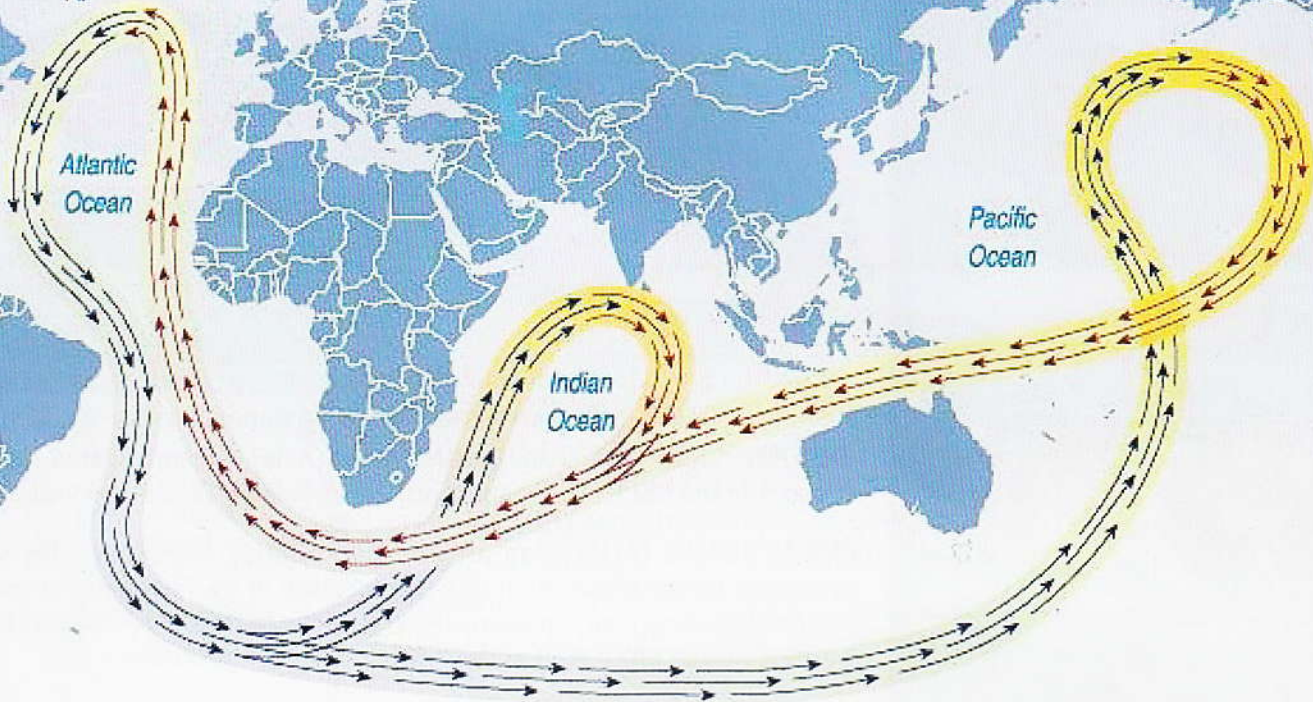


# GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER  
VOL. 4 NO. 6 / JANUARY 2012



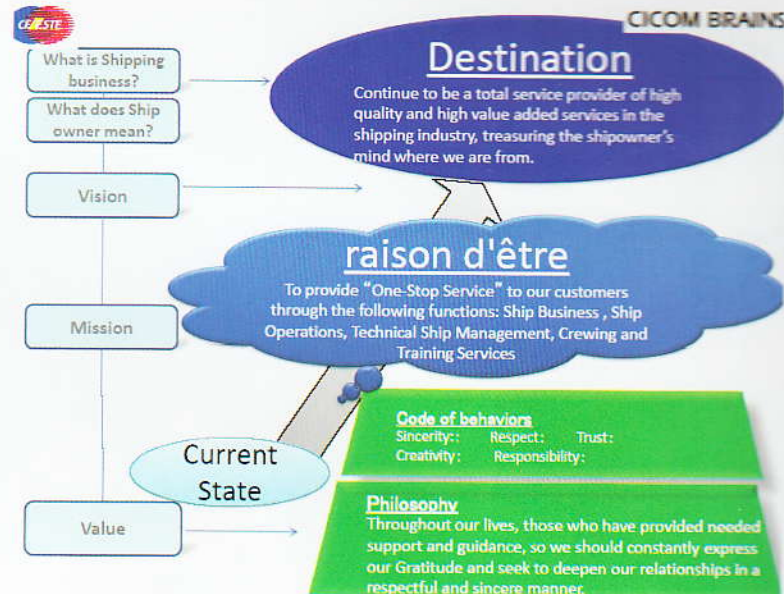
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# THE COMPANY THAT CAN Survive 100 Years

MS. MICHELLE ANGELA MONTANA



**November 12, 2011** marks another very important day for SSSI, DSC and SMTI. Ms. Sandy Saito from CICOM Brains (Asia) Pte. Ltd. visited our company to cascade the CELESTE Group company's Mission, Vision and Values.

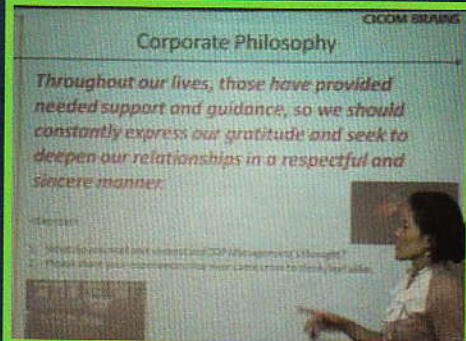
CICOM BRAINS (Asia) is an organization offering comprehensive support in processes ranging from planning to execution of training programmes to help various Japanese companies in addressing the important business challenge of training locally hired staff at their Asian business operations.

It is important for all the members of our company to have a clear understanding on our Mission, Vision and Values (MVV). As part of any organization, each member should have an informed awareness on where its organization is heading to. In that way, everyone could perform their tasks effectively in line with the fulfillment of MVV.

Surviving for next one hundred years may sound ambitious for some but this goal is a clear manifestation that our company has its sincerest intention to stand firm and credible in the maritime industry not just for now but also for the years to come.

Our mission statement explains why our organization exists — its overall purpose. The mission statement also states what the organization does right now, in the most general sense. In this way, the mission also sets parameters for what the organization does not do. On the other hand, vision statement articulates the future of the organization and the community that it serves. The vision statement, when compared with the current reality of the organization, implies the work still needs to be accomplished. Through this, it lends credibility and motivation to the mission statement.

Of course the job doesn't just end with Mission and Vision Statements. These statements must also flow in the values, which in turn flow into actual behaviours and organizational culture. Needless to say, just having a great mission/vision statement is only the first step. The next step is of course execution! Thus, being part of SSSI, DSC and SMTI calls for active participation in living the company's Mission-Vision-Values in our professional lives.







## Implementation for Marine Deck and Engineer Officers

**C/E JOSE G. ABUGAN, Ph.D**  
Former Chairman  
Board of Marine Engineer Officers  
Professional Regulation Commission

MARINE DECK (PRC MEMORANDUM CIRCULAR NO. 11-08

MARINE ENGINE (PRC MEMORANDUM CIRCULAR NO. 11-09

**Republic of the Philippines**  
**Professional Regulation Commission**  
**Marine Deck**  
MEMORANDUM CIRCULAR NO. 11-08  
Series of 2011

**TO: MARINE ENGINE OFFICERS**  
**ALL CONCERNED**

**SUBJECT: IMPLEMENTATION OF THE REVISED MANAGEMENT LEVEL COURSE AS A REQUIREMENT FOR LICENSE EXAMINATION AND INSURANCE REGISTRATION OF STCW CERTIFICATES**

**DATE: JULY 29, 2011**

**1. AUTHORITY**  
This is issued pursuant to the requirement of the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**2. OBJECTIVE**  
To ensure that the Marine Deck Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, shall be required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**3. PURPOSE**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**4. SCOPE/COVERAGE**  
This Circular is issued to all Marine Deck Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, and who are required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**5. POLICIES**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**6. DOCUMENTARY REQUIREMENTS**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**7. PROCEDURE**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**8. REPEALING CLAUSE**  
This Circular is issued to all Marine Deck Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, and who are required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**9. EFFECTIVITY**  
This Circular is issued to all Marine Deck Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, and who are required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

To avoid confusion to all existing Management level officers and for those aspiring to be Management level officer, a Memorandum Circular was issued by the Professional Regulation Commission (PRC).

