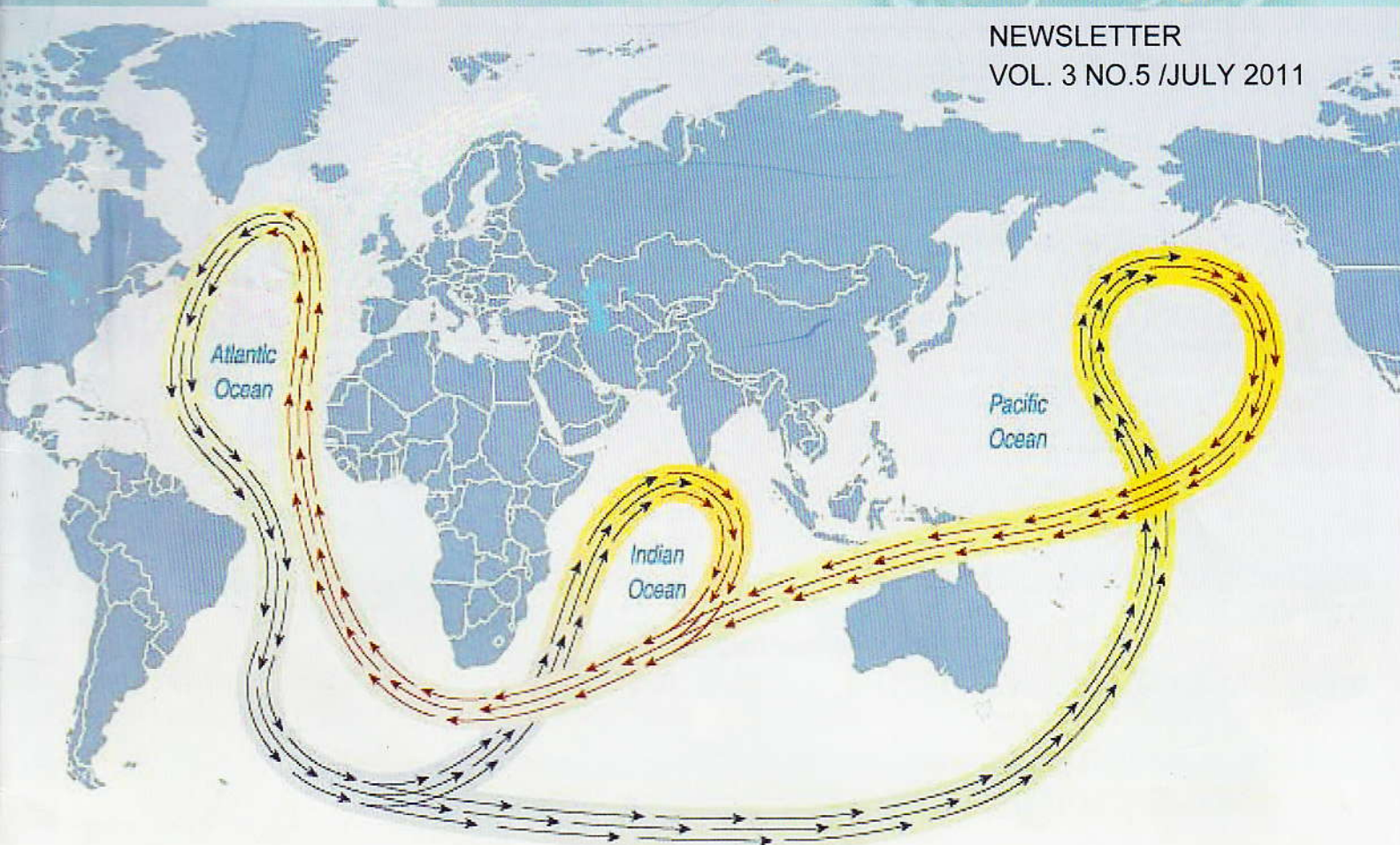


GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER
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Specialized Training for Oil Tankers

By: C/E Rolando Timtiman

Operations aboard oil tankers are governed by an established body of best practices and a large body of international law. Simply put, one must be qualified and competent to handle the operation of such type of vessel.

As part of SMTI's commitment to provide quality training, the organization had developed the course, inspected by the Maritime Training Council Inspection Team last 03 June 2011, and finally granted accreditation to offer the said training program to interested parties with validity until 09 June 2014.

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. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measures and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

The 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 in 1995.



Specialized Training for Chemical Tankers IMO Model Course 1.04

By: Capt. Henry Aranas

This Course is another big leap for Sandigan Maritime Training Incorporated. The delivery of the course is enhanced by Liquid Cargo Handling Simulator (Kongsberg), so designed to meet the needed simulation exercises for Chemical Tanker Operation with regards to the following: Preparation for loading, loading, loaded Voyage, preparation for discharging, discharging, ballast voyage, preparation for tank cleaning, tank cleaning, inerting, gas freeing, entry into enclosed space (tank).

The day to day lectures and group exercises will increase level of awareness in the importance of checklist. In totality the participants upon completion of the course, provided they hold an appropriate certificate and are otherwise qualified in accordance with regulation V/1-2.2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, should be able to take immediate responsibility for loading, discharging and care in transit or handling of cargo on Chemical tankers.



Consolidated MARPOL 73/78 Annexes I-IV

By: Capt. Alfredo Reodique

Marine Pollution is the world most concern in Maritime Industry now a days. The government of each party undertakes to ensure the provision of facilities at ports and terminals for the reception of garbage without causing undue delay. Pollution prevention by land, sea and air are mainly the source of pollution, whether by accident or improper disposal, most especially plastic or aluminum refuse that cannot dissolve for many years. Guidelines for special areas must be observed for every annexes of the Convention to prevent environmental pollution.

Report of an accident shall be made without delay to the fullest extent as possible in accordance with the provision of the protocol of the present convention including harmful substances. The purpose of this course is to let the seafarers understand and comply with the regulations imposed by the convention to avoid any violation that may happen onboard.



Training in Critical Situation

By: Capt. Henry Aranas

O good intention in increasing level of awareness. In this issue allow me to point out a very important concern which is based from research and survey already published. It is an accepted fact that when the unexpected situation occurs confusion arises. It becomes more difficult to make a decision and the possibility exist for an error of judgment which might led to an accident. To ensure that ship reaches destination safely and efficiently demands level of skills which are not easy to quantify but which needs to become part of the maritime culture. A pro-active approach is to establish a framework to ensure that there are system in place which is clear and make sure that everyone is aware of their responsibilities. Training in Critical Situation provides practice, support and reaffirmation for both operational and management level. It leads to a formation of an efficient and effective Bridge Team that thinks and act together under any given critical situation.



STOP

and calm down

THINK

of a plan

**PROBLEM
SOLVE**

wirely

Training in Critical Situation is a 5 days training conducted at SMTI. In this training we taught to identify and to react to different critical situations that may arise onboard. This training is not only important for officers but also to support level which is also part of bridge team. Safety is life, environment, ship & it's cargo are at stake on how we deal to critical situations therefore crews competency and equipment reliability are essential.

3/O Nover John T. Ramos
Cadetship 2006

Training in Critical Situation helps the officer or crew to improve their skills during critical situations. It also improves their knowledge about safety during navigation.

3/O Jonathan C. Lanting
Cadetship 2004

Every successful Master has not reached their position without encountering correct practice on board and proper training by the company. After taking "Training in Critical Situation" my knowledge and understanding regarding emergency procedures onboard has been improved. The exercise s prepared by SMTI is very important in establishing teamwork and developing skills among participants. Thank you very much to our instructor, Capt. Henry C. Aranas and to my co-participants for the cooperation, especially to Capt. Jose Elizer Tonogbanua who shared to us his ideas and experience as a Master. I am encouraging other officers of Dalisay Shipping Corp. to take TICS for them to understand clearly what I have written in this article.

3/O Pete Sendrick Gomeri
Cadetship 2008

Training in Critical Situation is a very good training which helps new officers to be prepared for their new challenge and well experience officer to be refresh

3/O Jay Rammel C. Panes
Cadetship 2008

I am very thankful for this kind of training it will improve my ability and knowledge how to handle incase of dangerous critical conditions and developed very well my maneuvering ideas.

3/O Eddie C. Doronio Jr.

Taking upgrading courses given by company are very important and significant. It gives advance knowledge on how you will respond to everything yo u will encounter on board the ship.

C/O Rodil S. Amoguis

There's a saying goes "take the risks, drop the fears". As future Master in one of the vessels in this company, I realized it's very risky or very difficult to maneuver and handle the ship during critical situation. However, the training called "Training in Critical Situation" taught us how to handle ourselves and the ship during critical situation. I thank SMTI for allowing us (all officers) to take this very important training because we really need this as future Captain someday if God permits. The training helped us improve our knowledge and gave us more understanding in handling different ships during maneuvering especially when a critical situation occurs. Now, I'm dropping these hidden fears I felt inside, and ready to take up the risks may lie ahead.

