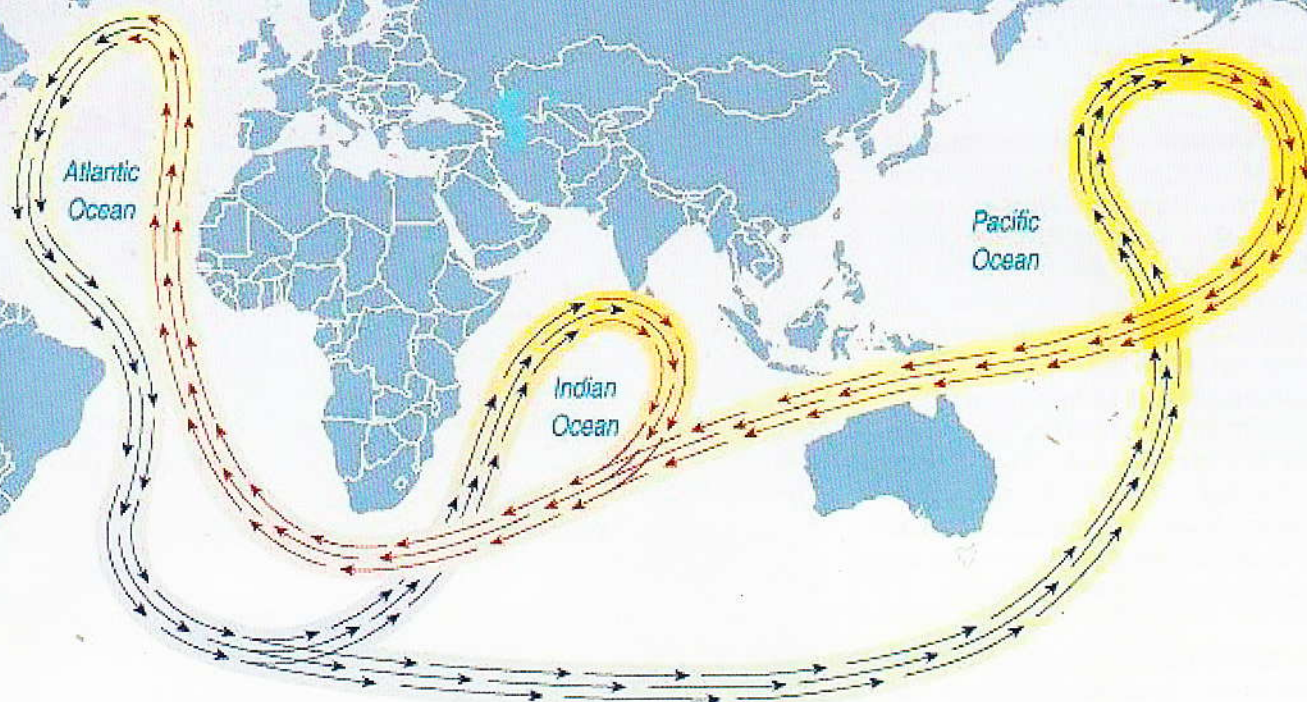


GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER
VOL. 4 NO. 7/JULY 2012



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MVV

Training The Trainers

By: Ms. Miccah S. Montana

Being a part of any organization, it is very much important to know its fundamental points like its organizational culture, its main purpose, values it upholds and where it intends to bring the whole organization. Knowing these stuff makes any member gain a deeper understanding on the core purpose of the organization and can give one a sense of direction and belonging. However, knowing ones organization is indeed a journey itself. And this journey can be more meaningful if one takes it with co-members of the group.

Last year, Celeste Group of Companies tapped the help of CICOM Brains, Inc. (Asia) to formulate and cascade the companies mission, vision and values (MVV). And it was in November 2011 that CICOM Brains visited the Manila office to cascade the Top Management's idea on MVV. The seminar was indeed attention catching and informative but it was then realized that to be able to internalize the message deeper, Trainers themselves must be a part of the company. Thus, Training The Trainers program or TTT was organized. TTT of Celeste Group of Companies is a very strategic way to develop trainers within the organization itself to effectively cascade the Top Management's idea and message for the company's MVV.

Ms. Sandy Saito of CICOM Brains, Inc. conducted the training for the chosen internal trainers from different member companies of Celeste Group: **Capt. Srivastava Anurag** (Celeste Holding Pte. Ltd.), **Ms. Koh Bee Hwa** (Celeste Holding Pte. Ltd.), **Ms. Ng Ling Na** (Max Glory Enterprise Limited), **Capt. Eduardo Limpin** and **Mr. Takuya Sano** (Sandigan Ship Services, Inc.), **Ms. Kristine Kezia Obleada** (Dalisay Shipping Corporation), and **Ms. Michelle Angela Montana** (Sandigan Maritime Training, Inc.).

The training was divided into three sessions which were conducted into three different locations. The first session was conducted at Max Glory Enterprise, Ltd, Hong Kong on April 2 to 4, 2012 where internal trainers were able to capture the deep understanding of TOP management thought and belief through the training once again. At the same time, Ms. Saito shares the tips about presentation skill, communication skill along the way which helped internal trainers get used to giving the training at their pace as well as on their comfortable way. At the end of the first session, each internal trainer was able to know "how to conduct a class", "how to convey TOP Management message" and "how to behave as a trainer" with each topic. Each internal trainer was able to grasp his/her own method of training and discovered good points and areas to improve.

Celeste Holding
Pte. Ltd.
Millenia Tower
Singapore
April 13, 2012

Actual Training Begins...



On April 13, 2012, the second session was held at Celeste Holding Pte. Ltd., Singapore where the internal trainers themselves conducted the MVV training on selected staff of Celeste Holding Pte. Ltd.

And on April 26 and 27, the internal trainers conducted a two-day MVV seminar for Manila office personnel and that concluded the three-part sessions of Training The Trainers Program.

The fulfillment of the company's Mission, Vision and Values in the workplace does not depend only on the internal trainers but also on the joint effort of all the members of the Celeste Group of Companies. Though each member of the group may have different tasks, our company's MVV will always be a reminder that we are one team aiming to reach our company's destination to **continue to be a total service provider of high quality and high value added services in the shipping industry, treasuring the ship owner's mind where we are from.**



Presidential Executive Order No. 75

Designating the Department of Transportation and Communication (DOTC) through the Maritime Industry Authority (MARINA) as the single Maritime Administration in the Philippines responsible for oversight in the implementation of the 1978 International Convention on Standards of Training, Certification and Watchkeeping for seafarers, as Amended.

The objective of this Executive Order is to fully achieve through the institution of a single maritime authority in the Government to oversee and supervise the maritime education, training and certification system in accordance with the adopted international standards at all levels.

As you may recall that in March 2006, April 2010 and March 2012; the European Maritime Safety Administration (EMSA) audited all Philippine government institutions involved in the certification, education and training of Filipino seafarers; and found out that there is no single Maritime Administration in the Philippines. At the time of EMSA Audits, the MTC was the one that is acting as the STCW Administration.

The content of this Executive Order are as follows:

STCW Administration. The Department of Transportation and Communications (DOTC) through the MARINA shall exercise oversight and supervision over compliance with all qualification requirements and conditions under the STCW Convention, as amended, relating to maritime education, training and certification, subject to existing and applicable laws.

Designation of Single Maritime Administration. In the exercise of the oversight and supervisory functions relating to STCW implementation, DOTC through the MARINA, is hereby designated as the single and central maritime administration. For this purpose, and subject to existing and applicable laws, MARINA is hereby authorized to issue the appropriate Certification for the deployment of seafarers in the international seaborne trade consistent with the STCW 2010 Manila amendments.

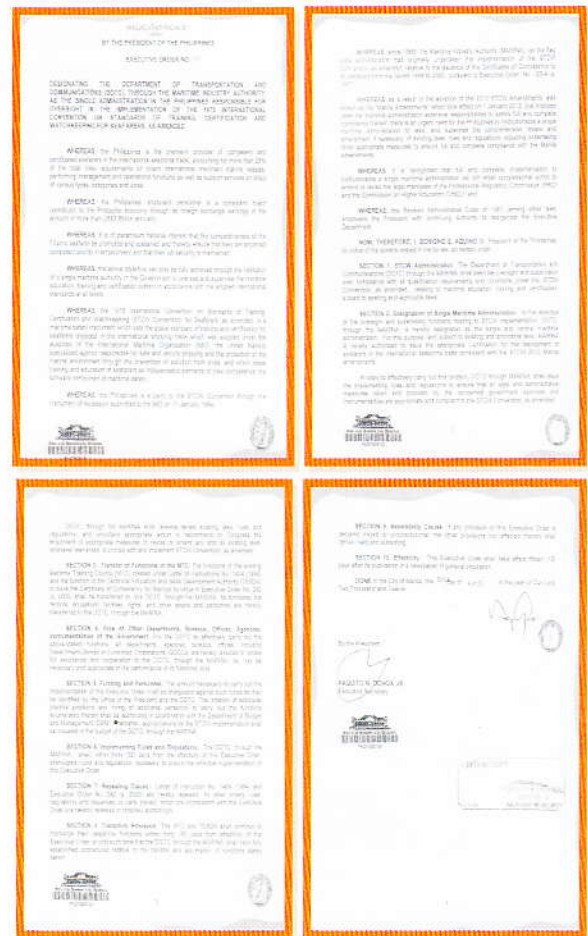
Transfer of Function of the MTC and TESDA. The functions of the existing Maritime Training Council (MTC) created under Letter of Instructions No. 1404 (1984) and the function of the Technical Education and Skills Development Authority (TESDA) to issue Certificate of Competency for rating

by virtue of Executive Order No. 242 (series of 2000) shall be **TRANSFERRED** to the DOTC, through the MARINA. Its functions, the records, equipment, facilities, and other assets and **personnel** are hereby transferred to the DOTC, through the MARINA.

The Professional Regulation Commission (PRC) under R.A. 8544 and Commission on Higher Education (CHED) under R.A. 7722 shall still function to their respective laws until Congressional action will amend or revise their mandates.

DOTC through the **MARINA** will also monitor the Department of Health (DOH) accredited **Hospitals** the medical standards established to ascertain the medical fitness of seafarers are in accordance with the STCW Convention.