The MLC implementing guidelines are the PRC Memorandum Circular No. 11-08 and No. 11-09, Series of 2011 issued last July 29, 2011, the contents of which are as follows:

- Management Level officers (MLO) are Master, Chief Mate, Chief Engineer Officer and Second Engineer Officer.
- All MLO who have been issued the STCW Certificates or Certificate of Competency PRIOR to February 1, 2002 are EXEMPTED from taking the Revised MLC.
- All MLO who are already licensed or duly registered with the PRC from February 1, 2002 to December 31, 2011 and onwards shall take the MLC before renewal of their Certificate of Competency.
- Officer-in-Charge (OIC) of the Engineering Watch (EW) who will act as Second or Chief Engineer Officer under Regulation III/3 of the STCW Convention shall take the MLC before their COC will be issued.
- An OIC-EW and OIC-NW who will take the Second Engineer Officers and Chief Mate Licensure Examination shall take the MLC before taking the Board Exam.

This PRC Memorandum Circular took effect last **January 1, 2012**.

For complete details visits this site

**Republic of the Philippines**  
**Professional Regulation Commission**  
**Marine Engine**  
MEMORANDUM CIRCULAR NO. 11-09  
Series of 2011

**TO: MARINE ENGINE OFFICERS**  
**ALL CONCERNED**

**SUBJECT: IMPLEMENTATION OF THE REVISED MANAGEMENT LEVEL COURSE AS A REQUIREMENT FOR LICENSE EXAMINATION AND INSURANCE REGISTRATION OF STCW CERTIFICATES**

**DATE: JULY 29, 2011**

**1. AUTHORITY**  
This is issued pursuant to the requirement of the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**2. OBJECTIVE**  
To ensure that the Marine Engine Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, shall be required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**3. PURPOSE**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**4. SCOPE/COVERAGE**  
This Circular is issued to all Marine Engine Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, and who are required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

**5. POLICIES**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**6. DOCUMENTARY REQUIREMENTS**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

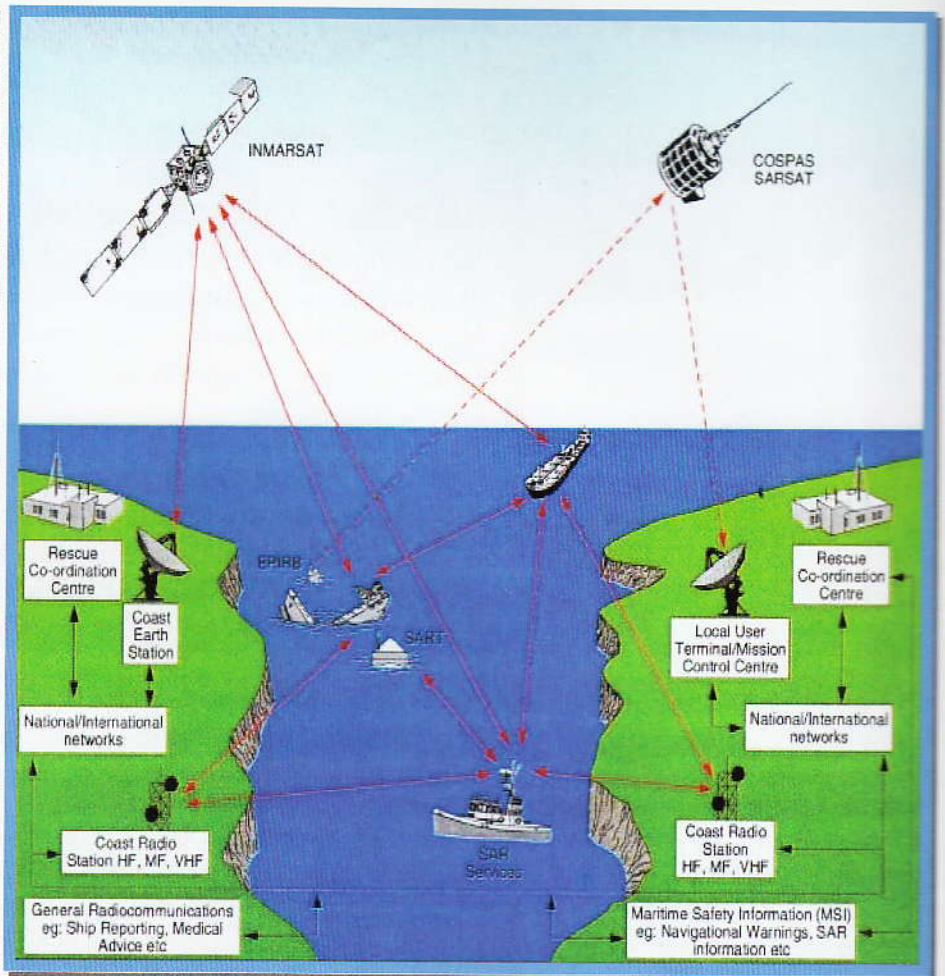
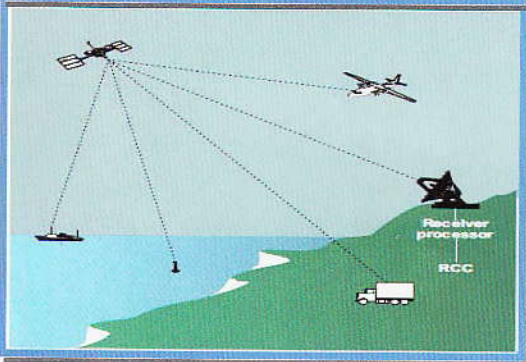
**7. PROCEDURE**  
The Revised Management Level Course is a requirement for license examination and insurance registration of STCW Certificates.

**8. REPEALING CLAUSE**  
This Circular is issued to all Marine Engine Officers who are already licensed or registered with the PRC from February 1, 2002 to December 31, 2011, and who are required to take the Revised Management Level Course as a requirement for license examination and insurance registration of STCW Certificates.

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## Global Maritime Distress and Safety System



<http://www.icselectronics.co.uk/support/kb/gmdss>

The present Maritime Distress and Safety System, as defined in the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention) is based on the requirements that certain classes of ships when at sea, keep continuous radio watch on the international distress frequencies assigned in accordance with the International Telecommunications Union (ITU) Radio Regulations and carry radio equipment capable of transmitting over a minimum specified range.

The Global Maritime Distress and Safety System (GMDSS) is an international system that uses terrestrial and satellite technology and ship-board radio systems to ensure rapid, automated alerting of shore-based communication and rescue authorities, in addition to ships in the immediate vicinity, in the event of a marine distress.

Under the GMDSS, all cargo ships of 300 gross registered tonnes and upwards and all passenger ships engaged on international voyages must be equipped with radio equipment that conforms to international standards as set out in the system. The basic concept is that search and rescue authorities ashore, as well as shipping in the immediate vicinity of the ship in distress, will be rapidly alerted through satellite and terrestrial communication techniques so that they can assist in a co-ordinated search and rescue operation with the minimum of delay.

