aldrin De Leon '06



Provide more information regarding news on maritime industry in the Philippine to make available on vessels on time.

A/B Ernesto Jose Borja Jr.

T-Shirts, Bags, Cap of Sandigan Maritime Training, Inc. to be given to training crew for free. This above mention use during their trainings. Thank you very much for this matter and good cooperation.

Capt. Reynaldo Grado

In view point of mine the cadetship program has effectively indeed because it helps the newly graduate to pursue their career especially those who are capable and skillfully equip. As I observed as a Chief Engineer onboard I would like to emphasize that the promotion of the company in some cadet should not given easily or forcefully though they are witty but they are not totally capable in that position that needs to be improve.

C?E Jovito Loquias



To acknowledge the upgrading system to all officers who boarded the Dalisay Shipping vessels. Maintain the system in order to refresh the knowledge of old timer officer.

Capt. Max Mobo



OMCI

SHIP MANAGEMENT



OMCI Ship Management is the latest addition to DSC's growing 3rd Party Crew Management principal. Currently it has 33 vessels under management, including bulk carriers, crude, product, chemical and asphalt tankers. OMCI started operation in India in 1996, as a crewing office, and grew rapidly to provide the full range of technical management services. In 2008, the core team at OMCI joined Loire Marine Services, an existing and allied ship management company, and the company was renamed as **OMCI Ship Management Pvt Ltd.**



Mercator Lines Limited is the second largest private sector shipping company in India. The group has diversified interests and has a presence in Tankers, Bulk Carriers, Dredging, Coal Mining, Logistics and Offshore. In addition to 3rd Party Management, OMCI managed vessels of the Mercator group.



OMCI's Safety, Quality and Environment Management Systems are designed to comply with the standards set down in the ISM Code and for future compliance with ISO 9001 and ISO 14001. The Company carries out Internal Audits to verify whether safety, quality and pollution prevention activities comply with these standards.

Key Manuals of OMCI SMS: Apex Manual, Company Procedures Manual, **Fleet Standing Orders (Bulk Carriers)**, Chemical Tanker Operations Manual, Risk Assessment Manual, OMCI Forms and Checklists, OMCI Circulars and Fleet Alerts.

Having good and adequate training facilities help improve the ability and add knowledge to crews. Approachable trainers likewise, trainees and trainers deal easily because having adequate information on board their respective vessels. Making more crews and officers of the company through the cadetship and bridging program.

Trainees from SMS/SSRC

COMMENTS



FEEDBACK

SUGGESTIONS

RECOMMENDATION

As one of the cadetship program I am so blessed that I had been chosen. After a years of service to the company I had seen a great success to my career. I am so very thankful to those people beyond this project. I continue to do my best helping the company to build a strong foundation and continuing my best to prove to the company that they are not mistaken in choosing me.

4/E Kris Ian Nonato '06



HEALTH ISSUES

By: Ms. Alea Patiam

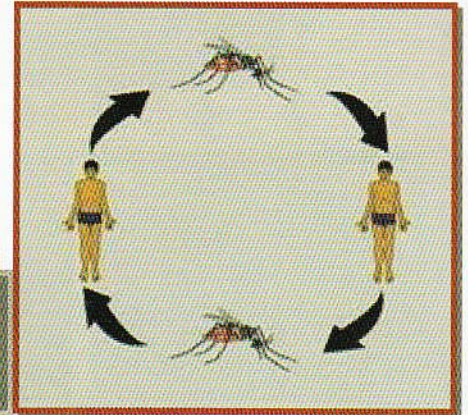
Dengue fever is a disease caused by a family of viruses that are transmitted by mosquitoes. It is an acute illness of sudden onset that usually follows a benign course with symptoms such as headache, fever, exhaustion, severe muscle and joint pain, swollen glands (lymphadenopathy), and rash. The presence (the "dengue triad") of fever, rash, and headache (and other pains) is particularly characteristic of dengue. Other signs of dengue fever include bleeding gums, severe pain behind the eyes, and red palms and soles.

Dengue (pronounced DENG-gay) strikes people with low levels of immunity. Because it is caused by one of four serotypes of virus, it is possible to get dengue fever multiple times. However, an attack of dengue produces immunity for a lifetime to that particular serotype to which the patient was exposed.

Dengue Fever contracted:

The virus is contracted from the bite of a striped *Aedes aegypti* mosquito that has previously bitten an infected person. The mosquito flourishes during rainy seasons but can breed in water-filled flower pots, plastic bags, and cans year-round. One mosquito bite can inflict the disease.

The virus is not contagious and cannot be spread directly from person to person. There must be a *person-to-mosquito-to-another-person* pathway.



Common Symptoms of Dengue Fever:

After being bitten by a mosquito carrying the virus, the incubation period ranges from three to 15 (usually five to eight) days before the signs and symptoms of dengue appear.