DOTC through the **MARINA** will also monitor the National Telecommunication Commission (NTC) that all radio licenses are issued in accordance with the requirements of the STCW Convention and shall, in coordination with NTC, monitor and verify compliance with the prescribed standards for accredited assessment



Repealing Clause. Letter of Instruction No. 1404(series of 1984) and Executive Order No. 242(series of 2000) are hereby repealed. All other orders, rules, regulations and issuances, or parts thereof, which are inconsistent with this Executive Order are hereby repealed or modified accordingly.

This **Executive Order 75** was approved and signed by **President BENIGNO S. AQUINO III** on April 30, 2012.

The **Implementing Rules and Regulation (IRR)** of this EO75 was already drafted by **MARINA** in May 2012 and is now for approval of the **DOTC**. After the approval of the **IRR**, it will be circulated to all Maritime stakeholders.

GMDSS SIMULATOR

By: 2/O Michael B. Sabitchana
Deck Instructor

On June 28, 2012, two representatives from (NTC) National Telecommunication Communication visited Sandigan Maritime Training Incorporated to conduct inspection of our newly-installed GMDSS Simulator. The said inspection was conducted from 1000H – 1200H where the opening meeting formalities took place first at SMTI's Conference Room attended by Capt. Hiroshi Yurino, Capt. George Pimentel, C/E Rolando Timtiman, Capt. Henry Aranas, Capt. Alfredo Reodique, 2/O Michael Sabitchana and Ms. Michelle Carreras. The said meeting didn't take long and Inspectors went down directly to the GMDSS Simulator Room to certify installation and compliance to specified requirement prior to giving approval as to open a new Training Course which is also a part of Maritime Training Council's Requirement.



During the inspection, the Full Mission Console was inspected primarily. In the said Console, you can find and operate equipment thru Touch Panel as if it is real one. The Simulator room is also incorporated by 6 Training Computers serving as Trainees' Station Areas for the individual hands on. Materials to be used for the Training Course were also inspected like; GMDSS Manuals, Transparency thru Power Point Presentation and Live Equipment which should be made available and necessary for the actual familiarization of the trainees.

The Installation of the GMDSS Simulator is one of Company's best solutions in order to refresh our Officers and Crew enrolled on our Training Course the thorough familiarization and demonstration and / or operation of GMDSS Equipment thereby to avoid deficiency during Port State Control Inspection. Also, we are eyeing to conduct GOC for GMDSS Training Course in the very near future while the development of the said Training Course already in progress.

See you soon!



SMTI HAS TOKYO KEIKI ECDIS TYPE SPECIFIC



Nowadays, AMSA is becoming very stringent in conducting inspection and when ship is evidently found to be unsafe to sail or said situation will lead to grave, definitely deficiency will be imposed or worse is detention.

When PSC Inspectors come onboard, primarily they proceed to Master's Cabin to elucidate their purpose. The first items to be checked are the Statutory Certificates including Certificate of Competency (COC) of all Ship's Crew which the vessel carries onboard. Recently, it has become a very serious issue to AMSA and even other PSC Inspectors that vessel carries different modern equipment particularly Aid to Navigation that includes Electronic Chart and Display Information System (ECDIS) however; designated officer doesn't know how to proficiently utilize it during navigation. The installation of ECDIS is not yet mandatory onboard and so Masters and Deck Officers are complacent that while ECDIS is not used as primary means of navigation, the need to request Electronic Navigational Charts (ENC) & Updates and have the thorough knowledge of the operation of the equipment are being uncared for.

On July 6, 2012, the Sandigan Maritime Training Incorporated had successfully installed 3 Units of ECDIS Type Specific (*Master, Back-Up & Reserve*) which the Trainer's Training and Pilot Class were conducted on July 12 and July 13 & 14, 2012 respectively. The manufacturer of the newly-installed ECDIS Type Specific is Tokyo Keiki which is the pervious Tokemic. In the training, every trainee will be taught the operation from basic to Chart Management and even Troubleshooting & Maintenance will be provided on lecture.

The Tokyo Keiki Type Specific ECDIS is significantly concerned to Deck Officers who will be joining ship equipped with same ECDIS. Generic ECDIS Training is actually to be taken by Deck Officers prior application or renewal of COC as required by PRC. However, when an Officer joins ship having different ECDIS, workloads add up that often times the equipment is being disregarded.

The ECDIS (T) installation has been a very good response to the future implementation where used as primary means of navigation and the paper charts will eventually phase out.

The Training Course is to be conducted for two days and last August 10 & 11, 2012 we had successfully conducted Training for a Chief Officer from Magsaysay.



**TOKYO
KEIKI**

ClassNK

Certificate of **MET**

ISO 9001:2008 *Renewal Audit*

By: Ms. Lalaine C. Aranza



The Nippon Kaiji Kyokai / ClassNK Audit Team composed by Mr. Kiyoshi Isogai, Lead Auditor and Ms. Kurumi Shigeta conducted the Renewal Audit to SMTI last May 9, 2012.

The Audited Team performed the on-site audit of the management system as scheduled. The auditors confirmed the requirements based on the ISO 9001:2008 Standards and the SMTI Quality Management System by reviewing and verifying the QMS documents, interviewing Top Management, Quality Management Representative, Managers and staff concerned of each section. Tour of our office was likewise conducted.

Mr. Isogai, presided over the meeting by introducing himself. Then he requested the staffs to introduce their selves since the Lead Auditor, Mr. Isogai was new to the Audit Team. As part of the Audit Program, the interviews and documenting goes on. All the responsible personnel of relevant section was interviewed and presented the documents needed to Mr. Isogai. After the interviewing the Audit Team takes a tour through the office. During the closing meeting, Mr. Isogai mentioned that audit team was impressed because we did our QMS more efficient. However Mr. Isogai offered their opinions for further effectiveness of the QMS.



Audit Results:

→ No non-conformity

→ Well maintained QMS Manual

→ Almost perfect

Renewal Audit: MAY 9, 2012

SSBT AND ERS RENEWAL INSPECTION

By: Ms. Michelle B. Carreras

The Maritime Training Council conducted renewal Inspection of Ship Simulator & Bridge Teamwork with Bridge Resource Management and Engine Room Simulator with Engine Resource Management courses of SMTI last April 23, 2012 at 11:00a.m.

The MTC Inspection Team was composed of Capt. Armando Hermosura, C/E Malvar Castellon and Ms. Mags Marielle Ruiz. Ms. Ruiz made the opening statement on the purpose of the inspection followed by inspection of Capt. Hermosura and Ms. Ruiz of the Bridge Simulator assisted by Capt. Aranas. C/E Abugan assisted C/E Castellon for the inspection of Engine Simulator located at the ground floor. After the inspection of Simulators, SMTI documents relating to the course programs were evaluated. The inspection was completed at 1400Hrs. after the closing meeting. Results of inspection showed No Deficiencies or Major Observation.

SMTI received SSBT and ERS Certificate of Accreditation on May 25, 2012 valid until May 3, 2015.



MTC'S SURPRISE INSPECTION FOR MTC

By: C/E Rolando L. Timtiman



Sandigan Maritime Training, Inc.'s commitment in ensuring that quality training programs are designed, developed and implemented in compliance with all Statutory Laws, provisions of the International Maritime Organization's STCW Convention, has been put into test, when the MTC conducted surprise inspections for the course offering of Deck and Engine Management Level Courses last February 29, 2012. Members of the Inspection Team comprising the following: Capt. Fernando Alano, C/E Jose Antonio Espina, C/E Diosdado Ramos, Mr. Nick Andrew Galve, Ms. Zynara Anne Ong and Ms. Maria Cristina Fleras and part of their mandate to monitor activities to ensure training centers comply with the standards set.

The Inspection Team from the Deck and Engine Department were in attendance to personally witness the delivery of the Course Program as per the Course Compendium.

Sompo Japan Seminar

By: Ms. Charie S. Mendoza

Last February 8, 2012 SOMPO Japan Insurance Inc. conducted a half for DSC Crew, DSC, SMTI and SSSI Staff. This seminar was intended to provide some knowledge, principles, policies and case studies with the invited Speakers sharing their thoughts and experiences and discuss the issues with seminar participants.

The seminar was hosted by SMTI and took place in its very well equipped training rooms at the G/Flr of Salustiana Tower. The speakers are Mr. KOHTAROH SHICHINO and MR JUN RIKIMARU, both from Hiroshima Marine Claims Division, Commercial Line Claims Department and MR MARTIN TERELL, a Director of WK Webster. About 90 participants came from DSC, SMTI and SSSI, but also attended by some DSC Crew. The participants were divided into two categories: The Beginner Level, consisting of Staffs, OJTs and Cadets while the Advanced Level is from the Management and Officers who already knowledgeable in the policies and principles of Insurance.

The speakers came from different backgrounds and presented the audience with different practical experiences, insights, and views. It gave a good impression and understanding of the many perspectives that can and should be taken into account when encountering and experiencing cases such as Third Party Liability, P&I Protection and Indemnity, Particular Average, Stranding, Grounding, Collision Liability and Claims Procedure.

The feedback of the participants confirmed that the seminar was very much appreciated as well as that there is a pressing need for more practical approaches and for other opportunities to discuss the many issues.

The seminar was structured in a way that helped participants to walk through the topics and case studies, starting from the relevance of the companies organizational structure, along the issues that have to be addressed, the intended or assumed impact on the organizations, and finally to the actual implementation of insurance policies and procedures.

Lastly, through some questions and answers, we were able to share thoughts and opinions with the Speakers.



