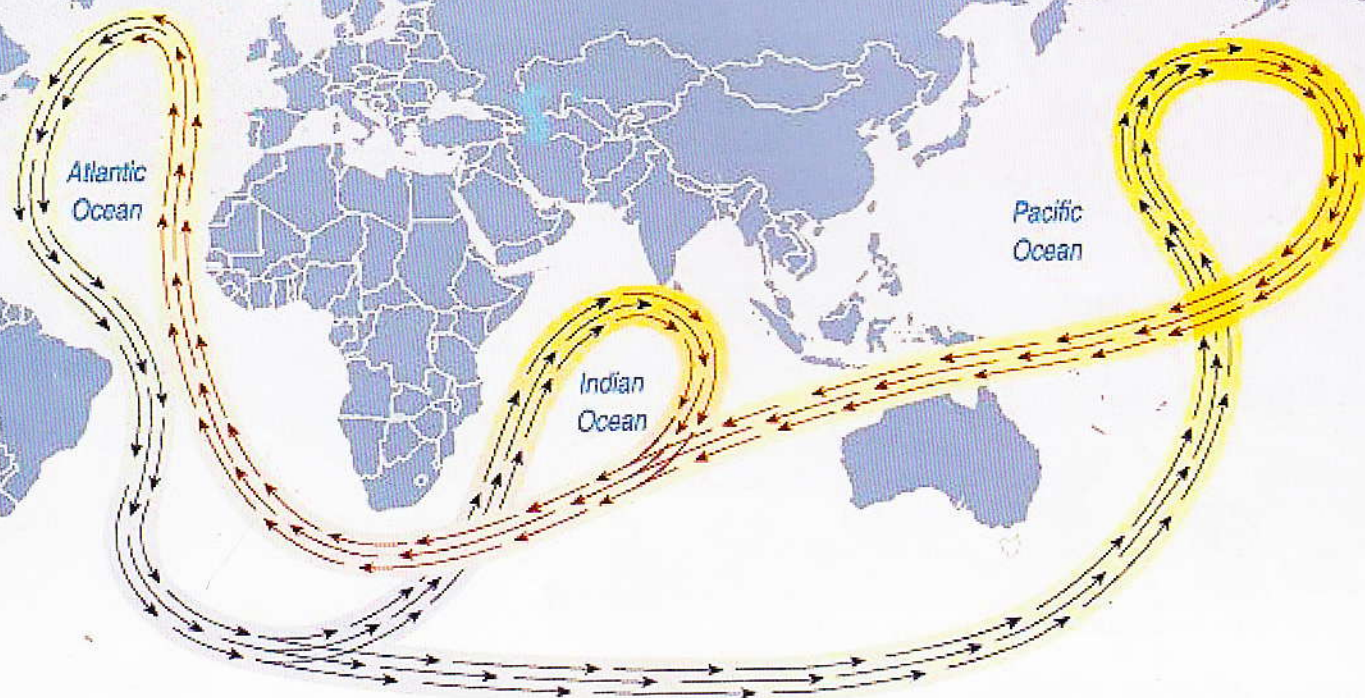


GREAT OCEAN BELT

The Official Newsletter of Sandigan Maritime Training, Inc.

NEWSLETTER
VOL. 5 NO. 8 / JANUARY 2013



INSIDE THIS ISSUE:

☼ MVV: RE-TOOLING MINDSET	2	☼ ACTIVITIES: GIVE BLOOD ON CHRISTMAS DAY!	11
☼ SMTI WELCOME THE NEW STAFF	3	☼ TRAINING EXPERIENCE: IMO MODEL COURSE 1.09 AT NMP	12
☼ NEW COURSE: CLASS NK CERTIFIES SMTI'S JRC ECDIS TYPE SPECIFIC TRAINING	4	☼ TRAINING EXPERIENCE: JRC TRAINERS TRAINING AT SMTI	13
☼ NEW COURSE: AN INTRODUCTION TO OUR NEW COURSE: "ENVIRONMENTAL TRAINING"	5	☼ ARTICLES: NAMING CEREMONY FOR MV ETERNAL TRIUMPH	14
☼ NEW COURSE: ULOG COURSE: PILOT CLASS	6	☼ ARTICLES: BATTERY MAINTENANCE	15
☼ BAYANIHAN PARA SA KARAGATAN: 27 TH INTERNATIONAL COASTAL CLEAN-UP	7	☼ ARTICLES: LET'S TALK ABOUT CADETSHIP ROLE	17
☼ IT'S TIME TO GIVE BACK: A GIFT GIVING PROGRAM..	8	☼ MARKETING UPDATES	19
☼ MYANMAR CADETS EXAMINATION	9	☼ SUCCESSFUL EXAMINEES	20
☼ SEMINAR: THE 13 TH ANNUAL ASIA PACIFIC MANNING AND TRAINING CONFERENCE	10	☼ THIRD PARTY FEEDBACK	22
☼ TRAINING EXPERIENCE:		☼ HEALTH ISSUES	23
		☼ COMMENT, SUGGESTIONS, FEEDBACK, RECOMMENDATION	24