3/O Jason Gumapon
Cadetship 2006

As the future Captain of the ship, the training known as Training in Critical Situation (TICS), taught us what to be done, action to be taken, plan to be made in encountering this different kind of critical situation, it motivate us, widen our knowledge, it increase our courage, build up our Bridge Team Management to foreseen this situation to give appropriate action with an ample time decision as per as COLREG 1972 and other maritime regulation, thank you very much SMTI.

3/O Dive S. Dioso
Cadetship 2008

PIC OFFICERS UNDERGONE SIMULATOR TRAINING IN SMTI

By: Capt. Henry Aranas

It is a very good conviction to be able to put into words your experience in ship handling and be appreciated and understood. While others whom I know have still kept their self esteem and pride as experienced ship handler, many have already gone to see their find rest unnoticed unable to tell that the key to their successes in ship maneuvering lies in their clear understanding of the controllable and uncontrollable forces within the ship and outside the ship.

The SMTI Ship Handling Maneuvering Simulator Course with the aid of its Full Mission Ship Bridge Simulator (Kongsberg) has paved a way to all ship handling enthusiast although we may say that it's the Principal requirements at first but in the end it became the breeding ground for a new developed self confidence by all the participants.

Recently SMTI have successfully acquired the DNV accreditation for its Ship Handling Maneuvering Course. This is another mile stone for recognition. This course is open to any third party trainees.

To all the participants wherever you are congratulations!

S HMS for me its compulsory to take this course prior boarding cape size and VLCC vessels, this course is very helpful for knowledge and skills how to handle this size of vessels and to achieve with good trainings, techniques in maneuvering, docking – undocking, anchoring, encountering very bad weather up to hurricane, turning circle,....

MSTR Cruz G. Lagura Jr.
Phoenix Maritime Corp.

T aking ships handling and maneuvering course is very useful especially if we are going onboard a cape size vessel because we learned some technique to handle the big vessel.

3/O Norberto Tasic
Artic Shipping Corp.

S hip Handling and Maneuvering Simulator course is useful when you onboard ship, it gives more knowledge and techniques to the deck officer especially to the newly promoted as Captain.

MSTR Rameo Albino
Dalisay Shipping Corp.

I feel confidence in maneuvering my future assign ship due to this ship handling course were lit of technical knowledge that I learned.

C/O Raffy Nene
Dalisay Shipping Corp.

T aking ship handling and maneuvering in cape size vessel take more advantage and more knowledge technique to handle the huge vessel especially during maneuver.

C/O Marcelino Sepra
Dalisay Shipping Corp.



6.6KV HIGH VOLTAGE GENERATING PLANT COURSE

By: Engr. Rodz Luis

Introduction

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

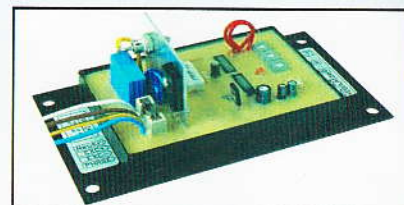
Pre-requisites

Trainees should have taken Management Level Course Function 2 (Electrical, Electronic and Control Engineering) or Marine Electro technology

Objective of the Course

At the end of the course the trainees shall be able to :

- Know the safety and maintenance aspects of High Voltage (HV) operation and utilization.
- Know the Personal Protective Equipments used in handling high voltage system
- Know the advantages of 6.6kV compared to 440V system
- Know the safety devices installed in a 6.6kV Main Switchboard
- Know the operation of Air Circuit Breaker and Vacuum Circuit Breaker



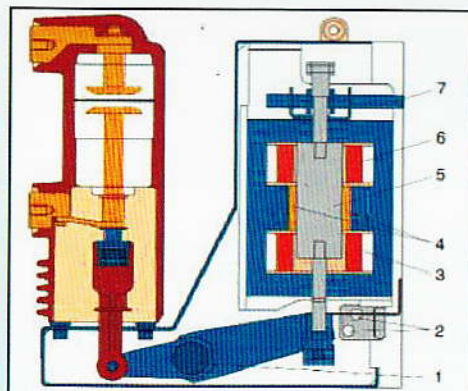
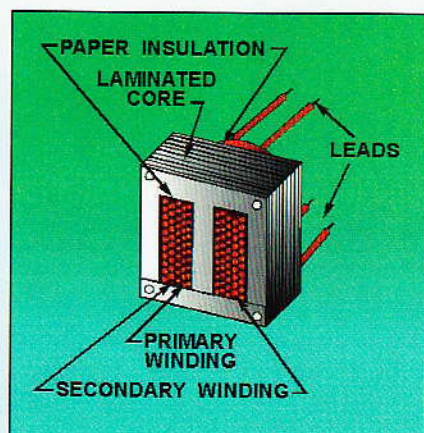
Outline Contents

- Unified Requirements for System with voltages above 1kV up to 15 Kv
- 6.6 kV Distribution System
- Electrical Switchgear and Safety
- Electrical Safety in the Marine Environment
- Electrical Hazards and Precaution in the Marine Environment
- Alternator and Automatic Voltage Regulator
- Transformer Theory and Operation
- Cold Ironing / Alternative Maritime Power



Duration of the Course

The Duration of the Course is 3 days.



References:
 R1 Unified Requirements for Systems with Voltages above 1kV up to 15KV 611 1991 (Rev. 1 May 2001, Rev. 2 July 2003)
 R2 TERASAKI HS21, Medium Voltage, air-proof, air insulated, metal clad switchgear and control gear up to 12 kV
 R3 KEE CHING KEE CO., LTD. DLT 17 CHIANG HING KEE International Industry and Trade CO., LTD.
 R4 TemPower Air Circuit Breaker Instruction Manual
 R5 Electrical Safety in the Marine Environment presented by Cadick Corporation Technical bulletin 010

References:
 R6 Electrical Hazards in Marine Environment, Technical Data
 R7 Electrical Switchgear and Safety: A concise guide for users
 R8 Brushless Alternators by Graig Peuren Alternator Voltage Regulators (DATAKOM)
 R9 Installation, Operation and Maintenance Guide; Hammond Power Solutions Inc. Issue Date: January 2008.
 R10 TSI Terminal Systems Inc. Final Report for: Deltaport Third Bert Container Terminal Cold Ironing Feasibility Study; by WESTMAR Consulting Engineers.

MARITIME LABOUR CONVENTION 2006

AWARENESS SEMINAR

By: Ms. Ilca Patiam

Sandigan Maritime Training, Inc. started to offer a one day course, the Maritime Labour Convention Awareness Seminar last April 20, 2011 as pilot class. When the Maritime Labour Convention 2006 comes into force it will replace 40 existing conventions and 29 regulations. Its objectives are to establish decent working and living conditions for all seafarers worldwide; to ensure that governments and ship owners are committed to establishing decent working and living conditions for seafarers; to put control and enforcement mechanisms in place to ensure there is a level playing field; to understand the details of how the Conventions affects the maritime industry. Ship-owners will benefit from having a comprehensive and reliable set of standards with which all must comply.

MLC Awareness Seminar refreshes my deep understanding on how this said convention laid out regulations in order to treat seafarers fairly according to specific CBA. In some cases that the CBA has been disregarded or not followed and this should be addressed to a particular shipping agency concerned. For those crew members who are certainly concerned about their rights are encouraged to attend the seminar in order to raise those things which for long time have only become question and / or doubt.
3/O Michael Sabitchana
MV Lowlands Nello

Maritime Labour Convention Awareness Seminar has given us new ideas regarding Maritime Labour. It has given us fresh ideas and enlightened our minds regarding our rights as seafarers. Confusions were clarified and it has set new standards regarding Maritime Labour especially the seafarer's rights to decent work conditions.
3/O Lymwell Tuba
MV Global King

It regards to MLC 2006, this is a very good seminar for seafarers like me who is new onboard. It opens the eye of seafarers to their rights and responsibilities as well. This makes the work on board or between the ratings and officers in good harmony because of the knowledge we got on MLC 2006 Seminar.
Elect Mark Ryan Monterico
MV Jewel of Tokyo

Maritime Labour Convention 2006 Awareness Seminar is very useful to every seafarer because we will know the rights and limitation of seafarer, while working on board ship. Year's ago we, the seafarer's lack of knowledge about our rights and privileges but with the help of Sandigan Maritime Training, Inc. we gained information that can improved and motivates us on what we are doing. May God Bless the SMTI. Thank you!
2/E Wilson Olita
MV Crescent Harbor

Regarding our seminar Maritime Labour Convention I would like to suggest to consistently conduct this kind of seminar since this would inform more seafarers about their obligation and rights toward the owner or the company.
2/E Charles Guarino
MV Atlantic Burnet

MLCS provide training that discussed and reviewed of risk assessment among officer and crew before starting to work place. The physical and mental of seafarers can be evaluated and recommended by helping others health problems. MLC training or awareness seminar are very important to all seafarers because this is the process to regulate the seafarer employment agreement between the owner and manning agency to comply with the seafarers' welfare and benefits.
OLR Freddie Huervana
MV Cape Garland

Maritime Labour Convention 2006 Awareness Seminar helps us understand the rights of a seafarer under the contract in a company. This give emphasis to the importance of a healthy seafarer to ensure IMO's twin objectives of having safer ships & cleaner ocean. This convention secures the right of all seafarers to have a decent employment and welfare protection.
3/O Nover John Ramos
MV SG Capital

This training / seminar is very important for us seafarer toknow our rights when understanding the labor code. I hope it will be fully implemented and help to create conditions of fair competition for respective party.
A/B Christopher A. Siglos
MV Benete Bay



PESMI: YOUR SELF-DISCOVERY JOURNEY

Ms. Miceah Montana

... I've been to Georgia and California, oh! anywhere I could run
Took the hand of a preacher man and we made love in the sun
But I ran out of places and friendly faces because I had to be free

Are you familiar with those lines sung by Charlene Duncan? Hmm.. Let me ask, how about you, have you been to yourself already? I'll be glad to know if you already did.