BRITANNIA SUPERINTENDENTS' & OFFICERS' SEMINAR

By: Ms. Charie S. Mendoza

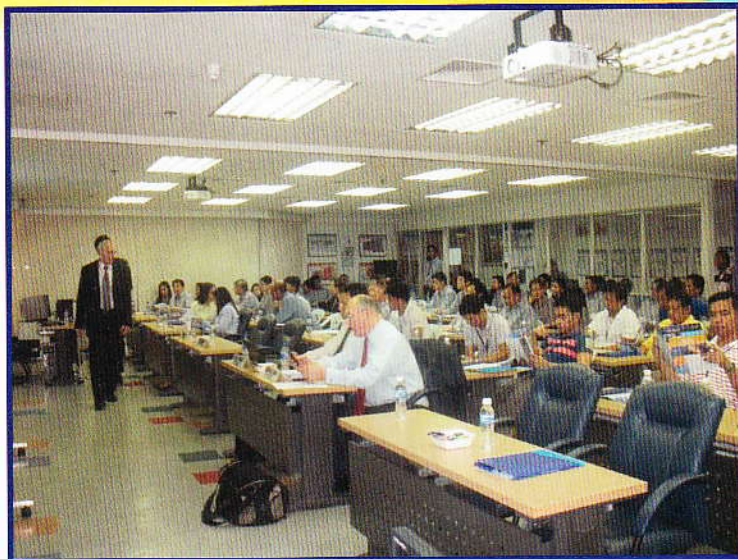
Date of Seminar : March 6, 2012 (Tuesday)
Participants : Crew, Staff (DSC/SMTI/SSSI)
Time Conducted : 9:00AM – 4:00PM
Venue : SMTI (G/Fir. TR C&D)

TOPICS

- Entry into Enclosed Spaces
- Risk Assessment for Crew Illness and Injury Claims
- Bulk Cargo Care
- Workshop – Ship Anchoring Procedures

SPEAKERS

- Mr. Richard A. Webbe
- Capt. John F. Kingdom
- Capt. Neale F. Rodrigues



The seminar was opened by the Divisional Director of Britannia, Mr. Richard Webbe, who gave an excellent introduction and overview of the seminar. The first topic was discussed by Capt. John F. Kingdom, Associate Director of Britannia. He emphasized several accidents in enclosed spaces which continued to be all too frequent within the maritime sector. The presentation highlights the nature and properties of hazardous atmospheres in enclosed spaces, how such atmospheres can develop and their effects on human physiology. The presentation also referred to the revised recommendations for entering enclosed spaces adopted by IMO in November 2011 and aims to raise the awareness of sea staff to this lethal, but invisible danger.

After the 15-minute coffee break, crew illness and injury claims was discussed by Mr. Webbe. This topic forms a major area of the Club's overall claims costs. Accidents can occur even on a well-run ship, but a well-run ship will learn from past incidents and mistakes and ensure procedures are updated. How can we ensure seafarers carry out risk assessments? Seafarers are valuable resources and their good health is vital to the safe and efficient operation of the ship. Health and safety is not just about how you do your job in order to avoid accidents; it is about how you live your life. How do you maintain a healthy lifestyle and an adequate and regular sleep pattern? These topics gave the participants to think on the importance of risk assessment.

In the afternoon, Capt Neale F. Rodrigues, Associate Director of Britannia, discussed Bulk Cargo Care where there have been a number of incidents in recent months relating to bulk cargoes liquefying, self igniting, or incurring claims as a result of being apparently loaded or discharged incorrectly. This presentation highlights and focuses on some of the problems, and summarizes best practice guidelines and recommendations.

Lastly, a workshop was facilitated by Capt. Kingdom. The workshop was on two Britannia cases to illustrate the current industry concerns regarding the increase in incidents involving anchoring and the very high value claims which can arise. The workshop addressed the technical aspects of ship anchoring system design and performance limitations and the need to conduct and implement risk management techniques.

Time for questions and answers was allocated for each topic.

The seminar ended well based on the timetable presented.





MPA SINGAPORE PRESENTS CELESTE HOLDING SEMINAR

By: 2/O Michael B. Sabitchana

On July 13, 2012, the Maritime Port Authority Singapore (MPA) visited Sandigan Ship Services Incorporated, Sandigan Maritime Training Incorporated and Dalisay Shipping Corporation to conduct Celeste Holding Seminar concerning to the following: Port State Control Updates; Human Factor: Preventing Ship Detentions; and Maritime Labour Convention (MLC): Singapore's Perspectives.

The Seminar started outright around 09:00 A.M. after MPA Singapore Representatives namely Mr. Hock Lye Lim and Mr. Benjamin Wong arrived at SDTT GF (Training Room C & D). Mr. Lim profoundly discussed the PSC Updates. As Concentrated Inspection Campaign (CIC) is about to start on September 01, 2012 up to November 30, 2012, the need to be more alert and aware of the very essential items which PSC Inspectors may have to stringently inspect are very vital. The consistent trend in PSC detention and deficiencies in Singapore Registered Ships was also discussed. In terms of specific deficiency, the item concerning to Fire Prevention or Fire Safety was tallied to have the higher percentage where it widely involved Bulk Carriers and Roro-Container Ships for the past years.

Ship detentions and/ or deficiency are undeniably the result of either or both Human and Technical Factors. Seafarers are certificated to certify competence after series of trainings are acquired prior to joining ship, thus to maintain his ship in good shape at all times. However, poor maintenance is one substandard action seen to have technically led to a substandard condition of the equipment. Poor Training & Familiarization and failure to conduct SMS Education are also some contributory factors that have led to deficiency. Also, the failure to report any defects onboard to the Flag Administration and the Port State is considered a serious non-compliance with a mandatory requirement which alternatively will put every situation to grave.

On the early response of the company which is the zero deficiency campaign, everybody onboard must realize the importance of getting involved into it. Sincere cooperation is a fundamental tool in order to succeed. Moreover, the need to have a good Leadership and Managerial Skills of our Masters and Senior Officers in providing proper crew training and motivation is certainly vital. PSC Inspectors come onboard surprisingly and may conduct stringent inspection whether we like it or not.

On the other hand, Mr. Wong discussed the Maritime Labour Convention concerning of course the rights of every crew member onboard. Presently, the MLC has not come into force yet as there are still some Member States that should ratify the said convention. This is actually a convention that only requires 30 Member States to ratify with a total share of at least 33% of the world gross tonnage. The significance of the said Convention is to ensure minimum standards for different aspects of living and working conditions for seafarers like condition of employment, health protection and hours of work/ rest.

About 100 attendees from SSSI, DSC and SMTI Personnel including DSC Crew members were present on the said Seminar.



Marine Growth Prevention and Anti-Fouling System

(MGPS)

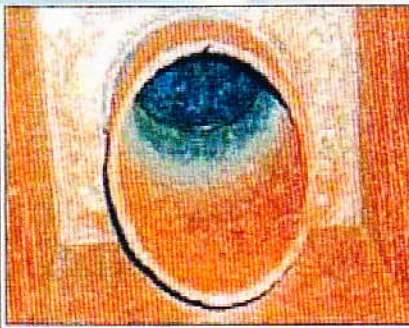
By: Engr. Rodel P. Luis

Overview:

MGPS prevents marine growth from accumulating and keeps piping clear of biofouling. It is also ideal for anti-fouling and corrosion control systems. Usually used in marine sea water cooling system.



Without MGPS anti-fouling system



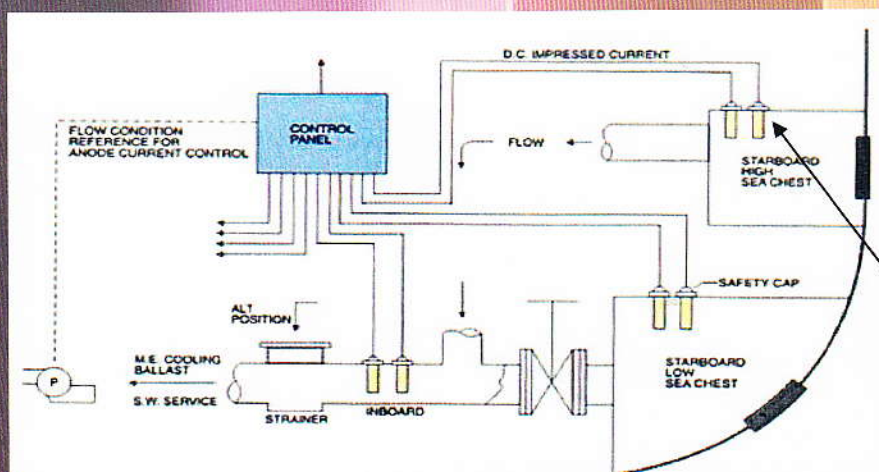
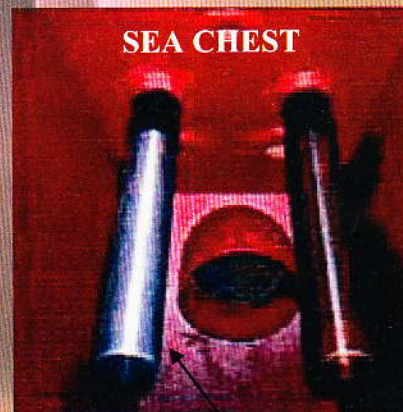
With MGPS anti-fouling system

Without MGPS anti-fouling system, marine growth, such as mollusks, barnacles, mussels, algae and slime enter the sea water system and find a spot where temperature, nutrients, pH factor and other environmental conditions are right for settling and breeding. Colonies can quickly develop, resulting problems such as turbulence, blocked pipes and impaired heat transfer efficiency. In extreme cases, marine growth fouling can become so serious as to completely obstruct the flow of seawater through cooling piping. Blocked pipes can also lead to dangerous situations with fire-fighting equipment (e.g. emergency fire pump). Lesser cooling system complications include overheating, reduced efficiency, increased corrosion, and loss of vessel speed, which is a serious situation since most vessels demand maximum speed. Cleaning a blocked pipes, or in many cases replacement of complete sections piping, can be a time consuming and expensive problem.

MGPS is electronic in action. The system consists of copper and aluminium (or soft iron) anodes strategically located in sea chests or sometimes in-board, but close to the seawater intake point as possible. The anodes are connected to a control panel that feeds a current to the anodes. The resultant ions produced by the anodes are carried by the seawater, spreads through the pipe work and creates an environment that is unfriendly to the marine life. Any marine life that enters the pipeline not settle, but will pass right through to discharge. An added benefit is that the aluminium hydroxide ion creates a protective film on the pipelines, thereby significantly reducing pipeline corrosion.