The GMDSS was adopted by the International Maritime Organization (IMO), a specialized agency of the United Nations with responsibility for ship safety and the prevention of marine pollution. The GMDSS was adopted by means of amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974. The amendments, contained in Chapter IV of SOLAS on Radio communications, were adopted in 1988 and entered into force on 1 February 1992 but provided for a phase-in period until 1 February 1999.

<http://www.inmarsat.com/Maretimesafety/gmdss1.htm>

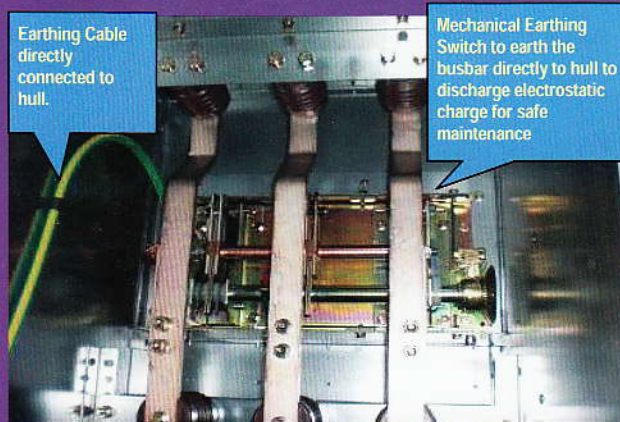
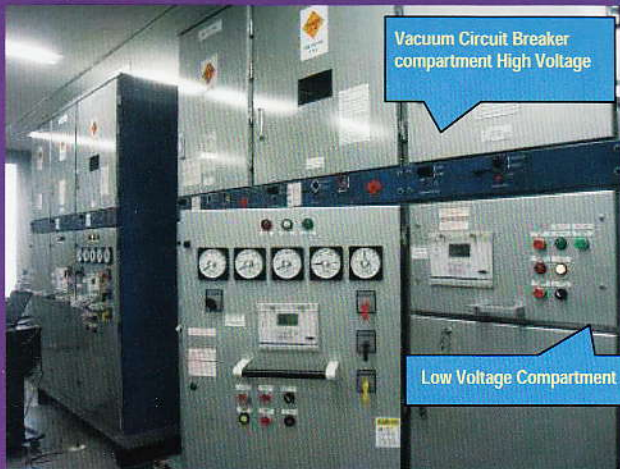


The dates for the *2012 Asia-Pacific Manning & Training Conference* has not been fixed yet.

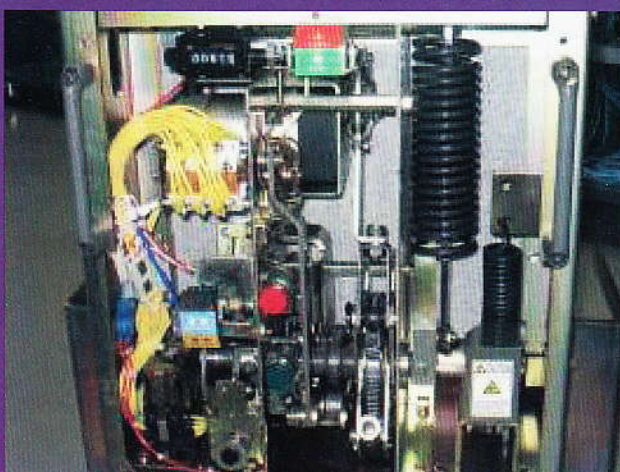


# HIGH VOLTAGE SWITCHGEAR

ENGR. RODEL LUIS

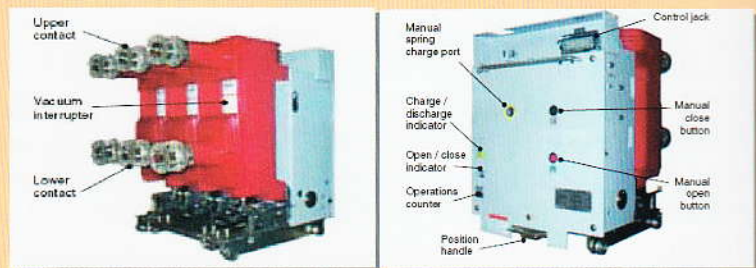


Seasonal View of Vacuum Circuit Breaker



Electrical power systems on shipboard have increase in voltage level as well as complexity. These changes require a fresh look at the issue of electrical safety. Distribution systems on vessels are now weighing in at 6600 Volts instead of 450 Volts. This means that virtually all procedures must be reworked to accommodate the increased hazard levels presented by such voltages.

The principle differences between the older, low voltage systems and the more modern medium voltage systems lies in the energy level and the degree of current flow during contacts (shock) or arcing events. Because of the greater amount of energy in the high voltage system, more stringent requirements must be put in place for personnel insulation and flash protection.



## MAIN SWITCHBOARD Arrangement and description:

The 6.6kV high voltage switchboard consists of measuring generator from instruments, indicators, switching devices, regulating devices and protective devices etc. necessary for monitoring controlling and protecting the electrical generating equipment, electrical loads and electrical power systems.

The MSB is divided into compartment namely Low Voltage compartment, VCB compartment, Bus Bar compartment and Cable Compartment. It also equipped with earthing switch because the winding and cable does not only contain resistance and inductance. They also contain capacitance which stores the electrostatic charge. So therefore it is very important to earth switchboard before maintenance to discharge electrostatic electricity to avoid electric shock.

Earthing switches are fixed type and they are installed in the high voltage cable termination compartment. Mechanical interlocks are provided between the vacuum circuit breaker and the earthing switch.

### Vacuum Circuit Breaker (VCB)

The VCB is mainly used for 6.6kV high voltage switchgear for marine use.

The characteristics of the VCB are shown below:

- Easy maintenance
- Assurance for a long electrical lifetime (10,000 times is guaranteed as the number of opening and closing operations.) Since high withstand voltage is ensured in a vacuum, it is possible to make the contact gap small, enabling the arc voltage at breaking current and arc energy to be small when breaking, resulting in the contact wear being reduced.
- Periodic inspection is required once in 6 years to check the degree of vacuum. Generally the vacuum condition is maintained for over 25 years.



# Training In Leadership and Teamwork

MS. LORNA PAGUIRIGAN



It is a common knowledge that a master has a primary role as a leader on board ship.

From the management point of view, the master must lead his team and or his crewmembers to ensure that the ship they are manning is seaworthy at all times and should apply ISM Code in a pro-active manner. He must ensure his officers are navigating and running the ship in accordance with the law of sea. Ship owners engaged in commercial trading would require their crew members to observe the best practices – the value of business, its safety to life, property, community and environment. However, they also believe that a good partnership between the ship owners and seafarers is an essential element in accelerating efficiency and effectiveness on board ship more than just technical competence.

The master must possess professional integrity before commercial expediency which he will find by way of thorough understanding of the shipping business. He must be a leader and should set a good example to his crew. As a leader on board ship, he must motivate his crewmembers to do a better job. Within the realm of business, there are recognized criteria for people development. Those criteria are: achievement, recognition, participation and growth. These four factors are interrelated and overlap. One factor may be more important to one individual than another and it is the job of the master

mariner, as a leader, to ascertain what others require in their development.

Leaders are not only applied by the master or chief engineers because anyone on board ship may be tasked to be a leader in certain situations when need arises. All officers and senior ratings are required to regularly display their leadership as well as technical skills.

Courses on firefighting, crisis management, bridge team management, etc. involve leadership but few of these overtly explore the underlying principles of leadership. This is the vacuum that must be filled to improve the safety and efficiency of shipping.

It has been identified through survey that lack of knowledge of leadership skills is a major issue in commercial shipping plus little awareness of the need for training.

Moreover, learning by experience can only develop leadership to a certain extent but understanding the underlying principles of how to lead can only be provided by structured training.

Leadership training can fill up the gap for those junior and senior maritime officers with little essential experience due to immediate promotion and less time spent in each rank/ position he held. However, those who have work on board for longer time, will also benefit from the training to enhance their skills and develop their understanding of how they lead.