Whether we admit it or not, for most of the time, we get busy with different things. A lot of thoughts cloud our mind. Numerous activities and ideas are being processed in our brain. Sometimes we tend to dwell too much on things we thought are necessary and we unconsciously neglect the more Important ones. Because of these, we hardly make time to just seek for silence and ask ourselves how we really are.

For the past years, we were busy on investing more time, effort and resources in enhancing our skills because we know that having the necessary skills needed to succeed on our craft will make us to be the most sought-after crew; moreover, to be the most sought-after ship officer. Even DSC, SSSI and SMTI invest also in providing quality technical-based trainings for our seafarers and staff just to enhance their knowledge and skills. There's nothing wrong with these. But in recognizing that people are the best asset of an organization, it is just proper to look at them on a holistic perspective. On this light, the company believes that a holistically developed crew is not just equipped with the exemplary skills, but also must possess an admirable attitude.

Personality Enhancement Seminar (PESM) has been conceptualized with a sole objective of assisting the crew to understand their self better by revisiting their values, exploring more about their identity as part of an organization, appreciating the importance of leadership and communication and aligning their goals in life. The company believes that the real key for a crew to perform better on their task safely and efficiently does not only depend on their skills but with their proper attitude towards their work.

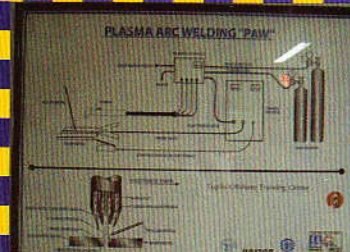
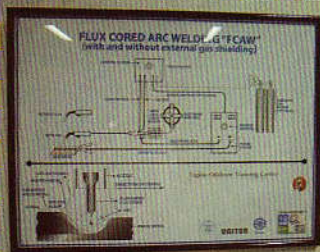
PESM is a one-day self discovery journey for each participant. Unlike our other courses being offered, PESM is more of a behavioral-based training which will be discussing things closest in our hearts. It had its pilot batch last January 24, 2011 and from then on, it is already being offered twice every month. This is such a great opportunity for any attendee to discover something new about himself and feel better and inspired with a better outlook in life after the one-day seminar.

So, what are you waiting for? Open-up yourself and have your own self-discovery journey through PESM.



PIPES AND PLATES CONNECTION

By: 4/E Rgutaro Minami



Training of Welding Pipes and Plates

is very essential to every seafarer. I have the following problems encountered including the undercut, cracked welds, poor fusion and incomplete penetration at first. And I felt very difficult to have good output as a beginner but I know that it is very important in every seafarer to know basic welding procedure. If I have the ability of welding even basic, I can do a temporary repair and share my experienced to others. I have learned that every welder has responsibility of making each weld the best one possible.

I'm very satisfied and grateful about this training. Welding is the simplest and easiest way to join sections of pipe. Being a good welder need to enhance and gain more knowledge and consider the following: Welding positions, type of joint, welding condition and many more. I want to have more welding training so that I can improve my skills and experienced. And to share all the information to all may colleagues.



Training Experience



JR. 3/O YUKI
USHIDA

Taking Simulator Training gave me a good experienced and developed my skills. Communication in bridge for deck and engine is very important though English language is not my first language. It is very important for our daily lives while onboard. That is why I will study hard to improve my skills to have safe maneuvering vessels. Finally I met a really nice instructor in SMTI. Thank you very much. I work hard to become a better third officer.



JR. 3/O TOMOHISA
TANAKA

Through the Pre Onboard Training, I learned many things and realized my own weakness was English communication. It is very important to provide clear instructions especially in the emergency situation. Knowledge is also one of important thing for seafarer; it deals effectively in a tense situation. And through training I sensed my own problem, subject and potential. In future I want to become a good seafarer, that's why I have to study hard and apply all the learning I gained during my training period. I'm looking forward to go onboard. Thank you and Mabuhay!!!



JR. 3/O NAOKI
TAMURA

I took Ship Handling and Maneuvering Simulator; in this course we can learned and understand how to maneuver a cape size vessel. Procedure to stop the vessel and in emergency situation. All seafarer should keep in mind that... If take this course, everyone shall get knowledge of how to maneuver cape size vessel. And this knowledge is very useful for next vessel I am sure.

SMOU TRAINING

By: E/CDT John Erick Maritana

It's been a long time of waiting, craving for the real world that I will conquered. Many trials has been experienced, line -ups that passed away. Sometimes I felt seafaring career is not career for me. I always think of quitting. Then one day a new opportunity comes to me being one of the cadets chosen to represent our company to attend SMOU training.

I have no idea about this training but only comes into my mind is I am excited, a part of mix emotions. I am overwhelmed for being one of those chosen to be one of the delegates of this training. Finally the training has started 92 participants from different companies and different schools throughout the country. Four different international mentors that will sharpen our minds with new knowledge and skills. Everyone amazed with the venue that is conducive for learning. One thing that I noticed is, there are a lot of reasons that boredom will not be felt in a month. Full of recreation area and activities can be done.

First day full briefing has been oriented about the program and has been tackled about. Do's and don'ts, rules and regulations, duties and responsibilities. The importance of being a part of the program and the possible outcome and meeting my fellow colleagues. Second day, the real start of it, 5 am in the morning I've barely had a wink of sleep. Reveille blew 15 minutes ago and in that time I've jumped out of bed, washed up, dressed, rubbed my newly shorn head, made my bed and assemble with my fellow recruits in strait line formation outside. Our drill instructor has put new cadets through this regimen.

Almost every single moment of the day I have experienced physical training, a dozen of different exercises in additions to required runs and long distance marches and several lectures from international instructors. Giving bunch of awareness to lives we've facing rather than add our technical knowledge. They teach to become future leaders of our firms, test our attitudes towards learning and the willingness to conquer the challenges of the sea.

Few corporate training programs are hardcore as the seaman's basic training, but all of them have the same ultimate goal: Preparing new employees to do their job well. I can say that the training program that I have attended is one of the important part of my career, of course a lot of benefits to myself in terms of discipline, something more valuable, a sophisticated training program that I have sent for can made me different between a competent employee and an exemplary one. It can be intimidating, but the people I like are who finished the program come out feeling confident and prepared and not in a nutshell, that makes training so successful.

ELECTRONIC CONTROL MARINE ENGINE

BY: MR. MARK RYAN MONTERICO

Having been chosen as one of the trainees that will be sent to Japan mainly for training is a big opportunity. It is also a big privilege to be with C/E Cesar Espiritu and 2/E William Cadorna who are also sent for training.

May 10, 2011, 12:15 P.M. is our time of flight from Manila to Japan. We had arrived at 9:00 PM (local time).

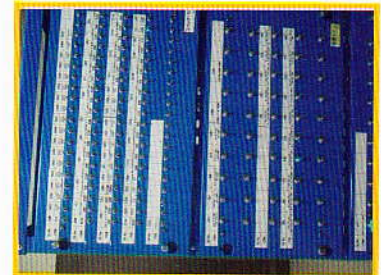
May 11, 2011 is the start of our training at MES Co., Ltd. (Mitsui Engineering and Shipbuilding). At the first day of our training we had an orientation; the instructor discusses the company profile, TAMANO (Mitsui plant) layout and their latest products. At that day also we had an overview of their two-stroke diesel engines, remote control and electronic governor systems.

May 12, 2011 the instructors started to discuss thoroughly the remote control equipment specifications, parts and their functions. They also introduced the equipment called MOP (Main Operating Panel). This displayed the design, pressure, temperature and the maximum allowable value of the said specs of the fuel oil pump and fuel valve of the cylinder. The said equipment will be installed simultaneously at the Engine Room and Bridge. They also teaches trouble shooting of different scenarios/ problem that may encounter during boarding and when at sea. At the second part of our practicum, they explained how to replace MPC (Multi Purpose Controller), this the hardware that is placed at each unit like ECU-1, ECU-2 etc.