- ❑ Dengue starts with chills, headache, pain upon moving the eyes, and low backache.
- ❑ Painful aching in the legs and joints occurs during the first hours of illness. The temperature rises quickly as high as 104 F (40 C), with relative low heart rate (bradycardia) and low blood pressure (hypotension).
- ❑ The eyes become reddened.
- ❑ A flushing or pale pink rash comes over the face and then disappears.
- ❑ The glands (lymph nodes) in the neck and groin are often swollen.

Prevention of Dengue Fever

The transmission of the virus to mosquitoes must be interrupted to prevent the illness. To this end, patients are kept under mosquito netting until the second bout of fever is over and they are no longer contagious.

The prevention of dengue requires control or eradication of the mosquitoes carrying the virus that causes dengue. In nations plagued by dengue fever, people are urged to empty stagnant water from old tires, trash cans, and flower pots.

To prevent mosquito bites, wear long pants and long sleeves. For personal protection, use mosquito repellent sprays that contain DEET when visiting places where dengue is endemic. Limiting exposure to mosquitoes by avoiding standing water and staying indoors two hours after sunrise and before sunset will help. The *Aedes aegypti* mosquito is a daytime biter with peak periods of biting around sunrise and sunset. It may bite at any time of the day and is often hidden inside homes or other dwellings, especially in urban areas.

There is currently no vaccine available for dengue fever. There is a vaccine undergoing clinical trials, but it is too early to tell if it will be safe or effective. Early results of clinical trials show that a vaccine may be available by 2012.

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What makes a Filipino proud?!? Philippine Natural Wonders

Eighth Wonder of the World



Banaue Rice Terraces

The Banaue Rice Terraces

in Ifugao province has been dubbed as the "Eighth Wonder of the World". The Ifugaos carved the terraces from the rocky mountain of Banaue, about 4,000 feet above the sea level, hundreds of years ago. The total outline of this architectural wonder, otherwise known as the "stairways to the sky" is about 13,500 miles long, or about half the globe's circumference and ten times the length of the Great Wall of China.

Largest Natural Park



Sierra Madre National Park

The Sierra Madre national park

in northern Luzon is the country's largest natural park. The 359,000-hectare park is the home of endangered species such as pawikan (*Chelonia mydas*), bayakan or giant bat, Philippine eagle (*Pithecophaga jefferyi*), wild boar (*Sus philippensis*), Philippine brown deer (*Cervus marianus*), cloud rat (*Ratus mindorensis*), flame-breasted fruit dove, kalaw (Philippine hornbill), bukarot (Philippine crocodile), and native owl.

World's Longest Underground River



Palawan's St. Paul's underground river

Palawan's St. Paul's underground river

is said to be the world's longest underground river. The navigable part of the river inside the cave of the 4000-acre St. Paul Subterranean River stretches 8.2 kilometers in length (5 miles). However, this title is being disputed in Vietnam where an underground river known as Son Trach River reportedly extends 7 miles in length. Filipino explorers, however, claimed that once fully measured, St. Paul total length would reach 15 kilometers.

Longest River



Cagayan River or Rio Grande de Cagayan

Cagayan River or Rio Grande de Cagayan,

with a total length of 353 kilometers, is the longest and widest river in the Philippines. It bisects the Cagayan Valley from north to south. Also considered as the mightiest watercourse, Cagayan River sources its water from smaller rivers and streams in the mountain ranges of Sierra Madre, Caraballo, Cordillera, and Balete Pass. This river meets the South China Sea in an impressive expanse known as Aparri Delta.

Nearly Perfect Cone



Mayon Volcano

Mayon Volcano in Albay province has the distinction of having a nearly perfect cone. Towering at a height of 2,462 meters above the sea level, Mount Mayon overlooks Legaspi City. Its name, derived from the Bicolano term Magayon, means beautiful and is associated with a folk legend. The volcano has a base circumference of 62.8 kilometers. Geologists claimed that the stratovolcano developed its cone shape from a pile around the vent of volcanic materials composed of lava, rock and ash.

World's Smallest Volcano



Taal Volcano

Taal Volcano, a 406-meter-high crater, is said to be the world's smallest volcano. It is described as "a crater within an island within a lake" because it stands as an island at Taal Lake. The lake was formed after the volcano, which used to be much larger, collapsed. The ridges around Tagaytay City, which overlooks the lake, are believed to be part of the crater of the old volcano. These ridges now serve as the border of the 18-mile-diameter Taal Lake and stretch 32 kilometers from Mount Batulao to Mount Sungay.