MGPS Installation:

MGPS anodes are preferably installed in a sea chest and secured with specially designed safety caps. Such anodes will have a design life coinciding with dry dock schedules. In-board fittings in the pipeline or in strainers where anodes can be replaced at any time are also possible. The anodes are wired to one or common control panels that can also have connections to the pump controlling the water flow.



DALISAY SHIPPING CORPORATION DREAMS AREN'T THAT FAR, IT'S JUST WITHIN US!!!

Be positive and passionate in all your works always, and for sure we will succeed... The meeting is adjourned!

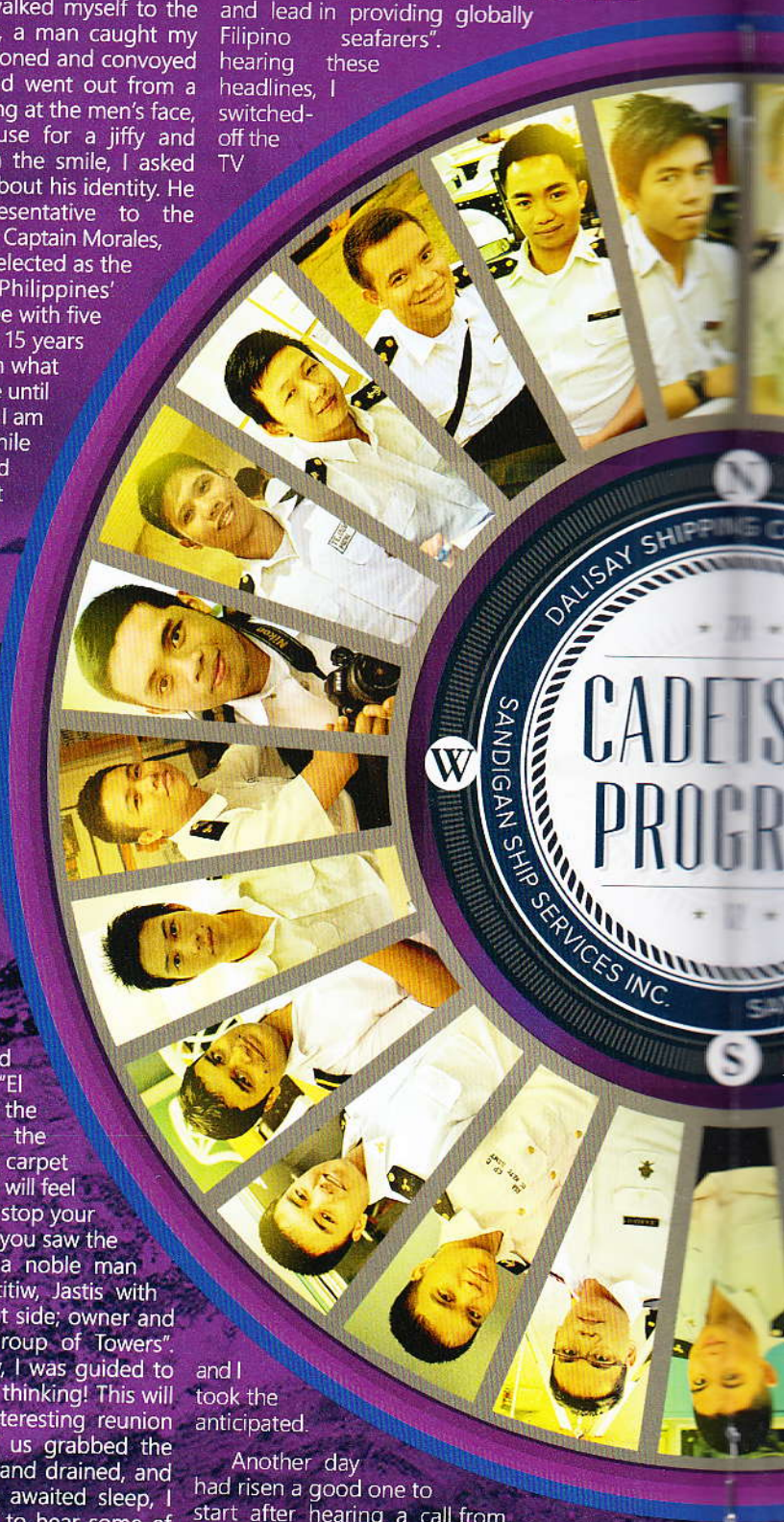
You may now proceed to your respective offices. By the way I am now the President, CEO and Owner of DSC, SMTI and SSSI, DSC for Developed Shipping Committee, SMTI for Seafarers' Management Training Institute and SSSI for South Shipping Services Inc all basing in Japan, and I am in England for a vacation. I am going back to the Philippines for some business matters and to attend the scheduled reunion for DSC's cadetship program '12, held 10 days after now. On my flight to Japan, while I was reading a shipping magazine, I saw 2 tall, firm, and strict men that kept on staring at me. They looked familiar but because I am in doubt I just stayed and continued reading the magazine. Minutes after the men sat next to me and talked in a manner of respect and pride, introduced themselves and shared their jaw dropping experiences, saying: "remember us? we are your batch mate in CP'12, cadets before and look at us now! Chief Engineer Pang-ot, Leoncio Jr. and Capt. Joven, Jaryll Randall. We had struggled a lot and learned many from our company. They turned ordinary boys to responsible men. They brought all of us to success and guided us to the peak of our dreams. Actually, after 35 and more years with them we had built our own business. We're now partners in our own business, Leoncio and Jaryll Partnership having 5 real estates, an agricultural land and we had built 3 dormitories, 1 of which was for Dalisay's Officers, OJT's and Cadetships situated in Makati and still extending". I then replied in their manner, saying: "Yeah! You're getting bigger and brighter", then we laughed at each other. After minutes of talking they went back to their seats. I then took a nap and when I woke-up we were about to land in Japan. Upon arrival I felt starve, so I looked for a food chain within vicinity. In the food chain I saw one familiar face from the outside, he looked so pathetic and seemed unaware of what he was doing. I pity the man, for I know it was C/E Quero, Joseph, he was wearing a thin clothe in the midst of a snowy day. I ran with a jacket towards him and was planning to help him around, but when I am about to approach the spot where he laid, a man then shouted: "CUT", the man was very angry. I felt so shame, my gosh I am in a middle of an ADVERTISEMENT SHOOTING and I turned it into a mess. The advertisement was about an ordinary man turned to a multi-millionaire after taking the right path towards his dream. C/E Quero, Joseph already owned a seafarers' university, a 50 story hotel for seafarers and more businesses to count, all operated by JQ Group of Companies in Japan and has a pick-up line "JQ Group of Companies

TAKES PRIDE IN HELPING SEAFARERS SAIL TOWARDS THEIR DREAM". My flight was an hour to go, so I walked myself to the airport. In the airport, a man caught my attention, he was cordoned and conveyed by security guards and went out from a limousine. While looking at the men's face, he stared at me, pause for a jiffy and smiled. Confused with the smile, I asked one from his convoy about his identity. He was the IMO representative to the Philippines named after Captain Morales, Jerald C., he was also elected as the 3rd Vice-President of Philippines' Ship-owners Committee with five years term, established 15 years ago. I was stunned with what I heard and was in mute until I entered the next plane I am scheduled to board. While boarding, a man tapped my back that brought me back to my senses saying, "How are you?". As I turned my head I saw the man of great honour Capt. Morales. With satisfaction and pleasure he showed me the picture of his beautiful wife, a well known international model in our time. According to Capt., his beautiful wife was now operating their food business in Davao that exports to Australia and China through Sandigan vessels. It had been a very long flight and I had just arrived in NAIA. I felt so tired so I directed myself to the known "El Grande Hotel and Suite" the only 7 stars hotel in the Philippines. With the red carpet entrance of the hotel you will feel flabbergasted, you can't stop your head from turning until you saw the 20 x 10 feet picture of a noble man named before C/E Atitiw, Jastis with citation in the lower right side; owner and president "El Grande Group of Towers". Surprise with what I saw, I was guided to my room in quiet mode, thinking! This will be a stimulating and interesting reunion soon...it seems most of us grabbed the trophy of success. Tired and drained, and before I took the much awaited sleep, I decided to open the TV to hear some of the Philippine's breaking headlines of the day and indeed two headlines took my interest "a rubber farm in Davao is boosting and is catching the attention of international rubber users, the company had exported a total of 154 million worth of rubber for annual basis and is expected to double this year" and "two new maritime

schools got 100% passing percentage for the last board examination for seafarers and lead in providing globally Filipino seafarers". hearing these headlines, I switched-off the TV

and I took the anticipated.

Another day had risen a good one to start after hearing a call from England that everything on the business was doing great. I took my breakfast in a Myanmar restaurant next to the "El Grande". The name sounds familiar, Phyo Min's Best they call it. The restaurant serves the best of Myanmar's dishes, I can prove it, I tell you! It's best. While eating my breakfast I went through my memories for



I am troubled by the name of the restaurant. There I came to see Zaw Phyo Min hiding in my cerebral cortex. Upon remembering him, I called the manager's attention to ask if my view was right. Yes it was him, I am right, he owns the restaurant and was currently operated by his Filipina wife. Added by the manager, Capt. Zaw was onboard his own Restaurant Ship under the flag of Panama, travelling within the waters of Asia and Europe. His served dishes were expensive but

near to him without introducing myself, he looked at me, stared then walked as if he doesn't see anyone. With that incident, I just made a presumption that maybe it was not him. Then I continued discovering the magnificence of the mall. In a prestigious diner, I spotted the persons of Capt. Galit, Neil and C/E Tejada, Weimar, I engaged myself with them, sat on their table and talked. Upon reading the dossier of Capt. Galit I found out that the two of them were going to Japan a day after, to visit their SHIP BUILDING BUSINESS, cited by C/E Tejada their SHIP BUILDING BUSINESS sends 7 ships a year and in fact their purpose in going to Japan was for the delivery of their masterpiece to the United States. Both persons still didn't change, they still keep on throwing grandiose words at each other. According to Capt. Galit, C/E Tejada has also a crane for rent business and a machinery fixer house. The best thing there, for the past three consecutive years C/E Tejada was awarded as the SOUTHEAST ASIAN NATIONS' Machine Industry Expert. After hearing this, C/E Tejada threw his grandiose words about Capt. Galit saying, "my partner before and today had changed, from a little boy to a big boss, other than being the president of our business he pursued his dream to own a Nationally acclaimed restaurant, having 50 branches in the major malls of Luzon, Visayas and Mindanao, which he called the ANGRY House of Filipinos Best Cuisines. A side from that, he had extended his night bars and clubs, 3 located in Makati and the other 2 in his home, Cavite. The day sets fast, we did not notice that we had been discussing for almost 5 hours which truly ruined both our plans. Even though, we took no regrets for we enjoyed the chitchat after a long time of NO communication.