May 13, 2011, the instructors discussed the fully automated BMS 2000II, this involved how to change the operating station from Wheel House to Control Room and vice versa, and Alpha Lubricator, the discussion involved how to display the oil content of each valve. May 14, 2011 we had to transfer from Okayama to Shimonoseki due to another training, JRCS training center is located at Shimonoseki.

At JRCS (Japan Radio Corporation Services) training center, they introduced the High Voltage switchboard, this is actually the switchboard that is installed only to LNG vessels and container vessels. In this training, they taught how to lock and unlock the said switchboard for safety purposes, the different earthing system; the neutral insulation and the neutral direct earthing system, and the purpose of different device that will be use by the crew to handle the equipment safely.

Overall, the training is very good and useful, it added new knowledge for us crew to ensure the safe and reliable operation of the vessels.



FUTURE OFFICERS



Neeraj Kumar Meena
Polyvalent Cadet
Marine Engineering & Research Institute,
Mumbai
Indian Maritime University

As a polyvalent cadet first of all I would like to thank Zest Ship Management recruiting me for on board training and subsequent employment for the prestigious organization and giving me the opportunity to join the special Cadetship Program 2011 at Sandigan Maritime Training, Inc. (SMTI) which would be the stepping stone for success in my career as a polyvalent officer.

I think the SMTI is providing best training because here we can get real experience before joining vessel. And we all know that the technological developments that have taken place in maritime field of 21st century have compelled the industry to look the man who could be the master of all shipboard activities in real sense. And we Cadetship Program Batch 2011 cadets are expected not only to be disciplined, sincere and able bit also the qualities that are pre-requisite to be a good navigator or a marine engineer and the engineers also have the technical maturity to sense the forthcoming problem in advance and find solutions.



The two months of comprehensive training in SMTI through Cadetship Program 2011, we imparting knowledge of the

- ⌘ Theoretical lectures
- ⌘ Seminar and project work
- ⌘ Training on simulators
- ⌘ Practical work in workshop
- ⌘ Different kind of technical film showing
- ⌘ Disciplinary training
- ⌘ Skill development program

And most important thing the personal experiences of the instructors who has commanded ship for years as a Captain and Chief Engineer.

Finally thank you to SMTI for providing me such a special training and I would like to thank all the teaching and non-teaching staff of SMTI for taking additional care of our comfort.

As a graduating cadet from SMTI Cadetship Program 2011, I assure that I will keep the name of institute and company management as a responsible team member.

Experience of Inhouse Training



Chandan Kumar Sharma
Deck Cadet
Cadetship Program



Prathap Ramakrishnan
Engine Cadet
Cadetship Program

Dream

come true if you see a

dream by heart, coz if you see a dream by heart every thing on this planet will help you to make your dream come true. I saw a dream to see the world, to feel the essence of nature, to breathe in salty sea air, to call a running tide, to listen a wind's song and it comes true.

First and foremost, I would like to thank Zest Ship Management Hongkong for giving me the golden opportunity to make my dream come true by selecting and sending me here at Sandigan Maritime Training, Inc. for providing me two months comprehensive training through Cadetship Program 2011 and imparting knowledge through education and through personal experience of the successful instructor who commanded her ship for years to keep her beauty. In these two months I learned and experienced a lot of things which enriched my knowledge skill and attitude that will be the key factor in future for shaping my career in shipping field. Apart from training I learned and felt the sense of ownership, sense of belongings towards my principles. I think this two months training will be the milestone of my shipping life for survival leadership. Once again I would like to thank Sandigan Maritime Training, Inc. for providing me such a platform and treating me an important member of his family.

Ships

are safe at port, but it is not built for that..."

So I feel proud to be a Marine Engineer who makes her proper safer through the rough weather, high tide waves in deep and vast ocean.

As an Engine Cadet first of all I would like to thank Zest Ship Management for recruiting me and giving me the opportunity to undergo in Cadetship Training Program 2011 at Sandigan Maritime Training, Inc. (SMTI) which would be a good foundation for building my career.

Next I thank SMTI for providing me two months comprehensive training which includes the Theoretical part, Work Shop Activities, Practical Assessment and Engine Room Simulator Training. I would be grateful to all the teaching faculty of SMTI for importing good knowledge.

Last but not the least I would like to thank all my fellow cadets, who are friendlier and made us "Feel Like HOME" which made this training more valuable, joyful and memorable.

As a graduating cadet of Cadetship Training Program 2011 from SMTI, I assure that I will keep the name of institute and management and I will work as a responsible team member who will propel the ship more safely, economically and with less pollutant discharge to sea and the atmosphere.

I wish all my fellow cadets a GOOD LUCK for success in their career and prosperous in life.



Cadets Plus Program 2011

"Pre-Sea Preparatory Course Designed to Significantly Enhance the Quality of New Marine Dec/Engine Officer".

A group of 92 cadets from different shipping agencies from Metro Manila trooped to NYK-TDG Maritime Academy in Canlubang, Laguna for the opening of CadetPlus Program 2011, last May 2, 2011. Indeed, great opportunity knocks once on your doorstep. We are so blessed that we are called upon to join this prestigious training program, which aims to prepare the aspiring seafarers to be mind-set, qualified, competent and globally competitive in their chosen career. Considering that we are just ordinary trainees in Dalisay Shipping Corporation. Doing odd jobs while waiting to be lined-up and have the opportunity to board a sea-going vessel. The moment we received the news that we will be representing DSC in the said program, a lot of questions came through our mind. Such as, "Why us", and "What this program is all about?"

Thus, as we go on our day to day activities aboard the said Maritime Academy all the above queries and anxieties have been answered. As expected on Day-1, we've been subjected and oriented to strictly follow the rules and regulations being implemented by the said Academy. We trained how to use time management. As early as 4 am, we hit the road for the road run and morning calisthenics. After taking a bath follows the breakfast and then, the classroom instructions and discussions, which is the very important and interesting phase of the program. We've learned a lot from different guest instructors both foreigner and local. They effectively carried on their respective assigned tasks because of their wide experienced as seafarers. They give emphasized that seafarer is such a noble career to pursue. We remember, one instructor cited the graciousness of seafaring career and the role it plays in the society. Further, the Program of Instructions (POIs) designed for the said course was properly disseminated. We also have undergone different duties such as Gangway Watch (GW), Senior Cadet on Duty (SCoD) and Platoon Marcher. By this, we've been taught how to respect orders from our classmates who are on duty, which leads us disciplined, and assumed responsibility while on duty.

After the class discussion, dinner will be served follows by admin time. At this point, we exchanged pleasantries by sharing good insights and future plans regarding our maritime career. We also enhanced our camaraderie by engaging in different sports using the recreational facility of the Academy. Indeed, sports are relaxing. It is one way of releasing emotion and ease tension caused by mixed emotions. At 2200H, taps will be sounded and so, we must hit our respective bunk to be prepared for tomorrow's early morning activity. That is our daily routine up the culmination of training program on May 27, 2011.



D/Cdt Kyriel Ivan C. Serrano

I am very blessed to be chosen as one of the representatives of Dalisay Shipping Corporation (DSC) in the Cadet Plus Program 2011. The knowledge and experience that I have learned from this prestigious training program will be my best armor in pursuing my chosen career. Thus, I am confident of having a brighter future because I will be sailing on pre-plotted courses with fair winds and blue skies.

D/CDT KYRIEL IVAN C. SERRANO



D/Cdt Roel C. Praxides

We are glad because we are one of the cadets choose to join on the SMOU Training. We gained and enhanced our knowledge to each other and especially to our instructors with different nationalities that so very good in teaching. We learned how to become confident to ourselves, to be aware of time inside the academy with different shipping companies, schools and kind of personalities of cadets is definitely one of the best experiences.

D/CDT ROEL C. PRAXIDES



E/Cdt Joel S. Pelones

During the time SSSI, DSC and SMTI choose us as their representatives to joined SMOU Program Training. It was also another journey of our life, a life that full of challenges but despite of these challenges we learned a lot and most specially we became a confident person to go on board.

We would like to thank all staff and instructor of SMTI and especially to Capt. Yurino, Capt. Pimentel and C/E Bete for choosing us as their representatives. We would like to acknowledge for time in teaching and giving advice that we can keep and used in our profession. To all instructors in SMOU Training Program not only in teaching us but also for training us as a Junior Officers and Engineers we feel the moment for such time.

E/COT JOEL S. PELONES



Capt. Pimentel, C/L Bete with DSC Cadets



DSC Cadets w/ DSC & SMOU Representatives
Mr. Thomas Tay and Ms. Mary Liew



Batch Prophecy Cadetship Program 2011



By: D/CDT Noe Y. Villacin

“Kkkrrrrnnggg!!!”