International survey results revealed that there is a need to provide leadership training to merchant marine officers and seafarers. The training is essential to give value to shipping assets, the environment in which maritime people work, the risks/reward ratios, and the expectations of the community place greater demands on owner, managers and seafarers. Because of

this, the shipping industry must focus on improving the qualities of leader – master mariners or senior officers. It should also look to identify and train leaders early in the management process just like what non-maritime business are practicing. The early recognition of potential leaders will help the management to hone their leadership skills and to promote the right personnel that will encourage others to improve their skills. This would pave the way to add value to the business and reduce risk of loss of life and property. Quality, safety and success are all tied together, therefore, leadership training can be seen as an investment with money value leading to reduce risks/claims and adverse publicity, such as: from accidents, loss of life and limbs, fast turnover rate of personnel, or in ships in management.

## OBJECTIVES:

- ✧ To implement leadership training intended for junior and senior mariner officers to strengthen their understanding of capacity building, values and growth opportunities in the context of team, group and organizational leadership vision and professional development plan.
- ✧ To help them achieve self confidence, and deeper understanding of his chosen career in seafaring.
- ✧ To guide them on their role as worker as well as leader in their place of work and become more responsible person not only in his company but also in his family and social environment.
- ✧ To be able to deliver efficient seafaring services acceptable to the company and ship owners.



**LEADERSHIP COURSE FOR SENIOR & JUNIOR OFFICERS**



**SAFETY CULTURE**



# Promotion Program For Newly Promoted Senior Officers

MS. CHARIE MENDOZA

In line of ship management focus on the professional improvement and proper preparation of newly promoted senior officers, the Sandigan Top Management, Leaders and Managers conducted a special two-day Promotion Course for Senior Officers before they join their assigned vessels.

This promotion course is applicable to all newly promoted Chief Mates and Masters for Deck and Second Engineer and Chief Engineer for Engine.

The first batch completed the course last September 20 – 21 last year. The participants are C/O Renato Wenceslao, C/O Noelito Buhat and C/O Donato Pablo from Deck while from Engine are 2/E Charles Guarino, 2/E Francisco Serban and 2/E Roy Evasco.

Based on the course timetable, the first day is about Safety, Quality Management System and Marine Aspect. The second day, is a continuation of discussions by Marine Department and about Technical matters. Time is allotted to meet face to face with the SSSI President and CEO Capt. Tomoyoshi Yanagita and who personally discussed about Management Contract and Ship Operator Market.

A Certificate of Attendance is issued to those Senior Officers who completed the two day promotion course.

Newly promoted Senior Officers are required to attend the course before joining their vessels. Attendance is strictly monitored and supervised by Dalisay Shipping Corporation.



.....  
*Interesting topics and additional knowledge learned. Thanks for the Lunch!*

~C/O Noelito Buhat

*To all newly promoted officers prior joining to their assigned vessel will help a lot not only to their assigned duties and responsibilities but also to the commercial aspect of shipping business. A full support of company to their newly promoted crew is much needed in order to achieve the company Vision and Mission with regards to shipping aspect.*

~C/O Renato Wenceslao

*Gain knowledge, more understanding in Commercial Aspect of Shipping Business. When you are in the Management Level you must broadminded. Having this kind of briefing to newly promoted Senior Officer is a big help.*

~C/O Donato Pablo

*What I'd like to comment, regarding the promotion program for newly promoted Senior Officer is that all the topics being discussed are much important and it is really useful as a new Management Level Officer. The briefing also imparted as the commercial aspect of shipping which gave as ideas regarding Shipping Business.*

~2/E Charles Guarino

*Understand the importance of Commercial Aspects of Shipping; Must understand the duties and obligations of a Senior Officer with respect to Shipboard management.*

~2/E Roy Evasco

*As I am attending this promotion program, I learned a lot in aspects regarding maritime sector. And its widened my scope in looking forward for the future as being Marine Engineer. More power to our Instructors!*

~2/E Francisco Serban



## Promoted Senior Officers

**MS. CHARIE MENDOZA**

## Topics & Speakers



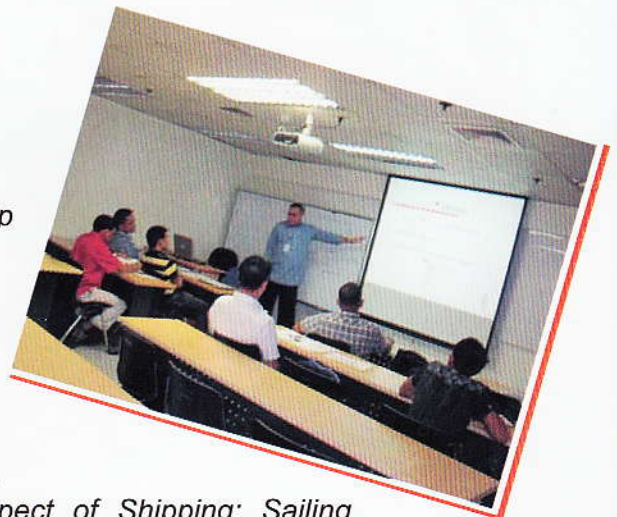
**Engr. Prumencio Libres**

**TOPICS:** *Dealing with PSC Inspection, Reporting in Emergency / Accident, Risk Management, Class Audits Preparation, Charterer Audits, Rightship / Vetting Inspection, Conducting Root Cause Analysis, Safety Campaigns, Safety Culture, GOA Transit & HRA Piracy, Case Study of Accidents, OHSAS / CSR and Safety Officer Resp (C/M & 2/E)*



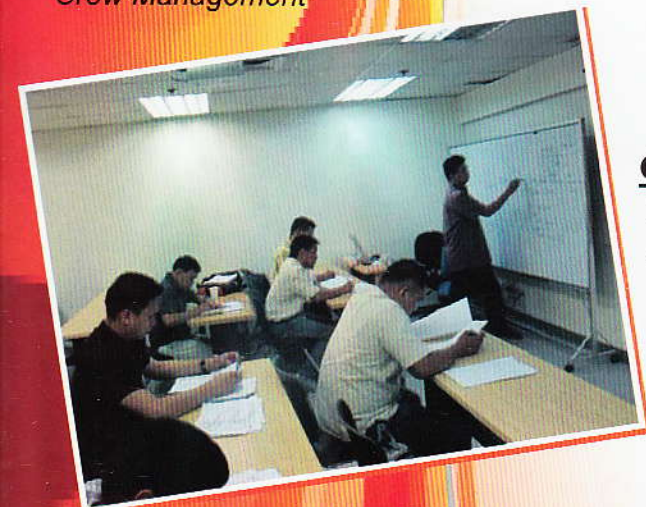
**Capt. Efren Riconalla**

TOPICS: ISO 9001:14001; ISPS and Overview of Ship Management.