It's my third day and I decided to visit the 3 GCCs (Globally Competitive Companies) that nurtured and cherished us during our cadetship program: DSC, SMTI and SSSI. After 35 years, these 3 GCCs had a new address, rising on that address was a 42 story building, built and owned by the 3 GCCs. Informed of my visit, 3 of my batch mates 2012 welcomed me on my arrival. Capt. Tumitit, Limber being the senior leader of DSC, with him was his BUS Corp. operating in the avenues and streets of Makati and many of such were running in the roads of La Union. C/E Cahilig, Emiliano the Training Director of SMTI, also he had his 15 units APARTMENT situated Filmore Street, Makati City. And the DP/DPA/QMR/EMR

Capt. Rabino, Ronald of SSSI which had pursued his dream to operate a chicken farm in Laguna, and is supplying the malls of Luzon and major chicken-particular fast-food chains and is now ran by his son after being the DP/DPA/QMR/EMR of SSSI. As I go over to discover the new building of the company, I came to notice 2 new schools being member of the Cadetship Program and indeed the program had extended to 150 cadets and more. The school includes La Union Maritime University established 5 years ago by the award winning TOP 1 in Board Exam for Marine Chief Engineer on his time C/E Salagma, Emyl. And the other was owned by the DNV recognized Philippine Auditor: C/E Lugagay, Donald, his institution the Donald Institute of Seafarers. According to records and news, these two schools surpassed the long time established institutions. Remember the headlines in the news during my first day here? It said, "Two new maritime schools got 100% passing percentage for the last board examination for seafarers and lead in providing globally competitive Filipino seafarers" and yes! It was referred only to them. There were still lots of things to discover with the 3 GCCs and I decided to discover it on our reunion 7 days from now. And I feel so excited.

I been working for long in England and I had never went in Davao for a vacation. So, I grab the opportunity going to the place this time. In Davao I arrived early in the morning and I rented an apartment for 2 days. The place was so cool and the genre was owing. I toured the roads of Davao and in every barangay I noticed one similar station, an Internet station. It was very trendy in Davao that anyone, whom you will ask, can identify and locate the nearest station. According to a station the owner was Capt. Sombrio, Paolo. I suddenly remembered the news I heard about a rubber farm in Davao. On my inquisitiveness I desired to visit the farm so I asked some information about it. With the information that I had gathered I arrived at the place where I exactly wanted to go. Upon my arrival one man identified me. He was wearing a mask, a farmer's boots, a farmer's hat and holding a long knife in his right hand and on his left was a bottle of water. As I looked at his face, a man suddenly appeared in my imagination C/E Montero, exactly looked like him. Then I started to talk uncontrollably, hearing the words that came out from my mouth, he laughed at me saying, "Capt. This whole place is mine! I own this area, everything you see from this point where we are standing to the point your eyes can see, is under my property" and with much ado he simply elaborated: "I OWN THIS RUBBER BUSINESS". During our talk, he shared the other business of Capt. Sombrio, other than his Internet station, he has also a 49 hectare of vegetable and rice farm. My Davao escapade was best, I enjoyed the sceneries and I learned a lot about my batch mates in Davao.

To relax more, I chose to go to Boracay with my family for some refreshments and to complete my vacation. On my venture, I bought a seafarer's magazine featuring



assured by his manager many went onboard to experience dining with royalty. After eating, I decided to visit the second largest mall in Philippines located in Makati and was just built 5 years ago but had now gained the eyes of the public. There I saw C/E Pedregosa, John Paul wearing a polo shirt with mark, all in bold letters "MANAGER". I smiled with what I saw, and asked my conjecture, "from a Chief Engineer to a manager?". I proceeded



of India and Myanmar and its Maritime Directorates. Triumphant was our batch, Capt. Thura Thann was the Myanmar's Maritime Directorate and in his article his business was being mentioned which includes a hotel in Myanmar and his dreamt business: jewellery and goldsmith. The Indian Maritime Directorate position went to the person of Capt. Singh, Jeethendra. In his page he mentioned about his success as a seafarer, his family and his career. Minutes, hours and days past and I am on my 7th day. Before I went back to Makati for some business matters, I came to think of visiting Iloilo where 5 of my batch mates came. As I go through my memory, I remember Capt. Tingson, Jayson as he planned to change the skyline of Iloilo City after building the tallest tower in their city. Which according to him, "it must be a tower that when remembered by tourists, they will as well, remember Philippines". Then I saw the signage "WELCOME to ILOILO City" in my entrance I saw a towering height of a unique, stunning business tower located at the heart of Iloilo City. It was so unique that you will really remember not just the Philippine as the country where it was built but also Iloilo as the place where it belongs. As a seafarer and a business man, it took me to curiosity so I altered my course towards that new target, stopped the engine of my vehicle upon arrival and dropped some anchor. I went inside without any appointment, introduced myself, show some supporting documents on my business and asked for some vacant schedule of their president. Indeed I got a schedule, while passing through the lobby, framed pictures took my interest. Those were our batch pictures: some during the training, some while in the boarding house and some while going out together. I told myself, "this should be the property of the man that was so proud of Iloilo during our cadetship: TINGSON for sure!". The president's office was now dead ahead, the secretary opened the door and I saw the back of the man in a suit facing the glass, viewing the horizon. He said, "I made it!". He turned back and I saw the ever steadfast C/E Pedregosa, John Paul. I took no time but laughed so loud that took the concern of his secretary. I expected for Capt. Tingson to change the skyline of Iloilo, but for this time it was C/E Pedregosa who succeeded. And I said to him, "I thought your a mall manager, I ones saw you in a mall in Makati wearing a polo

MALL". It brought me to silence and he went through his talk and in the middle of his expansive discussion on his experience and expertise I saw a plaque with citation: PHILIPPINE BUSINESS TYCOON. After some time, I asked for some excuse to him for I still have a flight to run, scheduled 30 min yet to be.

Scheduled in Manila for a deal, I visited the towers of a businessman who hid his name for surprise matters. His tower was the tallest in the Philippines with better features and designs than of C/E Pedring. It looked like a sinking ship, the top being the bow and the base being the stern, what made it more unique was its tower two to which I leave it for you to imagine. The president was so kind as per employees, he makes sure that his employees were satisfied of their benefits and salaries. We were about to start the deal, everyone were their, except for the president who wished to invest on my company. 30 minutes had passed but the president was still not around. As a person of busy lifestyle and as a seafarer I considered the act as negligence of duty. So, I stand to cancel the deal. As I exit from the hall the President of surprise took me by surprise. Capt. Tingson, Jayson in the making still didn't change. I gave the company a chance and then Capt. led the presentation: words, grammar, intonation and accent it was really Capt. Tingson. The presentation ran best and it made me astonished. Anyone who hears it will surely make a sign. When we finished the deal a man waited for us outside in the name of C/E Solas. He invited as for a lunch, all of his expense. With honour, we accepted the invitation and he brought us to a diner in a known mall in Manila. As we entered the diner house, C/E Solas was being identified as 'SIR' we asked him if he owns the diner house but he said "no". We entered the main mall and still he was identified as "SIR" and sometimes "BOSS". As fresh visitors of that mall we neglected on how they call our friend. Until he brought us to an office located within the mall. On the table we saw his name with citation after it: OWNER. He then sat on his chair and started mentioning his branches in Iloilo, Bagiuo, Cebu, Davao, Quezon and many other provinces. We enjoyed a long talk, and then suddenly in news we heard the name of Capt. Camposagrado being the newly elected IMO Sec. Gen. and was the first Filipino to be the Sec. Gen. of IMO.

According to the news, tomorrow he will be visiting Philippines after being appointed as the IMO Sec. Gen. The three of us was excited and planned to welcome him in the airport. The next day, I first arrived in the airport followed by Capt. Tingson then C/E Solas with the intention of welcoming the Sec. Gen., minutes after the known share holder of SM, share holder of the Coca Cola Company, and the owner of Banco Pilipinas International Capt. Arizala, Mark Lee came with the same intention as ours. Then, IMO Sec. Gen. Capt. Camposagrado arrived, we welcomed and escorted him to his conference in Manila, Philippines. Tomorrow will be the grand reunion, pressure was rising and excitement was intensifying.

White, black and coloured latest high class vehicles were parked at the area. And the grand entrance of the two Myanmar Chief Engineers, C/E Soe Thu and C/E Nyunt Min Thaw was observed. They came with their business, a helicopter and landed at the roof top of the 3GCC's tower. Actually, C/E Soe Thu and C/E Nyunt Min Thaw partnered in owning a helicopter business in Myanmar, and they were experts in making search and rescue helicopters. The party had started upon the arrival of everyone. The food was delectable and the venue was preeminent. Everyone was ready to start the party all night and each of us was given a chance to speak. Everyone had spoken and it was my turn to be in front. I spoke what I was supposed to speak, everyone was listening, some smiled, and some laughed. Whatever happens, we just missed each other and enjoyed the moment together!

In my speech I stressed out:

"Before I end and leave the podium, I leave you with this quotations; 'your life is your choice, and your choice must be your happiness.' so don't blame others with your own choices and 'a smile is a language everybody understand. It costs nothing but creates much. It happens fast but its memory may last forever...' so keep smiling."

DREAMS AREN'T THAT FAR, IT'S JUST WITHIN US. Just be positive and passionate. Be fine in whatever waves we may face soon in the voyage of our life. Life is a serious game so play with it and if you find it unfair just deal with it! Thank you!

LAHAT AS IN EVERYTHING

A POEM DEDICATED TO ALL SMTI INSTRUCTORS BY CADETSHIP 2012

Shout here, shout there, shouting in every corner;
That's what you will hear when we're together.
Screaming was normal,
And when you hear nothing,
Their must be something very unusual.