“Good morning Sir this is Cath your new secretary. Mr. Chow wants to have an appointment with you this afternoon in Makati Golf Club. If you don't mind Sir, are you ready for your meeting with the new PRC members? It's already 45 minutes prior 0900H Sir” Cath replied. “Oh! I almost forgot it, thanks for the reminder Cath it's a great day for your first job, keep up the good work” I alertly respond. “Thank you very much Sir, its also a pleasure to work with you Sir, Okay Sir. Goodbye.”

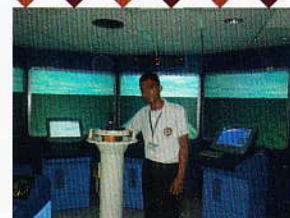
After I finished my breakfast I bid farewell to my wife and two sons. Driving my brand new Mercedes Benz CLS along the Quirino Avenue a few kilometers from our house, a huge billboard catch my attention. It's an advertisement of the leading maritime review center in the Philippines. Due to dense traffic, I stopped by and ask the cigarette vendor down street “Boy! who's the owner of that review center?” “Ah that review center Sir? Actually I really don't know but maybe this guy could help” the cigarette vendor replied while whistling at the guy in black jeans. “Boss who's the owner of that review center you were in?” the cigarette vendor ask the lad. “You mean the MENBRIG? It's the leading review center here in the Philippines owned by Capt. Jerome Chris Briguera and C/E Mathews Theo Mendoza” the lad calmly conveys. “Hahahaha! That's why the word MENBRIG was familiar to me because they're the combination of my former batch mate in Dalisay Cadetship Program 2011” I laughed merrily while talking to the lad. “Actually Sir my father is the president of your batch, C/E Marco Garcia” the lad articulate. “So you're the son of one of the owner of Brix Shipping Lines. Have my regards to your father” I keenly replied. “Okay Sir but would you mind if I ask your name Sir?” the boy hastily ask. “Oh sorry I forgot to introduced myself by the way I'm Capt. Villacin, it's a pleasure to meet you Mr. Garcia” I gently answered. “Oh! You're the known PRC member. It's a pleasure to meet you Capt. Villacin I'm D/C Joshua Garcia.” “Hahahahahahah! I'm not that kinda well-known. So D/C Garcia I'll go ahead, I still have a meeting to catch up. Bye.”

When I arrive at the entrance of the PRC building, I saw a man in shadow checked black formal suit holding a molded aluminum slim line attaché. After a few seconds, I suddenly recognized him as Capt. Tristan Cariño. “Hey Capt. Cariño its been a long time since we've meet in Australia” I shouted. “Oh its you Capt. Villacin, I almost didn't recognized you cause you've changed a lot” Capt. Cariño replied. “So what does a Captain doing here in the PRC building?” “I'm having a meeting together with Capt. Rommel Galula and C/E Ronald Nitura to the PRC chairman and also with you.” “Ah so that's why Mr. Chairman told me last week that the new members may seem familiar to me. But wait, where's C/E Aladin Balangon?” I hastily asked. “Actually C/E Balangon was very busy with his Mall in Pasay together with his business partner C/E Raffy Lorenz Teodosio.” “So that's why my son told me that he saw C/E Teodosio with C/E Balangon in a famous weekly magazine owned by C/E Renato Bendita.” “Owww! that magazine was named Bend Magazine in short for Bendita, Hahahahahah.” Capt. Cariño laughed sarcastically.

When the meeting in the PRC building was adjourn, I drove my car to a restaurant near Mall of Asia. I ordered a Chicken Curry with mushroom soup incorporated with large Coke while seating beside the fiber glass wall watching the palm tress as people pass by. After I finished my lunch, I asked the check to the waitress and refuse to give my bill. I suddenly asked her why. “Sorry Sir but the owner of the restaurant ordered me to never accept single money from you Sir because if I do, I will lose my job. So please if you have pity on me just accept the offer Sir” the waitress dramatically replied. “But wait! May I ask the name of the owner?” “Oh! I'm sorry to tell you Capt. Ramon Bolinget's name Sir” “You mean Capt. Bolinget from Baguio?” “Yes Sir but a couple of months ago they transfer to Makati together with his wife. He's so sorry for not entertaining you Sir because the doctor called him that his wife is giving birth to a baby girl.” “Oh here's my calling card just give it to him so that I can thank him for the lunch. Ill just go ahead, I still have a meeting to attend. Bye!”

Upon arriving at the Makati Golf Club, Mr. Chow shakes my hand. “Congratulations Capt. Villacin your plan for expanding the Monte Carlo homes burst to success. Because of that we would like to expand the project throughout the country together with our business partners Capt. Gaudioso Cabatingan Jr. and C/E Jose Rey Piezas your batch mate from Cadetship program. Sad to say they can't come today because Capt. Cabatingan was in Singapore scheduled for the replacement of his dentures while C/E Piezas was having a vacation in Las Vegas, Nevada together with his second wife.” “But wait, where's C/E Ostia right now?” I suddenly asked Mr. Chow. “I don't know what actually happened to him but I heard rumors that C/E Glenn Ford Ostia after leaving his career became a chaplain of a Church in his hometown in Cebu” Mr. Chow answered. “Oh that's a shocking news! My vision from the start that he will become a priest came into reality.”

“ my Apple iPhone 5 rang as I stumble out of my bed. “Hello! Good morning this is Capt. Noe Y. Villacin speaking” I gently answered.



Batch Prophecy Cadetship Program 2011



A few hours after the meeting with Mr. Chow, I stopped by at a car wash near Baclaran. While waiting for the receipt, I open my Apple Mac book Air and browsed the net. Minutes later, I suddenly noticed the column page of Sunstar Davao pertaining to the leading Maritime Training Center in the Philippines. The ABC training Centre owned by my batch mate Capt. Michael Acain (the professional painter), C/E Rangie Bual (the itinerant tourist) and Capt. Rasheed Shane Cadayona (the PBA coach). But the front page of the newspaper was the surprising one. It says "Thanks for your support, I'll do my best to do my duty as Governor here in Davao City - Gov. Harvey Mante." "Excuse me Sir, here's your receipt? If you don't mind Sir, are you familiar with C/E Kristoffer Pocholo Duran and C/E Jayban Silang?" the car wash boy politely asked me. "Yes they're my batch mates. Why?" I instantly answered. "After I noticed the sticker in your car, I remember that it was very similar to C/E Duran and C/E Silang's car stickers. Actually Sir they're the owner of this establishment." The carwash boy conveys. "What a coincidence! Can you please give this calling card of mine to them and just tell them that their batch mate drops by. Ah! Wait here's your tip." I smiled while slowly opening my pocket and hand over the tip to the carwash boy. "Thank you very much Sir! Your message will be addressed to them as soon as possible Sir."

Driving my car at the Ayala Avenue, my black cased apple iPhone 5 rang. Momentarily, I answered the call "Hello! Good evening, this is Capt. Villacin Speaking." "Hey Captain Villacin! This is the president of Sandigan Maritime Training Incorporated. We will be having a reunion in one of the most visited resort in Ilo-ilo this May 1, 2041 in Iloilo Farm and Resort Capital owned by Capt. Jay Lord Bardo and Capt. Emmanuel Basco." "Oh! C/E Jacob Aranas glad you've called. It's been 30 years since we've graduated from Dalisay Cadetship program. Okay I'll be there, I'll just rescheduled my appointment on that day. But wait, all of our batch mate will attend the reunion next month?" I replied. "According to our Designated Person C/E Mark Simbe though his very busy, Capt. Chandan Kumar Sharma, Capt. Meena Neeraj Kumar and C/E Prathap Ramakrishnan will try their best to hit the reunion because they're very busy monitoring and upgrading their Mumbai Maritime University in India but the rest of us will attend the reunion" C/E Aranas replied. "Hmmm. Seems like our batch is doing pretty well for the past 30 years" I smiled while scratching my sideburns. "Yeah that's right, so that's it Capt. Villacin see you next month. Better prepare yourself for the talent showdown this reunion. Hahahaha." "Okay C/E Aranas. I'm always prepared especially during ambush talent showdown. Hahahaha-hahaha. Thanks for calling. I'll see you at the reunion."

After a month of preparation for the Batch reunion May 01, 2041 0900H @ Iloilo Farm and Resort Capital

As I entered the greenery door of the resort, a freezing splash of water runs down my nostrils. When I rubbed my eyes, it was Capt. Cabatingan and C/E Piezas who throw the bucket of water to me with a demonic laughter at their face. Seating in a rattan made chair facing the infinity pool, I saw C/E oh I mean Fr. Ostia reading the Bible seriously. On my left side is C/E Nitura staring carefully at the FHM magazine while in the garden view of the resort I saw my batch mates participating various games prepared by the Company. After a couple drinks of Heineken Beer, a sexy lady with blue stripes bikini passed me by and suddenly she dives at the infinity pool. After a few seconds of staring at the undulate water, the blue stripped bikini girl comes out of the water andAww! I feel a strong blow at my spine. "You know kid, I think seafaring is not your field. You know why? Cause you're a great director. Hahahahahaha. Your story sucks!" Our Chief Mate of Bulk Singapore laughed at my Batch Prophecy written a couple of months ago while drinking the last shot of Black Label Johnny Walker at the Thanying Restaurant in Singapore. "I always recall that batch prophecy Sir as a remedy for my boredom. Imagining the life of my batch mates after 40 years without certain regrets. For better or for worst, we will rubber stamped our hearts at the place were it all began. The soil which furnishes our very selves in every trials and joy we devoured. The DSC, SMTI, SSSI will be the soil of our success and on behalf of all the CP 2011. We will forever be loyal to the company who has given to us this once in a lifetime opportunity" after I said that, I felt the warmth in my hearth while delivering all those words. "Very loyal Cadet. Hahahahahaha. If you want a promotion just ask me directly so that I can prevent my nose from bleeding because of your heart breaking English speech. Hahahahaha." Our Chief Mate laughed and after a blink of an eye, the Chief Mate kisses the ground due to drunkenness.