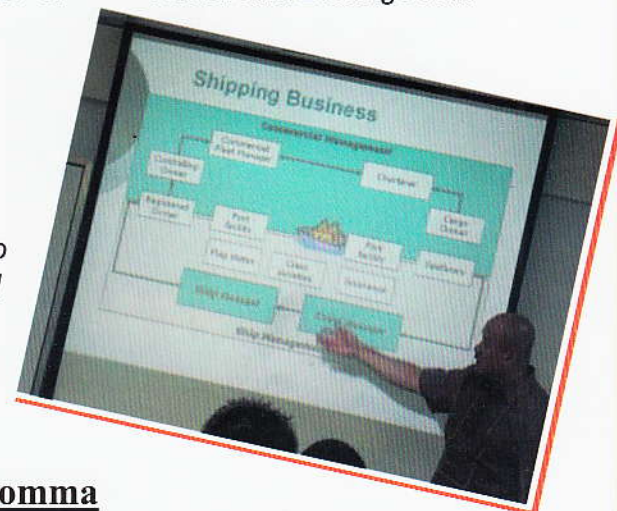
## Capt. Robert Encallado

**TOPICS:** Commercial Aspect of Shipping; Sailing Instruction, C/P, LOI, B/L, Pilots & Tugs, Bunker Disputes, Cargo Surveys, Sales & Purchase of Vessel and Damage Hull



**Capt. Eduardo Limpin**

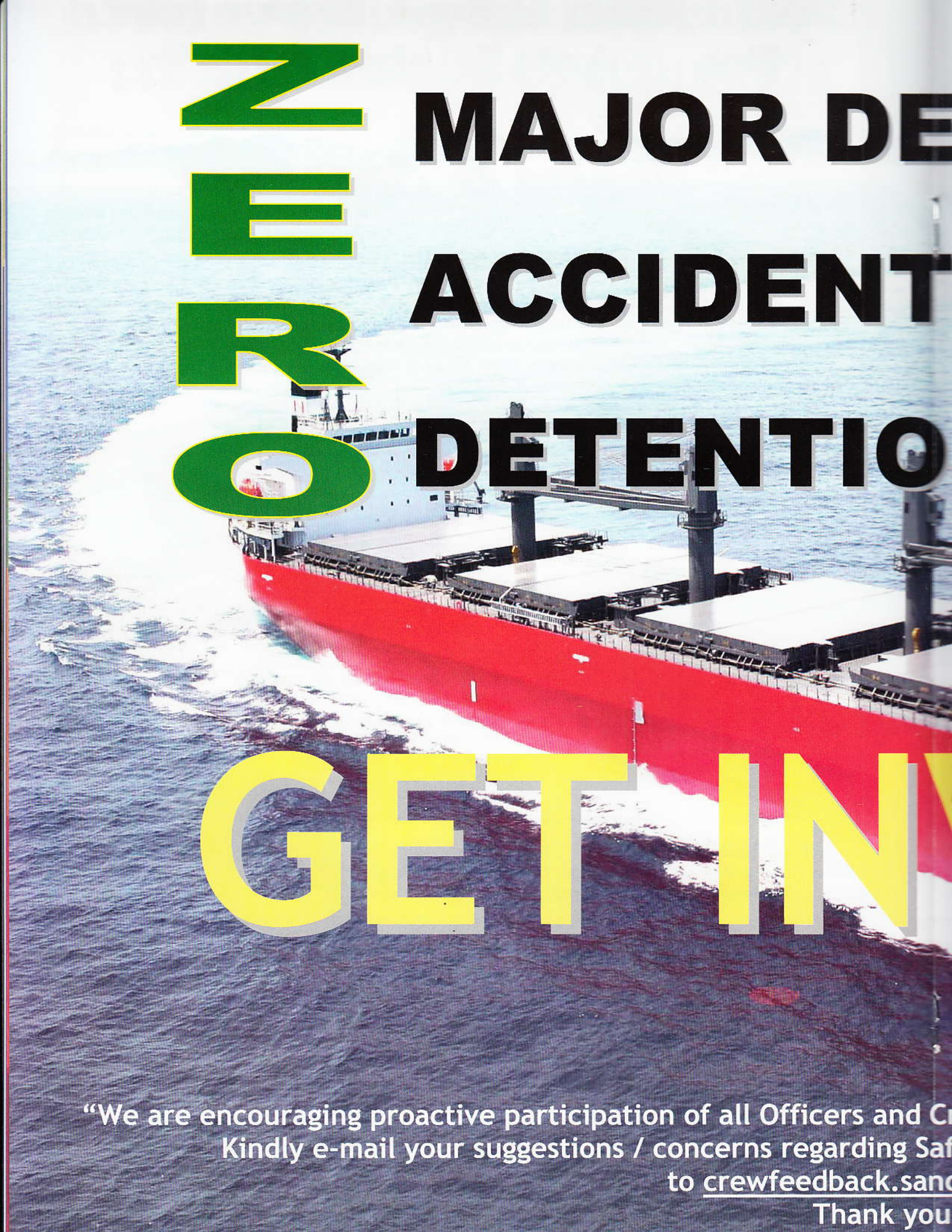
**TOPICS:** *Dealing with Cargo Shortage Claims, Marine Cargo Claims & Loss Prevention, P&I Insurance, H&M Insurance and Crew Management*



### C/E Ramolito Guinomma

**TOPICS:** Cases of Salamanca, Class NK Survey Program / Class Statutory understanding, Deflection of D/Gen Change Oil Sequence, Supply Lube Oil, Budget Handling, MO Operation, Understanding and countermeasure FO and LO Analysis Result, Procedure of proper reporting of Machinery trouble, Bunkering Procedure, Proper Making of Maintenance Report and Understanding of ME performance data and analysis



A large red and white cargo ship is shown from an aerial perspective, sailing on a blue ocean. The ship has a red hull and a white superstructure. It is moving towards the left, leaving a white wake behind it. The text "ZERO" is written vertically in large green letters on the left side of the image.

**Z  
E  
R  
O**

**MAJOR DE**

**ACCIDENT**

**DETENTION**

**GET IN**

“We are encouraging proactive participation of all Officers and Crew  
Kindly e-mail your suggestions / concerns regarding Safety to [crewfeedback.sand](mailto:crewfeedback.sand)  
Thank you



# EFFICIENCY

# ON

# VOLVE!

Crew to prevent Major Deficiency, Accidents and Detention onboard.  
Safety, Risk Assessment or any other problems onboard  
[sandigan@dsp.net.ph](mailto:sandigan@dsp.net.ph).  
Thank you very much...



MRS. LUZ DE LEON  
DSAA - Manila



**Sandigan Ship Services, Inc.**  
**Dalisay Shipping Corporation**  
**Sandigan Maritime Training, Inc.**  
**Dalisay Shipping Allottees Association**



## CSR ACTIVITY GIFT GIVING PROGRAM

**T**here is no greater joy than giving back to the community. It was on November 12 2011 that select members of the DSAA along with 23 employees of the Dalisay and Sandigan as well as 4 OJT cadets became a hand of blessing to 150 patients in the Elsie Gaches Village in Alabang, Muntinlupa.

Elsie Gaches is the only government center for mentally challenged persons. It was established February 3 , 1964 and has since then, been taking care of abandoned and neglected children with mental disabilities and special needs such as those suffering from autism and cerebral palsy. The members of the DSAA went to these special people to make them feel loved and to share in the prosperity that the company and all its members are enjoying to these less fortunate individuals. Separate gifts were given to more than 150 patients from the Village.

Many of the participants were touched by the stories of those who lived in Elsie Gaches and some were also made aware of the plight of our fellow countrymen who are suffering from mental illness. The people from Dalisay and Sandigan though tired enjoyed and appreciated the sing and dance numbers that were performed by the selected people of Elsie Gaches. Both Dalisay and Sandigan representatives were amazed at the people from the Village. The visit and the gifts garnered a lot of smiles from the people who dwell in the community but the participants took a lot more from the visit as they will have fond memories of the time they became a blessing to the people of Elsie Gaches.



## Sitio Masayahin, Brgy. Tibagan San Pedro, Laguna

MRS. FELY PRADO  
DSAA – South Secretary



## CSR ACTIVITY GIFT GIVING PROGRAM

On November 25, 2011, an outreach program @ Sitio Masayahin, Baragay Tibagan, San Pedro, Laguna was coordinated by Dalisay Seafarers Allottees Association of South Luzon headed by its President Mrs. Elna Reyes and her officers - Mmes. Celia Amoguis, Catalina Gonzales and Fely Prado, with Sandigan and Dalisay staffs Ms. Ella Melo, Ms. Alea Patiam, Ms. Angela Yabut, Ms. Evelyn Quijano and two (2) on the job trainees.