Let's now recap what happened in our days of training;
Everyday laughter and smiles were raining.
We enjoyed and bonded together;
Which we did not expected from each other.

We can still remember during the orientation we were excited;
We were ahead of time, which they expected.
In the office we found fun;
Meeting the big bosses and knowing them one by one.

The next day we met Ms. Lorna;
Na sinimulan ang training ng puro tawa.
Games nya unending;
At lahat ng ito ay hindi boring.

It's now Captain Aranas' time;
In the training, you shall not waste time.
He provides us proper knowledge and discipline;
All required in the future we've been dreamin'.

The next man is good in motivating;
He supports and educates us while reporting.
He is Chief Engineer Abugan;
In nature! He is a very great man.

It's now Saturday;
And glad it's half day.
First time with Chief Engineer Timtiman;
Sa mga engine cadets siya daw ang kinatatakutan?
Eresearch nga natin yan;
kung yan ba ay makatutuhanan.

Si Captain Reodique ang sumunod;
Na sa tawa at smile, ikaw ay malulunod.
Kung magturo, very good;
Sa three words nya, mga babae sa iyo ay luluhod.

Days went fast, fourth week, we are at last!
Cadets were separated, it was a must.
We just followed the instruction;
Separation? sa bonding and fun,
it never became a deduction.

Deck cadets nabalik sa mga instructors na hindi first time;
Engine cadets napunta kay Engr. Luis na on time.
Kaya wag kang magpahuli;
Malalagot ka, pag ikaw ay nahuli.

Days passed even faster;
And we even got closer.
Sa bahay naging mas maingay;
Ngunit pag nakatolog parang mga patay.

Saturdays at Sundays paminsanminsang lang ang jogging;
Sapagkat hobbit namin ay laging sleeping.
In the boarding house we may be sleeping;
Bumabawe naman kami sa aming training.

Beautiful girls within our reach;

4th, 8th, and 9th floor sa dami ng girls, parang beach.
They were our inspiration, na parang walang expiration.
Three words ni Captain Reodique, parang gustong iataki.
Age gap is nothing!, age doesn't matter daw kasi.

Sa bilis ng araw, its preparation day;

It's for the grand day, our Graduation Day!
Sa decoration more or less;
Kaya yan ng powers ni D/C Morales.

Oh ibang cadet, wag nang magtampo;

Kong si Morales palang ang na mention ko.
Ito na po mga pangalan nyo;
Emention ko mula Apari hanggang Julu.

Sa NPC-MST:

Si Joven, kung sa phone mag emote open na open,
Si Tumitit, para lang bulilit,
Si Salagma, na kung gumalaw para nang ama
Si Pang-ot, na sa One Piece, si chopper ay lagot, at
Si Quero, na emotional pagbiniro.

Sa PMMA:

Si Galit, na mabait, pagnagalit gamit nyo maliligpit,
Si Rabino, na ang palanging kasama ay libro,
Si Atitiw, mga babae ay nababaliw, at
Si Tejada, and baby boy ng barkada.

Sa JBLFMU:

Si Camposagrado, sa sweetness dapat kang manigurado,
Si Tingson, sa hirit para kang nilalason,
Si Cahilig, na si Tumutit ang hilig,
Si Solas, na ang calling walang ending, at
Si Pedregosa, pagsumigaw may goodness wagas.

Sa UC-METC:

Si Arizala, mag-ingat ka sa kampon nya,
Si Roa, sa ingay niya, mga natutulog magwawala.

Sa DMMA:

Si Morales, smile nya ay bihis na bihis,
Si Sombrio, mabait na palabiro,
Si Lugagay, na palagi lang sa bahay, kasama
Si Montero, nakikita lang sa kwarto.

Sa Philippines palang yun;

Eto pa mula sa Myanmar at India:

In Myanmar:

Thura Thann, moody yan at baliw kung minsan,
Zaw Pyu Min, sa smile hindi ka mabibitin,
Soe Thu, na sobrang talino, at
Nyunt Win Thaw, sa seriousness,
you don't know kalaban nya'y ikaw.

And In India:

Jeetendra Singh, sa singing, for him it's very challenging.

I already named and described you all;

Let's proceed to the most awaited by all.
The graduation day;
Kung tawagin namin ay the judgment day.

Smiles in our faces;

Excitement in all races.
The judgment day has come;
All we have to do was sit and stay calm.

We built memories that will last forever;

Memories which will stand still in all weather.
It's worth remembering;

Every time we do, we can't stop smiling.

Bonding naming unique;

You can't really compare it.
In this poem I may not share everything;
Dahil sa mga nagawa namin, this poem will be
unending.

Basta itong nasulat ko,
"Lahat Na Ito, as in Everything".





CSR ACTIVITY: BACK TO SCHOOL PROGRAM

By: Ms. Lalaine C. Aranza

On June 1, 2012, CSR Activity with the theme "Back to School Program" was conducted at IPO, Norzagaray, Bulacan in coordination with the Department of Environment and Natural Resources. Our company was represented by Sandigan Ship Services (Ms. Evelyn Quijano), Dalisay Shipping Corporation (Ms. Kristine Obleada) and Sandigan Maritime Training (Ms. Lalaine Aranza).

At IPO, Dumagat parents exert efforts to send their children to school despite financial problem. Parents earn their living by raising seedlings to sell to volunteers-planters who are helping the government rehabilitate the IPO Watershed. They also earn income in doing site preparation for tree planting and in hauling the seedlings. Some volunteer companies are generous enough to give them incentives when helping in these various activities. In order to return to school, the children of IPO has to cross the dam which at times is very dangerous because of unpredictable weather condition.

To ease their problems and support their school needs, we distributed notebook, pencil, eraser, coloring book, crayons, ballpen, pad paper, scissors, umbrella etc. The children were very happy when receiving the school supplies. Lunch meals were also provided and to entertain them a Jollibee mascot, dance for them while they eat. Small things have brought happiness that glitters in their eyes that made us satisfied and wrapped the day for a job well done.



MV DRY BEAM HIT BY A ROGUE WAVE

By: 3/O Harrison O. Lumontod
(Cadetship 2007)



MV Dry Beam, as she arrived by tug boats brought the stricken ship into Ogden Point in Victoria BC Canada last Feb. 5, 2012

On the night of February 2, 2012, so far the most unforgettable date of my life as a near death experience happened when a rogue wave hit our ship in the North Pacific Ocean.

The ship was en route to Japan from Longview, Washington USA when the rogue wave pummeled the ship's port side at a height of about 16 meters and lost some logs in its wake. Most logs that remain onboard shifted on starboard side thus making a list but the Master and Chief Officer make every effort to reduce the list and make our ship as near upright as possible.

We are 23 Filipino crews aboard (two crew from other company) the 26,402-ton vessel and luckily no one was injured during that incident. The North Pacific is notorious

for monstrous waves and punishing seas. The currents and wave patterns combine to make this a highly dangerous area. Our vessel was in the wrong place at the wrong time, in a critical point in which a wave could reach higher.

The vessel arrived at Ogden Point in Victoria, British Columbia, Canada on Feb. 5 2012, with its massive vertical support beams bent like matchsticks to undergone an emergency dock and minor repairs. All deck cargoes was unloaded at the port of Ocean Point and the remaining cargoes in the hold was shipped to Japan.

It is the longest night ever, as every minute passes by we continue to pray. In every hour passes by a lot of thoughts comes in my mind as it feels like the last day of my life. As I closed my eyes it comes to my senses my family.... my future... but I surrender it all to God.

I leave this saying I heard from one of my Master before:
"Avoid the storm you cannot weather and weather the storm you cannot avoid."



Close-up look of the damaged a massive vertical support beams bend like a matchstick



Longshoremen of I.L.W.U. Canada Local 508 Assist M/V Dry Beam



DSC Crew sleeping in the bridge while wearing life jackets

MV IVS IBIS DELIVERY

BY: CAPT. CATALINO B. RAFOLS

Just a simple delivery ceremony conducted at Imabari Shipyard in Japan last 2nd of March. Present at the ceremony from the picture attached named "Senior Officers with owners, at the center is Tadao Nishimura san (Executive Representative) of Island View Shipping. Next to him, on his right side, is Mr. Quentin Foyle the tallest person for owners, and the General Manager for Marine Department with Grindrod Shipping. The IVS IBIS, a 28,000 Dwt handy size logger is the fourth vessel built at Imabari for Island View Shipping; She is owned by IM Shipping, a joint venture between IVS Grindrod and Mitsubishi Corporation. The other Japanese visitors onboard were representatives of Imabari Shipyard. Of course the 4 persons in gala uniform where the care takers for the business of Sandigan Ship Services Incorporation with yours truly in command of the vessel, IVS IBIS. It only takes an hour for the complete delivery of IVS IBIS from Imabari Shipyard to IM Shipping. Our maiden voyage is loading hot rolled coils at the ports of Oita, Japan (1st port) and Nagoya, Japan (2nd port). At Nagoya I called up my cousin, Father Reynaldo Tibon, a Roman Catholic Parish Priest working here in Japan and a priest for about 21 years now. I firmly believed that with the holy mass onboard and the sprinkling of holy water on the bridge, engine control room and cabins will give us good fortune/luck, good health/grace and harmonious relationship onboard. Recalling back on the testimony of my partner onboard C/E Talino Matira, on the delivery of M/V Ocean Breeze he was just a 2/E onboard, the Master wishes to call a Priest to have a mass onboard after delivery.

All of us now have known that M/V Ocean Breeze has touch bottom 6 times. 1st with Capt. Mangubat, 2nd with Capt. Alegarbes, 3rd with me and C/E Bao and 3 times with Capt. Grado. As a loyal and an experienced Master, I can recommend also calling a priest and sprinkle holy water all places onboard "Ocean Breeze". Or maybe change the vessel's name.