When we were out of the restaurant, I look up at the azure sky asking myself about the numbers of steps that we must surpass in order to reach the prophecy. Maybe it takes a lot of time to sacrifice before we will embody each character in the batch prophecy. And after an hour, "Kkkrrrrnnnnngggg!!!" and then I answered my phone "Hello?" "Good morning Sir this is Cath your new secretary. Sorry to have awakened you Sir but Mr. Chow wants to have an appointment with you this afternoon in Makati Golf Club." My new secretary called me after I was awakened in a deep sleep. I paused for a while, and then I asked myself. I'm I just dreaming or is this a Déjà vu?



Loyalty means nothing unless it has at its heart the absolute principle of self sacrifice -Woodrow Wilson.

Bridging Program

An Endless Horizon



"From everyone who has given much, much will be demanded and from the one who has been entrusted with much, much more will be asked. Live life with a due sense of responsibility, not like those who do not know the meaning of it."



The Philippine has long been a major source of seafarers for the world maritime industry. The government of the Republic of the Philippines aims to maintain this position. Towards this end it seeks to improve the quality of education and training of maritime students. The lack of qualified Marine Engineer Officers paved the way to the course of Bridging program from BS mechanical Engineering BSME and BS Electrical Engineering BSEE to BS Marine Engineering. CHED formulated the special program to qualify Mechanical Engineer and Electrical Engineer. Dalisay Shipping Corporation together with Sandigan Maritime Training Inc. and Sandigan Maritime Ship Services is getting on a new undertaking by tapping graduates or those intending to enrol in the program thru a pre-qualifying examination. With this project, company's deck and engine cadetship program will be greatly enhanced. Thus, produce more qualified and competent marine engineers.

Being hired on board a ship is such a rare opportunity. It's as if you need to climb Mount Everest or swim across the pacific-ocean. This kind of thinking lessened our hopes of being hired until we passed the pre-qualifying exam rendered by Dalisay Shipping Corporation in parallel with Sandigan Maritime Training Inc. and Sandigan Maritime Ship Services. God gave us a leap in fulfilling our ambitions. Thank you Lord.

Seafaring career is a passion, a call and a dedication. We all know that the shipping business is growing remarkably and expanding rapidly. Marine engineering field is very closely related to Mechanical Engineering field. We bridging-cadets choose this industry because onboard ship includes all machinery application. At sea, we can still practice our profession, doing maintenance and troubleshooting, exposed on different machinery operation and improve our supervisory skill by handling of people. The opportunity to travel the world for free, experience other cultures and earn dollar are just a few to mention of the rewards a seafarer can go through.

The SMTI cadetship-program takes two months of comprehensive training prior boarding a vessel. This is to ensure that we are equipped with the right necessary knowledge, skills and attitude before "signing ON". Together with other cadets, we have learned many things during our training. We have real difficult training for this two nerve racking months. We then realized that life at sea is going to be hard and burdening. The training prepared us physically, emotionally, and mentally. In behalf of our fellow cadets, our sincere gratitude that we became part of the cadetship program Batch 2011-2012.

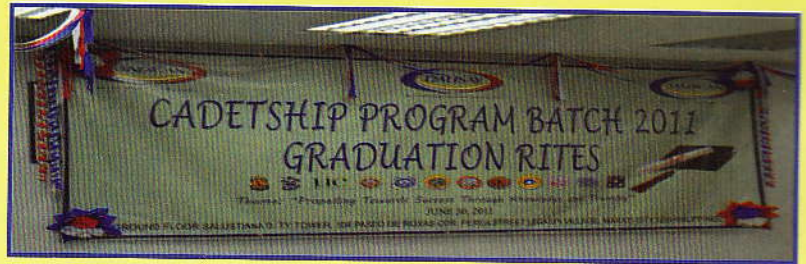
The door of opportunity has opened up for us Mechanical Engineers, a new goal has been set for us to accomplish. The bridging program from Mechanical to Marine Engineering is a good way to expand our knowledge and skills as an engineer, though it will take a bit more time to study again and take more trainings as preparation in accordance to our profession. We know that all these sacrifices and hardships we endure is worth doing, all we can say is "The juice is worth to squeeze." Our passion in achieving our goals will bring us to success.

Working at sea and on land may have a big difference in terms of environment. Being a seafarer is like being a soldier in war. Several uncertainties await you. We must be always ready. Your primary weapon is courage and determination. There is no room for giving up rather it is always fighting and striving to the end. Life has no shortcuts and no highway options. We'll take every step of the way going unto the top. We will pursue our career and continue the destiny God had given us. We will always strive for the best. Being one of the top seafarers someday is possible. God Bless us all!



SMTI HOME OF GREAT LEADERS

By: D/CDT Marco Garcia



"Great Leaders", motivate large groups of individuals to improve the human condition. That's the mission of the Sandigan Maritime Training Inc. (SMTI), a company duly registered under national laws, is engaged in training of its seafarers, cadets, and new entrance to the profession. To provide adequate top quality upgrading background on maritime education and training to all seafarers employed on board Sandigan Ship Services Incorporated, manage vessels and other principals requiring its services. It is the policy of the SMTI to provide the highest quality training for the development of the skills, knowledge and capabilities of all the trainees to become the best when it comes to maritime field. Because of the nature of its assigned mission the SMTI is compelled to maintain a very high standard of maritime education and training. It is an agency tasked to produce the most qualified merchant marine officers and leaders in the maritime industry. It is being tested and proven that SMTI is not only created to develop skills, improve knowledge, and enhance capabilities but it is also a home of "great leaders". Compose of outstanding and well-known captains and chief engineers, who shared their knowledge to the best they can. And they are made just like anybody else through hard work and that's the price we have to pay to achieve the goal we want in our life.

As part of the Dalisay Shipping Corporation together with the Sandigan Maritime Training Incorporated cadetship training program this year as engine cadet is a great opportunity. And I am very grateful that I am one of the fortunate cadets from our school that will undergo the pre-onboard training for two months. As we begin the training we are just like neophytes without any idea of what lies ahead, hungry for the knowledge and skills that we will use in the new chapter of our life across the seas of the world. I'm hoping that upon completing the training I will be knowledgeable, skillful, and capable to start the new journey of my life. With each passing days, we gain new things that start to mold us to be competent in the high seas someday. Then the time for selecting the one who will represent the whole cadetship program batch 2011 has come, the position of being a class President, for me it is not just being a leader; he is also a follower, a listener, a speaker, a brother or may even serve as your father. "Lead and inspire people. Don't try to manage and manipulate them. Because things can be managed but people must be led". My fellow cadets have seen these things on me and elected me as the batch president for 2011. I was very glad that day. Deep inside my hearts I do really want to exercised and challenge my leadership skills to a higher level. Because it's a passion to us, we cadets of the Philippine Merchant Marine Academy are trained to lead and serve. To achieve the leadership we all want to have, we must become the change we want to see. And that's what will serve me as my guiding principles of being their president.

The SMTI with their trainings and programs designed to mold and prepare us to be part of their family of great leaders. They try to make us competent, qualified, committed not just a ordinary individuals but as leaders. All of the things we've learned and acquired here in SMTI will always be our foundation and tools to reach our goals someday. Being elected as the President of the cadetship program Batch 2011 and on behalf of the cadet's of Cadetship Program Batch 2011, we salute and thank the DSC and SMTI with their Great Leaders for molding and preparing us to be the best of what we can be before we conquer the seven seas of the world.





SUCCESSFUL EXAMINEES

"If others can do it, why can't I?" this was the phrase which I made for myself and I believe that it's true because we are all made by our creator in heaven and He made us all the same. Anything that others can do, we can also do because we are all made even. Life is not easy for us seafarers, I can still remember when I was still onboard, crossing the Pacific Ocean, passing through huge waves, getting along with new crew mates, being far from my family are just few of the trials and hardships we are experiencing onboard. And my only shield is "prayer".