Through the efforts of Sandigan Ship Services, Inc., Dalisay Shipping Corporation and Sandigan Maritime Training, Inc., 150 kids from this area experienced early Christmas. Cheers and smiles dominated the event as kids participated in several parlor games and dance numbers. The laughter shared by the children filled the area with joy. Of course, just like any other party, food was shared by everyone.

The affair was also attended by the President of DSAA - Metro Manila, Mrs. Luz De Leon together with other members - Mmes. Mel Matulac, Bing Bacabac, and Lorna Carnaje. Staffs from Dalisay and Fr. Ronald D. Ignacio from Servants of the Poor Congregation were also present.



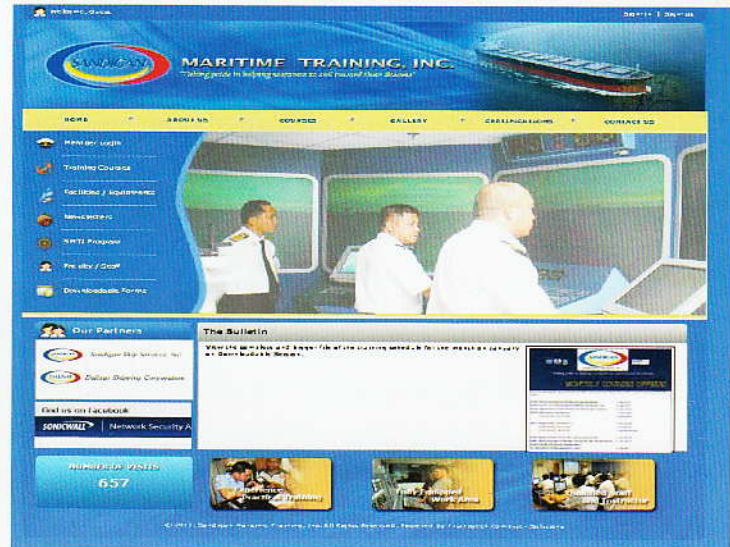
# Connecting Thru The Airwaves

MS. AVRYL KRISEL JOY ELFA



Is now one click away! The training center can now be reached through the convenience of the internet. This website aims to reach people, specifically its target market any time they please. This is actually an extension of SMTI's current marketing strategy to strengthen further its brand identity. With this newly developed website, the following can now be done:

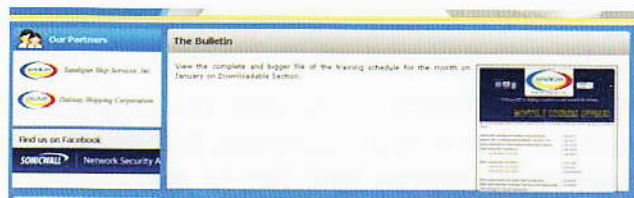
Slot reservation and enrollment to courses made easy. 3<sup>rd</sup> party can now reserve a slot and enroll online. No need to drop-by the office just to secure a slot, news bulletin will tell you the schedule of the trainings every month.




Know more about us. 3<sup>rd</sup> party can easily browse through the company's information such as its history, vision-mission, courses that are currently being offered, staffs, contact details and other service information.

Links and access. This will also offer links to other relevant sites such as our manning agency and ship service management.

Promotional offers. Be updated with the latest promos that we offer.



Interact and be connected. The site is interactive. It has a link to our  page where everybody will get the chance to be connected with one another.

Everything you need to know is in this site. So what are you waiting for? Visit now!



# www.smti.com.ph



## Proficiency in Survival Craft Rescue Boat

The meaning of "Safety Guidance Survival" is survival ability when a person himself becomes a victim.

- For surviving, "Physical protection", "Place", "Water" and "Food" will be 4 main factors for survival.

### Abandoning the Ship

- Movement in water, It is important to avoid to stay in water even for one second and to board Life raft as soon as possible since swimming increases heat loss.

### Utilizing H· E· L· P ( Heat Escape Lessening Posture )

If possible, form a group with other survivors. Forming a group will reduce further heat loss.

### Life raft

It is used as a supplement for lifeboat. Normally, Life raft is stored in FRP container located in both sides of ship shown as the following picture and it can become an inflated rubber boat automatically or manually at the time of emergency. The shape and structure should have a good stability and living condition and they are designed and manufactured with focusing on endurance against the influence of operating temperature limit and external conditions.

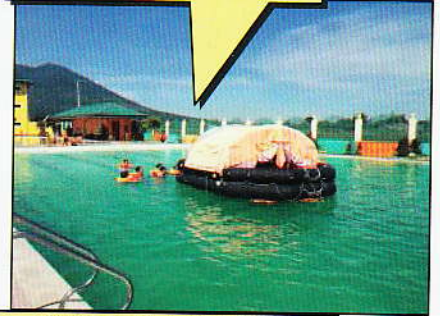
The inflation can be executed by mixed gas between carbon dioxide gas from attached tank and nitrogen gas or carbon dioxide gas and nitrogen gas. Food, water, survival guidance, and buoyant smoke signal are equipped in Life raft.

### Lifeboat

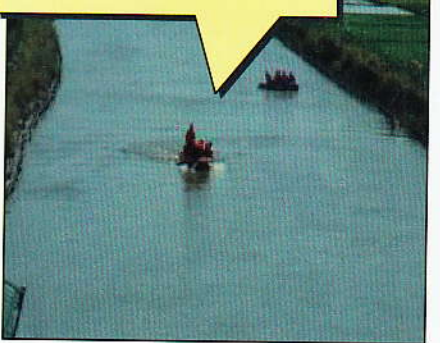
Life boat will be used at the time of rescue for a drowning person and evacuation from ship. For that reason, it has to be maintained for immediate use to conduct a rescue activity.



LIFE RAFT TRAINING



LIFE BOAT TRAINING



### PSCRB Completion Certificate■

The impression that I had in the lecture was there are many kinds of ship accidents such as fire, explosion, grounding, and leakage, and then most of the causes are negligence by people. The most important aspects for learning PSCRB would not be a method for evacuation from ship or survival method but would be executing a safe navigation with fewer negligence or mistakes. Therefore, for executing the activity, it is necessary to proceed a planning and training with a consideration of possible accident, daily maintenance and check for equipment, communication with sailors, and teamwork, and I also learned that every sailor must take a leadership in any circumstances. Since a ship is always surrounded by ocean as 360 degrees, almost all troubles on the ship must be addressed by all sailors. I would like to constantly board a ship with enhancing awareness to be able to execute a safe journey. Thank you so much for providing me such wonderful lecture.

## TRAINING OF OFFICERS

I have come to Manila last November, after graduated from National College of Maritime Technology in Japan in last September. This has been my first year in a real world, living in a different country and culture and having to communicate in English have thrown me into confusion frequently at first. But thanks to various advices from office staff, my life here has become more fresh and stimulating. I will be starting a new life on a ship as a Junior Fourth Engineer from April or May. I hope to continue to enjoy and do my best. applying the experience I have gained here. Thank you.



# ATFF:

JR. 3/O YUJI HAMANO

## ADVANCE TRAINING IN FIRE FIGHTING

There was an ATFF course of EXACT for four days. The lecture for three days and training were programs of one day.

Although four persons became one group and performed fire extinguishing and a relief activity in training, unlike training performed in Japan, all communications under fire extinguishing or rescue are performed in English.

The communication under the environment which actually has a feeling of tension facing fire is very precious. At this time, also in order to unify the intention within a group, the answer back felt that it is very important.

The procedure of fire extinguishing

**P** PULL THE PIN  
**A** AIM THE NOZZLE  
**S** SQUEEZE  
**S** SWEEP



There is no telling when and where a fire breaks out. Everybody felt the importance which raises fire prevention consciousness so that an action suitable always and prompt could be performed. Such training could be given and it was able to have a very precious experience.