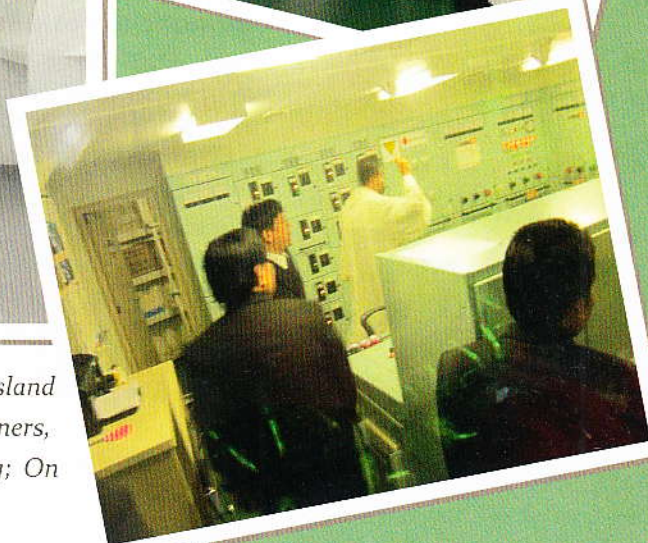


Senior Officers with Mr. Tadao Nishimura, Executive Representative of Island View Shipping (center) and Mr. Quentin Foyle, the tallest person for owners, and the General Manager for Marine Department with Grindrod Shipping; On the upper right side Senior Officers with Fr. Reynaldo Tibon.



Special Thanks!

"I would also like to express my most sincere thanks for the full trust and confidence given by Sandigan Ship Services Incorporated to me to command this vessel with high technology communications to Master and Crew with their beloved families at home. This is with unlimited free text and call after working hours."



MAINTENANCE TO BECOME FIT

By: 3/O Dive S. Dioso

Maintenance - continuing repair work / upkeep: the general condition of something with respect to repair. (Source: Encarta Dictionary)

Maintenance on board the ship is a never ending work. Weekly, monthly quarterly and yearly inspection carried out by officer in charge in preparation for a safety environment, seaworthiness and integrity of the ship to preserve its good looking condition as approved by the Classification Society and to prevent any deficiency to arise on upcoming Internal and External Audits from authorized Parties including the Company, Flag State and especially PSC.

Today one of the very alarming deficiencies given by PSC is how to maintain the working hours of every crew member, which affects the fitness for duty. This requires a minimum 10 hours of rest in any 24 hours period and 77 hours in any 7-day period and may be divided into no more than two periods, and one shall be at least 6 hours in length. (See Part A, Chapter VIII of STCW Code and STCW Convention including 2010 Manila Amendments on page 251.)

Why updated Crew Working Record is very important?

In my own opinion, it is a measurement of rest hour takes by a person in a daily working activity as a reference for any claim when accident occurs. As per my previous Captain Gino H. Najarro told us during safety meeting even a scratch of paper to keep on your wallet could be enough to tally your working hours which is also shared by his friend, who knows you may collapse along the street.

A very popular saying: Health is Wealth.

The question is, how can we maintain safety and Healthy Lifestyle on board, which Sandigan always reminds us due to a series of accident that have occurred leading to casualty caused due to fatigue.

A lot of safety information we usually receive from Crewing Department, Family Center, Sandigan Department, Marine Department, Safety Department, LP Bulletin, Britannia, NYK Safety Information, Circulars, NK and Flag State Information will encourage us to keep our Healthy lifestyle a habit onboard.



Getting fit on board: (source Britannia)

1. Eat sensibly –choose fruit instead of sugary desserts and try to cut down the amount of fat, salt and sugar in your diet. Eat more fruits and vegetables. Try and consume at least five portions of fruits and vegetables a day.

2. Smoking is a major cause of cancer and can also be a barrier to fitness. If you are a smoker, quitting the habit will bring benefits such as less shortness of breath, lower stress levels, more energy and improved smell and taste.

3. Choose drink wisely. Caffeinated drinks such as tea and coffee are stimulants so may keep you awake. Alcohol can be health and safety hazard on board may damage your health if consumed frequently.

4. Trying to be more active during your daily duties. Stretch your arms and legs regularly and use stairs instead of the lift. If there is room onboard, go for a brief walk between tasks.



5. Press up and sit ups are an excellent ways of helping to keep fit, even if your living quarters are small. Remember to stretch your body before starting and take it slowly, especially if you are to new exercise.

6. Take your rest time seriously and develop a good sleeping pattern so you refreshed and ready for your duties each day. This will also help you to exercise better and for longer.

Aside from the procedures above, get involved to any group activities onboard the ship, like basketball, table tennis, and chess. These are the games which sharpen your mind, stretch your body, produce sweat that burns your fats and calories and

most importantly develop a good team work resulting harmonious relationship onboard the ship.

Here in MV Neptune Leader as I got involved to a Basketball competition, I may say it's a good sport after all even though it was my first time to play like this tough. It's just a habit of fun to watch this on TV, but the most exciting part was, if you are the player. I don't have the skill that is why I prefer to watch and to cheer but you can't ignore the crying of your mates, which forces you to play with the game.



At first, I did not know what to do just bearing in mind to keep on running and stay away from the opponent and shoot the ball and what a miss it's an air ball. The best part is, when you're participating in the game. You can't even imagine that some players are old enough for this game, but they still in the game considering part of their daily exercises. Thanks to our Supportive Captain Ernesto C. Hubac for sponsoring our uniforms and trophies, Oiler Lao as in charge of the game and uniforms and to all crew members who joined in the third conference of basketball game. To all the winners my sincere congratulations.

There's a lot of ways of keeping your body to fit in. A simple walk could be considered. A body stretching, listening to dance music in your living quarter feel the rhythm and make a simple step to move your body and dance to produce sweat or getting perspired. Keep it a daily habit.

Always remember that our body is the only means of capital in this shipping business. A good maintenance must strictly be carried out and shall make ourselves get used into it.

Maintaining the vessel: PTC crews to take BASSnet Maintenance Training

By: Ms. Avryl C. Elfa

SMTI has paved its way to provide Bassnet Maintenance Training to PTC-IVS officers and crew.

As 2012 opened its door, SMTI has welcomed its new 3rd party clients from PTC-IVS crew who will undergo BASSnet Training. This is because Sandigan Ship Services, Inc. is now managing 10 vessels with BASSnet Maintenance System.

BASSnet Maintenance Training was first conducted in SMTI on Oct 2010 initially for the SI of Sandigan Ship Services, Inc with a foreign technical trainer and staff then later to DSC crews. This maintenance system is essential since it covers most of the functionality needed for onboard information system, vessels operations for maintenance & material management. And since then, it has gained the confidence of the ship management since this maintenance system is an efficient system for reporting operational deviations and experiences as well as corrective measures. To synchronize all managed vessels, this system was also installed to IVS vessels managed now by SSSI. SMTI is therefore proud to take part in conducting the training for the familiarization of PTC Crews.



(PTC crews taking their exercises)

To date, there are 64 crews that already completed the training and still counting. This is a great avenue for SMTI to expand its horizon in training services solutions.



3/O KEIICHI KIUCHI

Training Experience:

Through the Basic Operation for woodchip carrier, I have enhanced my knowledge and skills of participants in wood chip carrier operation. It was a great experience for me and right now I apply what I have learned on M/V HOKUETSU CENTURY.

Finally, I met a really powerful and nice instructors/ staffs in SMTI. Thank you very much for your kind assistance. Mabuhay!!

SUCCESSFUL EXAMINEES



"We are told that talent creates its own opportunities. But it sometimes seems that intense desire creates not only its own opportunities, but its own talents."

~ Eric Hoffer

Taking and passing the 2nd Engr's PRC exam is an experience that can change a person's attitude toward his professional career. You give significance to the sacrifices you made to take the exam other than the money spent on the review, but the time you spent away from your family that was supposed to be your vacation time. I was so grateful that the Lord Almighty gave me the strength and patience to review and understand what I was reviewing even though I had other things on my mind. My family and friends who had faith in me and constantly encouraged me I would also like to thank Capt Yurino for giving me the opportunity and finding a way for me to take the exams, SMTI for the trainings that gave me additional knowledge especially MLC. I believe you don't have to be smart to pass the PRC exams may it be OIC or MANAGEMENT LEVEL, I believe it's more important to have patience and faith in God and yourself and everything will fall into place. I also appreciate the inspiration a special person gave to me without knowing...

~ 2/E Michael Lewis B. Weinerth

What a joyful and lucky day for me!!! Another great blessing from God and achievement of mine as I look-up on the internet the recently released results of successful examinees of the Board of Marine Deck Officers which I'm one of the luckiest passers indeed. At the same time, text messages and incoming calls from my friends, relatives and my family were saying "Congrats! You made it again!". Whew!! At first I feel nervous but excited before the day of the release of the said examination and I'm thinking if it is my answers during the board exam were sufficient enough to help me to pass? Well, people were right, every person have his/her glorious time, a night time at the exact point where it is we bear to see our sacrifices and rightful things we have done to ascend another stepping stone in our life and career. Things that we did which cost pressures, patience and time will give us fruitful outcome that will lead us to propel our dreams and goals in our lives. Taking the examination is not that easy to deal with, it takes a month to review and head materials, not just simple as it is but to learn things and ideas from it that will facilitate our skills to apply for future experience on-board. It is an additional foundation of our knowledge, skills and attitude as well. It has been a unite, long journey for me in our company to be a part of Sandigan and Dalisay family and I want to say Thank you and express my heartfelt gratitude again for giving me such splendid opportunities, giving their trust to me as one of Cadetship Program and continue inspiring crew to take the examination and grab higher position on-board. For those who aspiring to be a successful manner someday, learn various things while on-board, set achievable experience and knowledge, pray to our Almighty God and let him be your interminable guide to success and aim high always.

~ C/O Allan-Jay B. Cumlat

Passing the examination is my only goal. With a few weeks of review, I know I could not expect anything, yet I suffice to overcome this mixed emotion and get through from it with an ease. Maybe it is like something I've felt before when I took my first licensure examination and those experiences helped me to remember all the basics and techniques in answering the exam.