Waking up early in the morning, taking a cold bath, working all day long, eating early dinner, cooking late snacks and watching movies in my computer makes me forget to miss my family and friends here in the Philippines. After one long year of spending my time onboard I finally finished my contract. One week before I disembarked my ship, I still can't believe that I can finally go home. I missed not only my family but also my friends and love-ones that's why I'm very happy when our captain told me the good news. I was very excited when I arrived in our province and see my family especially my Father who was still sick. I thought that I can enjoy my vacation but I was wrong, after one month of rest I took the review for the OIC-EW licensure examination for two months. When the list of passers were posted, my batch mates texted that I passed the exam and I still can't believe it, I thought I was only dreaming but it's real! And all of my sacrifices and hardships were paid-off. And I would like to thank our LORD GOD ALMIGHTY for the gift that He has given me. Because of Him, my life has become meaningful and I have started achieving my goals. I would also like to thank Sandigan Maritime Training, Inc., Dalisay Shipping Corporation and Sandigan Ship Services for all their help and the trainings they have given to us. Because of them, we have gained more knowledge and useful ideas pertaining to our career. Thank you also to all the staff of this company who were very kind to their crew, to all my crew mates in M/V Bright Sky who helped me in my one-year shipboard training and taught me new ideas that I can use in my career. Thank you also to my alma-mater "JBLFMU-Molo Inc. All of these were made possible by your help, thank you so much and GOD BLESS us all!

OIC-EW ANDREW FRITZ G. FABIANTES



Thank you for this opportunity to extend my gratitude to the DSC, SSSI and SMTI family for the supports they had given to me to pass the board examination last January 21 and 22, 2011.

And I also thank my family and relatives who believe that I have the potential to become successful in life.

And most of all I want to thank our savior from above, Jesus Christ.

I want to share this simple thought to everyone. "live today and smile tomorrow" means do what you can do in the present to live a beautiful life in the future.

- OIC-EW Lee Marvin Tolentino

Congratulations!

May 19 & 20, 2011

- ★ 2/E Paul Delos Santos
- ★ 2/E Sofronio Acedo
- ★ 2/E Isaias Escolano
- ★ OIC-EW Wilson Ian Guina
- ★ OIC-EW Raymond Silguera
- ★ OIC- EW Jetro Visayan
- ★ OIC-EW John Philip Handig

February 26 & 27, 2011

- ★ Master Joel Cinco
- ★ OIC-DW Neil Emil Bagos

January 22 & 23, 2011

- ★ C/E Cyril Cerbania
- ★ 2/E Eduardo Ocsillos
- ★ 2/E Ferdinand Ramiso
- ★ 2/E Reynaldo Abuel
- ★ OIC-EW Lee Marvin Tolentino
- ★ OIC-EW Andrew Fritz Fabiantes
- ★ OIC-EW John Rey Sarsaba
- ★ OIC-EW Rhonemar Calajatan
- ★ OIC-EW Arnie Mercado
- ★ OIC-EW Jungie Balawan
- ★ OIC-EW Milan De Guzman
- ★ OIC-EW Robin Jude Cabaluna

WALK-IN EXAMINERS

- ★ C/O Jaime Española Jr. – June 9-10, 2011
- ★ C/O Wilfredo Hilo Jr. – May 25, 2011
- ★ OIC-EW Charlie Igos – May 20, 2011
- ★ 2/E Edgar Caramelo – April 8, 2011
- ★ C/O Marc Anthony Atienza – March 30, 2011
- ★ OIC-EW Jhon Rey Devinosa – March 11, 2011
- ★ OIC-EW Robin Jude Cabaluna – March 11, 2011
- ★ 2/E Mark Anthony Ygot – February 18, 2011
- ★ OIC-EW Ronnel Saturos – February 25, 2011
- ★ OIC-EW Ramonito Reteracion – February 11, 2011
- ★ OIC-DW Nickson Palasi – February 9, 2011
- ★ OIC-DW Christ Zaldy Gravela – January 14, 2011



Tsunami Hits MV Pine Wave

By: 4/E Zeus Andales

Nature, just like a coin, has two faces. On one side is the beauty and the importance to all living organisms on earth; and the other side is its wrath, which is unstoppable when it strikes.

One great afternoon on March 11, 2011, our vessel MV PINEWAVE was in port Onahama, Japan to discharge our cargo. While discharging, we are also very busy loading stores and spare parts onboard our vessel. After that, I talked to a stevedore and he told me that it will snow later that afternoon. Upon hearing so, I immediately thought of taking pictures of myself covered with snow. Then the stevedores left and I together with engineers and ratings went down to the engine room to check all the spare parts that were delivered. As we were checking, we suddenly felt a sudden vibration on our ship, and it gets stronger and stronger. We hurriedly went up to the Mooring deck and there we saw the devastating effect of an 8.9 magnitude earthquake. Never in my life have I experienced an earthquake that strong. Our vessel was trembling, the port was rocked by the earthquake, the cars were moving unintentionally and the port area looks like as if it's going to break down. Then it came to a stop. And a temporary sign of relief was felt among us crew.



After the earthquake mixed emotions were felt by us. Some were laughing already, some were relieved and there were still in state of shock. But nature has many surprises. After half an hour, all crew were summoned on the bridge, the captain dropped the news that a tsunami alert was raised. We were all stunned upon hearing the shocking news. We don't know what we'll do. But we stay calmed and hopeful that we will we surpass another life threatening endeavour.



Few minutes had gone by; and there it was, the tsunami. From afar it looked like just ordinary waves which splashes on seashores but there is more to it than just its appearance. As it draws closer and closer the fear among us crew grew bigger and bigger. We were so clueless of the effect of the tsunami on our ship. But that thought was answered by the tsunami itself. Our naked eyes have seen its devastating effect on our ship and on the port. We were stunned and speechless. No words can describe what we felt that moment in time. It was indeed a near death experience. And that event really left a mark on our minds and indeed changed our lives.



We were rescued by the Japanese Coast Guard through helicopters and was taken to a navy ship. There we were checked for radiation contamination and luckily the radiation on our body was normal. There we stayed for a couple of hours and then transferred to an NYK vessel and stayed there for 2 days and 1 night. The vessel was heading towards north of Japan in Port of Tomakomai. In Tomakomai we stayed in the hotel for 5 days before we were sent home to the Philippines..

As I looked back to that day when we encountered those calamities, I can't help but smile thinking of the things we did in order to survive. The sleepless nights, the way we secure and making sure its readily available our personal life saving appliances, packing our things and getting ready for abandon ship, adding more fuel to the lifeboat so that it could navigate to any place we want to sail, the way we stare at the television all day just to get the latest news about the condition of Japan even though we can't understand what the newscaster is saying, the several moments when we talked about our families and giving advices and comforting each other just to lessen the fear that we feel. We did all of that just for the sole reason of surviving.



We are very lucky to have survived such a disastrous event. We are very thankful to our ALMIGHTY CREATOR for saving us and for giving us another chance to prove to HIM that we are worthy of his love and for the second life which He allowed us to have in order to live much longer here on earth and to be with our loved ones and our families.

We never expected nor wanted to experience what had happened to us ,but things happen for a reason, maybe it is a message for us all that we should be ready at all times and take good care of Mother Earth because if we won't, we are the only one that will suffer.



Beating the heat: The Exploration of the Maritime Market

By: Ms. Avryl Elfa

Having a background and experience in marketing is not enough for me to tell that marketing a maritime training is an easy task. It has still been a great challenge to me all the way to determine the right words to say especially when I am doing telemarketing and discussing the proposal I have sent to a certain manning agency. But what captured me the most is the 2-day PRC examination for marine officers that was held last May 19 – 20 at Manuel L. Quezon University (MLQU) and University of the East (UE).

Part of SMTI's Marketing job is to join forces with the recruitment staff of DSC to take part in examination of officers for both Deck and Engineer Officers. The new DSC recruitment staff (Ms. Melo & I) do not know what to expect since we are both new in the industry so coordination has been a vital tool for both of us.

We have gone first at MLQU for the first day of the examination. The university is located at the heart of Manila which is in Quiapo. The surroundings, intense heat of the sun and our tough competitors especially other training centers that are present in the event never bothered us. It has also been a great venture to any marketing staff to use traditional below-the-line collateral --- leafleting. All in all, we have come to enjoy their company since it made the promotions more competitive.



Unlike the first day, the second day has been meeker since there have only been a few examinees that we have come across in UE in Recto but the examinees have been friendlier and accommodating since they were more relaxed compared to the first day of the exam. They were asking regarding our training fees and how much discount we are willing to give them. The competition has been tougher since each training center has its own gimmick on how to attract marine officers to enroll for trainings with them especially Engine Room Simulator (ERS) and Consolidated MARPOL I-VI.

Evaluation: I couldn't tell whether the promotions in the 2-day examination has been successful or not. Behavior of target market wouldn't be measured easily since that will take time most especially in a tough market situation. We may not reap it yet but we would surely harvest it in the coming days. But certainly, this has opened my eyes as a marketing staff and also for the new DSC recruitment staff on what approach we have to do for the next PRC examination.