## TRAINING OF OFFICERS



JR. 3/O YUJI HAMANO

*I graduated from Oshima National College of Maritime Technology in September of 2011 and entered Sandigan Ship Services, Inc. To contribute to Sandigan as seafarer and as Superintendent (SI) in the future, and I would like to enhance my skill in Sandigan Maritime Training Inc. (STMI) And also I would like to educate my self about Philippine culture during my training at SMTI which shall lead in deep communication to the embark seafarers on board. Thank you very much.*





# HEALTH ISSUES

MS. ALEA PATIAM

Alcohol or ethyl alcohol (ethanol), refers to the intoxicating ingredient found in wine, beer and hard liquor. Alcohol arises naturally from carbohydrates when certain micro-organisms metabolize them in the absence of oxygen, called fermentation.

Everybody responds differently to drinking alcohol so it is not possible to say what effects having a certain number of drinks have on a person. Instead blood alcohol concentration (BAC) can be used as a guide to what effects alcohol may have on behavior.

Alcohol starts to affect the brain within five minutes of being consumed. The BAC peaks about 30-45 minutes after one standard drink is consumed. Rapid consumption of multiple drinks results in higher BAC because the average body can only break down one standard drink per hour.

The effects of alcohol vary depending on a number of factors including:

- type and quantity of alcohol consumed
- age, weight and gender
- body chemistry
- food in the stomach
- drinking experience
- situation in which drinking occurs
- mental health status

## INTOXICATION RISKS

Intoxication is the most common cause of alcohol-related problems, leading to injuries and premature deaths. As a result, intoxication accounts for two-thirds of the years of life lost from drinking. Alcohol is responsible for:

- 30% of road accidents
- 44% of fire injuries
- 34% of falls and drowning
- 16% of child abuse cases
- 12% of suicides
- 10% of industrial accidents

## LONG — TERM EFFECTS

Each year approximately 3000 people die as a result of excessive alcohol consumption and around 100,000 people are hospitalized. Long-term excessive alcohol consumption is associated with:

- Heart Damage
- Sexual Impotence and Reduce Fertility
- Nutrition related conditions
- Brain damage with mood and personality changes
- Cancers of the digestive system
- Sleeping difficulties
- Liver Disease
- Concentration and Memory Problems
- Other digestive system disorders
- High blood pressure and stroke
- Increasing risk of breast cancer
- Risks to unborn babies

In addition to health problems, alcohol also impacts on relationships, finances, work, and may result in legal problems.

## TIPS TO REDUCE THE RISK TO YOUR HEALTH WHEN DRINKING

- Eat before you drink
- Space your drinks with water and other non-alcohol drinks
- Organize safe transport (e.g. utilize the bus service)
- Say no when you know you've had enough
- Don't leave your drink unattended
- Don't mix alcohol with other drugs
- Don't drink at all before undertaking any risky activities (e.g. swimming, driving or boating)
- Support your friend's decision if they choose not to drink

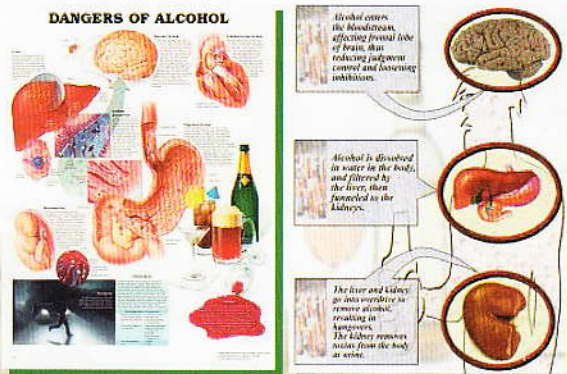
A regular drinker may develop tolerance and dependence. Tolerance means that they feel less effect than they used to with the same amount of alcohol. Dependence means that the alcohol becomes central in their life and they continue to drink despite being aware of the harms caused through that.

Someone who is physically dependent on alcohol will experience withdrawal symptoms when they stop drinking or substantially reduce their intake. Symptoms usually commence 6-24 hours after the last drink, last for about five days and include:

- Tremor
- Difficulty in sleeping (may last several weeks)
- Sweating
- Headache
- Depression
- Nausea / Vomiting
- Anxiety / Agitation

Reference:  
<http://www.dassa.sa.gov.au/site/page.cfm?u=122>  
<http://www.healthchecksyste.ms.com/alcohol.htm>

Alcohol withdrawal can be very dangerous. People drinking more than eight standard drinks a day are advised to discuss a decision to stop drinking with a doctor as medical treatment may be required to prevent complications.





# SUCCESSFUL EXAMINEES



**"A great leader's courage to fulfill  
his vision comes from passion, not position."**

*Can I pass the exam? Can I be one of those successful examinee? Just some of thoughts I've ask to myself when I was on my review progress. I'm hesitant if I could hit and passed the licensure exam, but GOD was great, he not just help me lucky enough to pass the exam but help me luckier for being one of those at the top. Probably, I could proudly say that this is one of greatest attainment I've reached and I couldn't done this without the overwhelming support of SMTI, SSSI and DSC for choosing me as one of their cadetships as well as to my supportive family especially the guidance of GOD our Almighty Father..*

*To all the people behind who help me ... Thank you and may GOD Bless us Always!!!*

~ OIC-NW Renmiel D. Lepaopao



*The 2 most important words" "Thank you"; The most important word: "We"; The least important word: "I".*

*I aspire but we accomplished. Passing the licensure examination for OIC-NW will not be possible without the help of others. So I would like to take this opportunity to give thanks and praise the following: First, our Almighty Creator, who served as my companion in everyday battle of life. Secondly, my Alma Mater, John B. Lacson Foundation Maritime University - Arevalo, who served as the molder of who I am right now in the maritime field. Thirdly, to our company Dalisay Shipping Corp. & Sandigan Ship Services, Inc. who served as my stepping stone and molding ground. Fourthly, to my colleagues, officers & crew on-board MV SG Capital who served as my trainer & comrades in the battle against the waves of the seas. Lastly and the most important, to my Family who served as my inspiration and hopes. Thank to all.*

*This is ot just my success, this is ours. Hope through this, we have again made true our promise to make you proud. GOD BLESS us all!*

~ OIC-NW Harrold-John Paul O. Bacosa



*Being new in this seafaring profession, you have to overcome the trials and test to be consider successful. One of this is passing the licensure exam. Fortunately, I am one of the lucky cadets who passed. But it is not possible without the help and guidance of others. So I want to express my heartfelt gratitude to my family who always there for me. To SSSI, DSC and SMTI for giving me that chance to be their cadets and transform me from young boy to a man and of course to the Mighty GOD for giving me these blessing.*

*To my fellow cadetship program Batch 2010, CONGRATULATION and GOODLACK to us. We made it.*

~ OIC-NW Rowell D. Beluso



*I express my utmost gratitude to our Lord Jesus Christ and Mama Mary for all the blessing, for giving me Dalisay Shipping Corporation, Sandigan Ship Services, Inc. and Sandigan Maritime Training, Inc. as instruments to prioritize my career, that is why we cadets are encouraged to take examination and take all appropriate trainings to complete for COC. I would like to thank my experience as Deck Cadet in MV Bulk Singapore for such tough training to make me full pledged Seafarer.*

*"Don't work out of fear, In God We Trust". Thank you.*

~ OIC-NW V'mark Emmanuelle T. Agot



*Greetings to all! Praises and Thanks giving to Heaven... Full pledged and licensed "MAKINISTA". A title I've been dreaming of... yet it has been possible by the guidance & opportunity that your good company has given me. Now saying thanks is the least thing I can do, and serving you better would only be the thing I can possibly do... Thanks.*