Richest Marine Park



Tubbataha Reefs

The Tubbataha Reefs in Sulu Sea is considered as the world's richest biogeographic area. Derived from two Samal words meaning, "long reef exposed at a low tide", Tubbataha was declared as the country's first national marine park in 1988. The marine park covers 33,200 hectares and contains what is believed to be the world's largest grouping of marine life, per unit area. Scientists claimed that more than 300 coral species, and at least 40 families and 379 species of fish were recorded in the area. Among the species identified in the area were manta rays, sea turtles, sharks, tuna, dolphins and jackfish. In 1993, the United Nations Educational, Scientific and Cultural Organization (UNESCO) listed Tubbataha Reefs as a world heritage site.

Highest Mountain



Mt. Apo

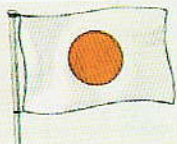
Towering at a height of 2,954 meters (9,692 feet), **Mount Apo** is the highest peak in the country. Located 25 kilometers south of Davao City, the mountain which forms part of the Mount Apo National Park is blessed with hot springs, sulfur pillars, geysers, lakes, rivers and waterfalls. It is home to a number of endemic animals such as the Philippine eagle, falconet and mynah. Its peak can be reached on a four-day hiking trip. Apo means "grandfather of all mountains". Scientists classify it as a semi-active volcano. Materials from previous eruptions have made the soil around the mountain extremely fertile.



FUN FACTS...



Did you know that???



Did you know that in 1192 Yoritomo was named the first shogun by the emperor. ~ His family (the Minamoto clan) governed Japan.

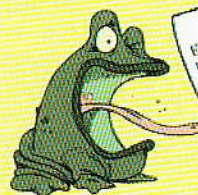
Did you know that the Japan's National Anthem's name is *Kimigayo*. ~ It means "His Majesty's Reign"

Did you know that there is a meaning for that red dot on Japan's flag? ~ The red dot stands for the sun

Did you know that in Japan they have Poke'mon cards? ~ They call them Poke'monsters.



FUN FACTS



Except for an occasional blink, the hunting frog sits almost motionless. It waits for a meal to fly by, then snatches it with a long, sticky tongue.

The Japanese language has a word for 'death from over-work'. It's *Karoshi*.

Japan is an archipelago of more than 3000 islands, with the four main islands Honshu, Kyushu, Shikoku and Hokkaido comprising 97% of its total land area.

Mt. Fuji, the tallest mountain in Japan, is an active volcano.

There are four different writing systems in Japan, romaji, katakana, hiragana, and kanji.

Sumo is Japan's national sport, although baseball is also very popular.

Tsukiji market in Tokyo is the world's largest fish market.

The term karaoke means "empty orchestra" in Japanese.

Ramen noodles are a popular food in Japan and it is widely believed extensive training is required to make a delicious soup broth. This is the subject of the movies *Tampopo* (1985) and *The Ramen Girl* (2008).

Geisha means "person of the arts" and the first geisha were actually men.



Test your knowledge of Japanese facts and culture with this fun but challenging Japanese culture trivia quiz. Have fun!

1. What is the official national flower of Japan?

- a) Cherry Blossom
- b) Chrysanthemum
- c) Plum blossom
- d) Not yet declared
- e) a or c

2. In Japanese culture, who should be given flowers and candy for Valentine's Day?

- a) The man
- b) The woman
- c) Everyone
- d) Old people only
- e) The Japanese don't celebrate Valentine.

3. True or False. Most streets in Japan do not have a name.

4. What symbol is prominently featured on the Japanese national flag?

- a) An eye
- b) Chrysanthemum flower
- c) Red sun
- d) Blue moon
- e) Wooden wheel

5. Japan is plagued with high suicide rates? What are the two most popular (statistically) suicide methods in Japan?

- a) Gas poisoning, hanging
- b) Gun shot, poisoning
- c) Gun shot, drug overdose
- d) Jumping off building, hanging
- e) Drug overdose, jumping off building

6. What is the Japanese term for cherry blossom?

- a) Ume
- b) Yamabuki
- c) Sakura
- d) Kobai
- e) None of the above

7. The Japanese form of comics or printed cartoon is called

- a) Anime
- b) Manga
- c) Oekaki

8. The first Japanese novel was titled

- a) Tale of Genji
- b) Naruto
- c) The Twelve Kingdom
- d) The Samurai's Code

9. The famed Japanese dish sushi is composed mainly of

- a) fish, sweet egg
- b) seafood, vegetables
- c) rice, vegetables
- d) fish, rice
- e) a or d

10. The indigenous religion of the Japanese is

- a) Buddhism
- b) Taoism
- c) Christianity
- d) Confucianism
- e) Shintoism

11. What is the term used to refer to obsessive fans of anime, manga, and video games?

- a) Otaku
- b) Anime addict
- c) Comic geek
- d) Sensei
- e) None of the above



11. (a) The man
10. (a) Shintoism
9. (d) Fish, rice
8. (a) Tale of Genji
7. (b) Manga
6. (c) Sakura
5. (d) Jumping off building, hanging
4. (c) Red Sun
3. True
2. (a) The man
1. (a) Otaku