So how that event captured me? I came to witness their victory as they celebrated their step to the next rank. It pays indeed. All the effort they had exerted to review has been a reward for them. It's like I have journeyed with them from the review center to their examination then the final stop --- oath taking.



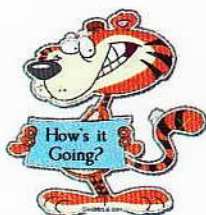
COMMENTS

FEEDBACK

SUGGESTIONS

RECOMMENDATION

Comments encouraged!



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.

Since SMTI started their training programs it developed and refreshed the skills, and knowledge of the trainees and helps the seafarers to be more competent in their profession. The training facilities of SMTI are advanced and high-tech equipment such as Bridge and Engine Simulator. The trainees are well familiarized of the equipment when they're onboard ship after training the Simulator. Also thanks to Great Ocean Belt in providing fresh information regarding our company and maritime industry in our country.

2/O Elmer Mondejar



I suggest that every seafarer undergo training to learn and develop our skills before go onboard ship. The company training programs trained all seafarers to know about their company policy SHQEMS Codes.

MLCS Trainees

SMTI have a good program for the seafarer of Dalisay, the purpose is to develop the skill and knowledge of the seafarer by means of updated training programs with modern equipment and good training facilities. Great Ocean Belt is a good magazine for the information of all the activities of SMTI and seafarer. Continue upgrading for the improvement of training program.

MLCS Trainees

The company offers new programs and training suitable for the crews/seafarers, this will help them in upgrading their knowledge and to be equipped with new up to date learning's. The company has high graded facilities which give crews seafarers actual trainings. Cadetship is a stepping stone for newly graduate and to gain experience, but promotion should be given to those who pursue well and fully equipped with knowledge. Bridging Program is great, as long as they cope up with different required training for seafarer.

2/E Ramiro Defensor

The best training that they can experience before onboard and improvement knowledge to apply work. I am so proud that I got all the trainings to improve my skills and help the seafarer.

MLCS Trainees

Training programs and facilities are conducive to learning. The Great Ocean Belt is very informative.

MSTR Elsner M. Ganir
3rd Party Arctic Shipping

Completing the MLCS is to improved the skill and development as well as the opportunities of the seafarer's for the employment

3/E Roger Pudadera





HEALTH ISSUES

By: Ms. Alea Patiam

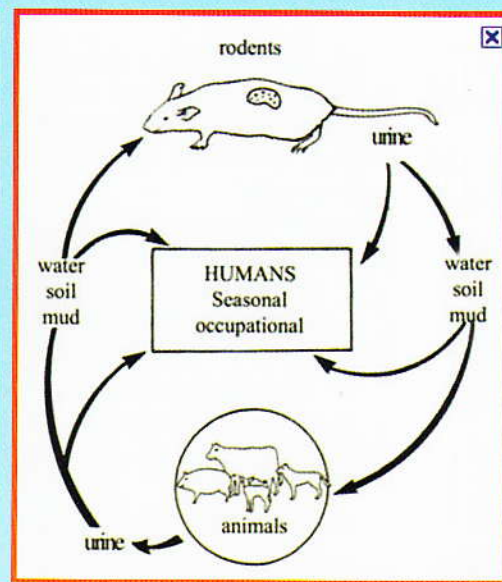
Leptospirosis

Leptospirosis can be transmitted by many animals such as rats, skunks, opossums, raccoons, foxes, and other vermin. It is transmitted through contact with infected soil or water. The soil or water is contaminated with the waste products of an infected animal. People contract the disease by either ingesting contaminated food or water or by broken skin and mucous membrane (eyes, nose, sinuses, mouth) contact with the contaminated water or soil.

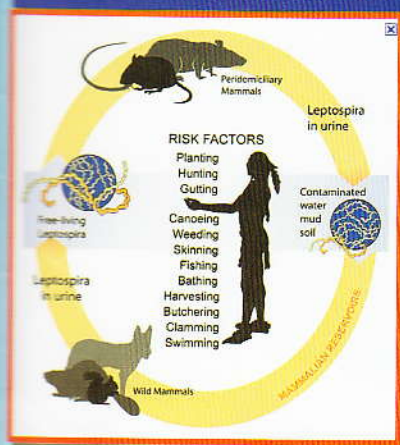
Leptospirosis occurs worldwide, but it is most commonly acquired in the tropics. Leptospirosis is considered the most widespread disease that is transmitted by animals in the world. In 2009, typhoons hit the Philippines, causing a leptospirosis outbreak. The Philippines Department of Health then reported 1,887 cases of leptospirosis, which resulted in 138 deaths.

What are leptospirosis symptoms and signs?

Leptospirosis symptoms begin from two to 25 days after initial direct exposure to the urine or tissue of an infected animal. This can even occur via contaminated soil or water. Veterinarians, pet shop owners, sewage workers, and farm employees are at particularly high risk. People participating in outdoor sporting activities like canoeing, rafting, hiking, and camping can also come into contact with contaminated water or soil.



The illness typically progresses through two phases:



- **FIRST PHASE** of nonspecific flu-like symptoms includes headaches muscle aches, eye pain with bright lights, followed by chills and fever. Watery and redness of the eyes occurs and symptoms seem to improve by the fifth to ninth day.
- **SECOND PHASE** begins after a few days of feeling well. The initial symptoms recur with fever and aching with stiffness of the neck. Some patients develop serious inflammation of the nerves to the eyes, brain, spinal column (meningitis), or other nerves. Right upper area abdominal pain may occur. Less common symptoms relate to disease of the liver, lungs, kidneys, and heart.

Leptospirosis associated with liver and kidney disease is called Weil's syndrome and is characterized by yellowing of the eyes (jaundice). Patients with Weil's syndrome can also develop kidney disease and have more serious involvement of the organs affected.

Following are essential preventive measures:

- Protected water supply to all.
- Proper collection, transport, treatment and secured disposal of garbage.
- Drinking boiled water.
- Disinfection of contaminated work areas.
- Providing proper protective clothing, shoes, gloves, etc. to high-risk Occupational groups.
- Prohibition of recreation activities in contaminated waters.
- Proper collection, treatment and secured disposal of animal excreta.
- Improving occupational hygiene standards in cattle farms.
- Proper disposal of dead and infected animals.
- Effective rodent control measures.
- Proper collection, treatment and secured disposal of animal excreta.

However, for effective eradication of the disease, the following important barriers should be properly dealt with:

- Lack of awareness among the public.
- Lack of suspicion among clinicians.
- Definitive diagnostic procedures that are out-of-reach of the common man.
- Absence of effective vaccines for human use.

REFERENCES:

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- <http://en.wikipedia.org/wiki/Leptospirosis>

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FUN FACTS!



Question and Answer

☒ What are ship bells made from?

Ship bells are traditionally made from brass. The ship's name is engraved on the bell, which is used to mark the passage of time on board, and also as a fog signal.

☒ What are the watches on board a ship?

A watch is a method of assigning regular periods of work aboard ships. This system allows a ship's crew to effectively operate a ship 24 hours a day. The day is divided into four hour periods of duty. The evening watch (dog watch) from 1600 to 2000 hours is further divided into two 2 hour watches - called the first and second dog watch.

☒ What does composite mean?

A composite ship is a ship that is built on an iron or steel frame and planked with wood. This was common among the large clippers of the late 19th century.

☒ What does supercargo mean?

This is a shortening of cargo superintendent. Before the age of wireless communication, shipping companies assigned a cargo superintendent onboard to oversee all paperwork relating to the ship and its cargo.

☒ What does to clear a ship or cleared out mean?

A ship is cleared to sail when all formalities with the ship's papers have been observed at the customs house.

☒ What is the world's fastest boat?

Ken Warby's hydroplane Spirit of Australia set the World Water Speed Record in 1978. Remarkably, it still holds that record and is on display at the museum.



☒ What was a tidewaiter?

A customs inspector or harbour official who boarded ships entering and leaving on the tide. This term is no longer in use as the duties are conducted now by customs officers.

☒ What was a Wharfinger?

A Wharfinger was the term used for the owner of a dock or wharf, or of the docker who had responsibility for the goods/cargo delivered to the dock or wharf.

☒ What was the world's longest roll on roll off (ro-ro) ferry?

Empress of Tasmania

☒ What were the duties of crew on a sailing ship?

There were many duties on board such as the: captain, lieutenant, master, purser, clerk, surgeon, pilot, mate, boatswain, sail maker, carpenter, gunner, cook and seamen.

☒ When was the Captain Cook pilot steamer built?

There were three Sydney pilot steamers called Captain Cook. They were:

Captain Cook (I) entered service in February 1877.

Captain Cook (II) was launched in 1892.

Captain Cook (III) commenced service in March 1939.



☒ Who are blackbirder?

Blackbirder is the collective name given to ships and their crew engaged in the South Sea Islands labour trade between 1847 and 1904. Blackbirding involved kidnapping South Sea Islanders to work on cotton and sugar plantations in Fiji, Samoa and Queensland.