~ OIC-EW Ziv T. Descallar



*When I was in college it was just a dream. When I first entered the portals of Dalisay it was just a hope. But now, my dream and hope had turned into reality. Taking review for certain months is truly not easy. It requires sack of patience and time... But it feels like you had never endured it when results are released and seeing your name listed down the line. And that's what exactly felt when I saw my name listed as one of the OIC-NW passers after taking Marine Deck Officers Written Examination last March 2012. The feat that I owe to DSC, SSSI and SMTI for always being an extension in achieving my goal. To those important persons in my life who never fail to trust me. Thank you... and of course, to Almighty GOD who had given me wisdom during exam and continued guidance in everything that I do.*

~ OIC-NW Marvin O. Bacani

## Written Examination

### MARINE DECK

#### NOVEMBER 5-6, 2011

C/O Jeckerie M. Rodriguez - CP'01

#### MARCH 3-4, 2012

OIC-NW Goldler A. Sumugat - CP'10

OIC-NW Renmiel D. Lepaopao - CP'10

OIC-NW Marvin O. Bacani - CP'10

OIC-NW J'cob Rusmar C. Rollon - CP'10

### MARINE ENGINE

#### SEPTEMBER 17-18, 2011

2/E Edmund N. Columna - CP'06

2/E Sandy Vonn H. Adecer - CP'01

2/E Jimmy A. Marzo

OIC-EW Jesstoni T. Garcia - CP'09

OIC-EW Rowell G. Sierra - CP'09

#### JANUARY 21-22, 2012

OIC-EW Harvey M. Muyot

2/E Abdon P. Bacarissas, Jr.

3/E Milven Roy M. Cania

OIC-EW Jeffrey S. Tesorero

## Walk-In Examination

### MARINE DECK

C/O Loreto G. Java, Jr. - CP'01 October 12, 2011

C/O Lorenzo R. Adasa III - CP'00 October 26, 2011

C/O Carl Joseph S. Silao - CP'06 November 23, 2011

OIC-NW Julius S. Magbanua - CP'08 June 28-29, 2011

OIC-NW Remegio P. Nicer, Jr. - CP'08 August 10, 2011

OIC-NW Wagleson James B. Datong - CP'09 September 17-18, 2011

OIC-NW Denny A. Vale - CP'08 October 26, 2011

OIC-NW Jexson T. Lacorte - CP'10 October 18-19, 2011

OIC-NW Robbyson R. Sagal - CP'08 October 19, 2011

OIC-NW Josua Ohliever C. Masian - CP'10 November 4, 2011

OIC-NW Randy B. Billones - December 7, 2011

OIC-NW V'mark Emmanuelle T. Agot - CP'10 December 13, 2011

OIC-NW Rolando M. Betita, Jr. - December 13, 2011

OIC-NW Harrold-John Paul O. Bacosa - CP'10 December 27, 2011

OIC-NW Jerick Michael L. Tabangin - CP'10 January 18, 2012

OIC-NW Nathaniel E. Acevedo - CP'10 January 19-20, 2012

OIC-NW Rowell D. Beluso - CP'10 February 22, 2012

### MARINE ENGINE

2/E Jan Lawrence T. Cruz - Cp'06 November 27, 2011

OIC-EW Archille M. Travilla - CP'08 October 20-21, 2011

OIC-EW Louie B. Ngo - CP'10 November 18, 2011

OIC-EW Ziv T. Descallar - CP'10 January 13, 2012

OIC-EW Rommel A. Calixterio - CP'10 February 3, 2012

OIC-EW Francis G. Rojo - CP'10 February 17, 2012





To get help us to improve on our newsletter and delivery of training courses, we welcome and appreciate your important feedback.

You may email us at

**[training.sandigan@dsp.net.ph](mailto:training.sandigan@dsp.net.ph)**

Thank you for time and valuable efforts.

**A** better way to keep us updated on all events with in the company.

~ 3/O Mark Micabel  
MV Atlantic Pearl

**G**reat Ocean Belt – Good idea for the crew to be aware what's happening within the company.

~ 3/O Joviel M. Rubio  
MV Cape Garland

**T**raining in Critical Situation, learned more knowledge in maneuvering the ship's and what to do in time the ship's is in danger in critical situation while in maneuver.

~ 2/O Macario Caroles  
MV Positive Passion

**T**raining in Critical Situation (TICS) made me more confident in dealing with critical situations that may arise onboard ship. I have learned additional knowledge on how to assess in advance situations that may become critical.

~ 3/O Reynante A. Sarmiento  
MV Kalpana Prem

**S**ince from the very beginning of the class, I have noticed that the course and topic being explained and instilled by the Instructor were very interesting and clear to me giving an additional knowledge since the objectives are just easy to digest and understand, associated with deserving Instructors that various topics were properly taught with very effective system of teaching.

~ Capt. Bernie Fernandez  
Phoenix Maritime Corp.

**I** found the trainings that I have undergone under SMTI enjoyable & interesting. Facilities were adequate & effective. Instructors have enough knowledge on every topics & can deliver each and every topic effectively using appropriate & significant methods.

~ 3/O Reigi Diu  
MV Bright Sky

**T**he training program makes me more confident in dealing with critical situation which may arise onboard, give me knowledge in assessing critical situation in advance such as anchoring, dockings and undocking, navigational in special situation.

~ 3/O Aniceto Agad  
MV Lowlands Nello

**F**irst of all I would like to thank the management and the crewing of Dalisay for they advise me to take up SHMS – Ship Handling Maneuvering Simulator. The training is very interesting and helpful in fulfilling my future responsibilities. The instructor was able to explain the different techniques of ship handling and maneuvering. It's informative and at the same time prepares us to do better with my work.

~ C/O Paulino Bejasa  
MV Global Falcon







# FUN FACTS...



What landmark invention did Ts'ai Lun invent from bark and hemp in the second century

♣ **Paper.**

What did Art Fry invent after scraps of paper to mark tunes in his hymnal kept falling out?

♣ **Post-it Notes.**

What did Leonardo invent to check humidity while he worked on the Last Supper fresco?

♣ **The hygrometer.**

What 1947 invention by Bell Telephone Laboratories spawned pocket-sized radios?

♣ **The transistor.**

What disease prompted polio vaccine inventor Dr. Jonas Salk to come out of retirement in 1987

♣ **AIDS.**

What was the occupation of cotton candy machine inventor William James Morrison?

♣ **Dentist.**

What Italian astronomer invented the thermometer in 1592?

♣ **Galileo.**

What did George Nisser invent after observing high wire performers bouncing on safety nets?

♣ **The trampoline.**

What century saw the invention of the shoelace?

♣ **The eighteenth.**

What name did George Eastman invent in 1888 because it was easy to memorize, pronounce, and spell?

♣ **Kodak.**

What innovative inventor's Dymaaxion car could carry eleven passengers, exceed 120 mph and get 30 miles per gallon in 1934?

♣ **Buckminster Fuller's.**

What century saw Alexander Cummings issued the first patent for a flush toilet?

♣ **The eighteenth.**

What portable device did James Spengler invent in 1907, using a soap box, pillow case, a fan and tape?

♣ **The vacuum cleaner.**

What landmark invention eased farming chores for Sumerians in 3500 B.C.?

♣ **The plow.**

What food product did Hyppolyte Merge-mouries invent in 1868 by treating oils with hydrogen?

♣ **Margarine.**

Who averaged one patent for every three weeks of his life?

♣ **Thomas Edison.**

What kitchen invention took the top prize at the 1893 Chicago World's Fair?

♣ **The dishwasher.**

What company gave the world the first electric toothbrush?

♣ **Interplak.**

What Edwin Budding invention began changing the face of English landscapes in the 1820s?

♣ **The lawn mower.**

What invention for keeping cold air out of buildings in winter was patented by Theophilus Van Kannel in 1888?

♣ **The revolving door.**

What Benjamin Holt invention was good news to farmers in 1900?

♣ **The Tractor.**