I recall a quote from David Frost wherein he says, "Do not aim for success if you want it; just do what you love and believe in, and it will come naturally" Maybe he is right. Ever since I took Marine Engineering, I am determined that someday I will become a Chief Engineer or rather a "Good" Chief Engineer. And so the world conspires in order for me to achieve it. Who knows? It might be that someday our generation will change from the way it used to be. Week had past and I got the final result of the exam. Yes! I did passed the exam and fortunately one of the top passers in PRC Licensure Examination, well maybe it's an extra credit for the extra effort I did and I must say it's all worth it.

I believe this is not just a matter of luck. This is a matter of having a dream, of visualizing how you wanted your world to be. And that vision will motivate you to push yourself beyond limits and to the farthest extent of your capacity.

No, I am not a champion yet nor did I win my battle. There are still a lot of outbreaks I have to take. Still, I am certain that I'm one step closer towards my dream to become a Chief Engineer. Many have said that success is not an overnight thing. We have to exert effort, give enormous time, and spend sleepless nights in order to achieve it. Manny Pacquiao have proven it, Bill Gates did it before he became the richest man in the world. These people spent 10,000 hours into what they love to do in order to have big returns, big success and big rewards in life. If I wanted the same for myself, then I better think twice not to waste my time and give the rest of my 10,000 hours into my goal.

I appreciate the trainings, the experiences onboard, the past lessons which serve as a beneficial factor in gathering the knowledge and aiding me to become of who I am today. I also want to extend my deepest gratitude to my family and wife who supported me all the way and to my company "Dalisay" and "Sandigan who works hand in hand to guide and support seafarers in taking Licensure examination. I considered them as one of my pillars supporting my foundation towards my goal.

Lastly, I am not a superhero; I am just a dreamer who believes that everything happens for a reason, and that reason is the effect of our every actions.

~ 2/E Jeffrey A. Habito

Written Examination

MARINE DECK

JULY 21-22, 2012

C/O Allan-Jay B. Cumlat - CP'08
OIC Michael L. Canja

TOP 9

MARINE ENGINE

MAY 23-24, 2012

2/E Jeffrey A. Habito - CP'06
OIC-EW James Joseph G. Gil - CP'10

10

Walk-In Examination

MARINE DECK

OIC-NW Larry L. Almoradie - June 26, 2012
OIC-NW Ronald A. Orfiano - CP'08 April 24, 2012
OIC-NW Eugene Dominique S. Sulco - CP'08 April 14, 2012

MARINE ENGINE

2/E Michael Lewis B. Weinerth - CP'06 August 1-2, 2012
OIC-EW Glenn C. Gonzaga - April 13, 2012
OIC-EW Roldan B. Bernas - March 24, 2012
OIC-EW Mark Lenson V. Ampurado - CP'10 March 14, 2012
OIC-EW Carlo O. Marces - CP'10 March 1, 2012

Suggestions/Comments?



recommendation

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

I enjoyed my training here at SMTI, the facilities and materials used answered my training needs, especially the Faculty and Staff they treated me as part of their family. I'm looking forward to attend other trainings in the future. Thank you very much SMTI and more power...

~ 2/E Noel Bilbao
ASM

In SMTI, I found and consider it a PERFECT, its location, its facilities, training materials, the facilitators and staff were all effective technically and human relations as well. More power and progress ahead to SMTI.

~ C/E German Ellazar
EVIC Human Resource Management, Inc.

The Engine Room Simulator of your training center is well equipped with realistic equipments same as in a vessel. It's good for learning and gaining experience in troubleshooting.

~ OIC-EW Dionderick Reyes
Sanko Fil-Star

I've learned a lot from this course. The instructor's are very good and the facilities are state-of-the-art. Most of all, the staffs are approachable. Thank you very much.

~ 2/O Raymund Tupaz
Agemar Manning Agency, Inc.

Teaching method is very comprehend and clear, all topics by detail in full explanation, more advantage in the near future and



HEALTH ISSUES

MS. CHARIE S. MENDOZA

Common Illness caused During Rainy Season

Rainy season brings lot of fun, greenery and cool climate with it. However, it also invites lot of health disorders as well. Dealing with such illnesses associated with rainy season is not very difficult. You should be aware of certain quick remedies if you cope with such illnesses due to rainy season. Parents of small children need to be extra-careful during rainy season to prevent such disorder. Read on to know more about it.

People should be aware of these problems so that they can take necessary precautions during this season. The most common illness is related to respiratory system and water and food borne diseases cannot be overlooked. Cold and flu are common illness that is found in rainy season and this is usually due to fluctuation in the temperature. If you are a student, a working citizen or a mom, you need to protect yourself from these illnesses and prevent from getting sick. When rain starts pouring in, you first look for a shelter and try to save yourself from getting drenched. However, a shelter can save you from getting wet in rain but it will not protect you from catching any kind of infection. This is especially when your immune system is very low.

Common Illness caused During Rainy Season

- Dengue
- Cold
- Flu
- Food infection
- Water infection
- Cholera



• Leptospirosis is caused by bacteria that can be carried either by a man or some animal. Its severe form can damage kidney, liver, meningitis and respiratory failure.



Precautions During Rainy Season

Keep Rain Gear With you Always – The most effective thing that you can do is to keep your rain gear always ready when you go out in rainy season. A raincoat with hooded jacket and waterproof shoes are the best items.

Vitamin C – Increasing the intake of Vitamin C either in natural form or as food supplement will help you drive away the cold virus faster. It is still a matter of debate among doctors whether Vitamin C is cure for cold. However, a healthy supply of this vitamin will activate your antibodies and reduce the severity of cold, undoubtedly.

Shower After Being Caught in Rain – Although it sounds very unusual because if you are drenched in rain, you will never want to take another shower. But taking a shower after you have been caught in rain will protect you from many infections.

Hot Drinks – After you come back home caught in a rain, take a shower, dry yourself and wear dry and clean clothes. The best thing is to make a hot soup for yourself or at least drink a cup of hot milk. This will help you from catching cold or save you from catching any kind of infection that can occur due to sudden change in the temperature of the body.

Cleanliness – Cleanliness is very important during rainy season. Even if you catch a cold, you should clean your hands regularly and use a sanitizer always after that.

Drink Plenty of Water – Water intake may reduce naturally because of the sudden drop in the temperature of the environment. It is good to drink plenty of water and do not wait to get thirsty to drink water. This will help you drain toxins from your body.

Watch Out your Intake – Try to eat nutritious food and avoid eating out during rainy season. Prepare meal with full precaution and maintain health and hygiene throughout the house.



How to Prevent Rainy Season Illnesses

Not only children but also adults are prone to illnesses during rainy season. Right precautions during the rainy season can help you to prevent illnesses. Read on to know how to prevent illnesses during rainy season.

Repeated spells of rain makes it an ideal for a number of microorganisms to grow and cause certain diseases. Due to the high humidity, during the rainy season a number of infectious bacteria and viruses become active. These bacteria and viruses lead to fever, throat infections, skin infections, mosquito-borne diseases like Dengue, Malaria, waterborne illness like Diarrhoea, Cholera, Influenza and fungal skin infections.

In the majority of cases these diseases are fortunately preventable. By adopting some simple precautions and health measures you can successfully stay away from these diseases during monsoon.



Washing Hands - Majority of virus responsible for causing flu spread through direct contact. Hence, it is very important to keep your hands clean and wash hands frequently with soap and warm water whenever possible. This is particularly required when you return home from work, school or college where you may have come in contact with various people and objects.



Touching your Face - Another most common way in which flu virus normally enters our body is through eyes, nose or mouth. Hence, it is advisable not to touch these parts of the face as far as possible.



Water - Water is very useful to expel all harmful toxins from our body. Adults need to drink at least eight glasses of water every day. During monsoons although you may not feel thirsty you must take care to ensure that you drink plenty of water.

Drink Herbal Tea - An excellent home remedy to stay healthy during the entire rainy season is to drink herbal tea. This tea can easily be prepared at home itself. You can include a number of body warming contents in this tea like pepper, cloves, ginger, tea leaves, mint, basil, and other traditional ingredients. It is important to pay special attention to your throat during monsoons. Drinking herbal tea is very useful to avoid diseases caused by rain and cure coughs and colds.



Eucalyptus Oil - Eucalyptus oil has a distinct aroma which makes us breathe easily. It has a pleasant fragrance which relaxes the whole body. It can be diluted with water and used to steam the face. Alternatively it can be dabbed on to the neck and head directly to avoid catching a cold. It can also be inhaled by dropping a few drops in a handkerchief.

Mosquitoes - the carrier of a number of infections and diseases breed very fast during monsoons. Hence, as part of your preventive measures you must guard yourself and your family against mosquito bites. There are a number of mosquito repellants which you can make use of easily. Do not let water stagnate for long in front of your house.

http://www.indiaparenting.com/health/324_3656/common-illness-caused-during-rainy-season.html

FUN FACTS...



■ What is a short deck built across the back of a ship known as?

Poop deck. It was a short deck built over and after part of the deck.

■ Which boat, the Nina, the Pinta or the Santa Maria, sank after hitting a coral reef?

Santa Maria. It was wrecked off the coast of Hispaniola.

■ What was the name of Henry Hudson's most famous ship?

Half Moon. His first two voyages were made on the Hopewell and a final voyage was made on the Discovery but the one that is better known is the third voyage on the Half Moon.

■ Where was the USS Lexington sunk during World War 2?

Coral Sea. This battle was fought on May 7-8, 1942. The Americans lost a destroyer and a tanker also. The carrier Yorktown was damaged also.

■ When facing forward what is the left side of a ship called?

port. When facing forward port is always the left side of a ship. The right side when looking forward is starboard.

■ What is the method used to repair ruined line?

splicing. Splicing is the method of cutting out ruined parts of a line, and then rebraiding the two pieces back together.

■ What is the name of the person in charge of mechanical issues aboard a ship?

chief engineer. The chief engineer is a senior officer responsible for engine room maintenance, and other mechanical issues aboard a vessel.

■ What is the acronym for the electronic positioning system used by seamen?

gps. GPS stands for Global Positioning System. It is used around the world by seafarers and can pinpoint your location within feet.

■ What day are seamen said to not leave the harbor for fear of bad luck?

Friday. Friday is the day that numerous ships left harbor never to be seen again; some captains will leave at 12:01 am Saturday.

<http://www.funtrivia.com/en/subtopics/Merchant-Shipping-210193.html>