MVV: Re-Tooling Mindset

By: Ms. Michelle Angela S. Montana

Achieving the company's destination is still a long journey to take; however, taking meaningful and worthwhile steps one at a time would surely keep us moving closer to our destination.

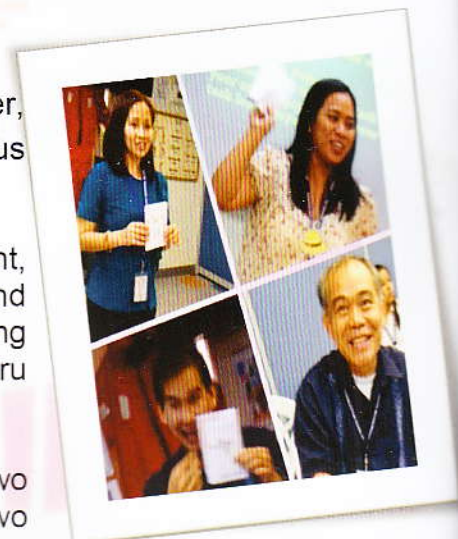
The title "Re-Tooling Mindset" is a brain-child of DSC and SMTI's President, Capt. George Pimentel. "Re-Tooling Mindset" simply implies to revise and reorganise the way we think and act, especially for the purpose of updating or improving our professional lives in pursuit of our company's mission thru our company values

This half-day seminar-workshop held last August 23, 2012 focused on two company values, Creativity and Responsibility. It was divided into two sessions entitled "Are You Creative" and "Your Response Ability" which was facilitated by our company's MVV core group trainers (Capt. Anurag Srivastava of Sandigan-Singapore, Capt. Eduardo Limpin and Mr. Takuya Sano of Sandigan Ship Services, Inc., Ms. Kristine Keziah Obleada of Dalisay Shipping Corporation and Ms. Michelle Angela Montana of Sandigan Maritime Training, Inc.)

To recall, Celeste Group of Companies define **Creativity** as with the basic principle (knowledge and corporate philosophy), combine experience with flexibility to propose the best value creating solutions; while **Responsibility** is to operate within company guidelines and complete one's duty in an accurate and timely manner.

Activities done on the seminar-workshop were designed to encourage creativity through critical thinking among the participants. Teamwork was also promoted thru various group activities and presentations. Also, each participant was facilitated to reflect on how they are performing their responsibilities at work and emphasized their valuable contribution thru the responsibilities entrusted to them.

Each employee of the Celeste Group of Company is indeed a treasure piece like a diamond which has different gifts to share, thus, their creativity must always be encouraged and challenged in order for them to do their tasks in a more responsible manner. In this way, each employee will shine bright like a diamond in fulfilling our company's Mission-Vision-Values.



SMTI...

Welcomes the new staff!



C/O Michael B. Sabitchana

- Started working at SMTI last June 18, 2012
- Deck Instructor
- Cadetship Program 2006
- Graduated at John B. Colleges Foundation in Arevalo, Iloilo City
- Graduated with High Honors (Cum Laude)
- Bachelor of Science in Marine Transportation
- SEMINARS & TRAINING COURSES ATTENDED
 - Training Course for Instructors IMO Model Course 6.09 (NMP)
 - Best Presenter – IMO Model Course 6.09 (NMP)
 - Tokyo Keiki ECDIS Type Specific Training for Instructor (Tokyo Keiki)
 - JRC ECDIS Type-Specific Training for Instructor (JRC)
 - ISO 9001:2008 Foundation



2/E Jan Lawrence T. Cruz

- Started working at SMTI last Dec. 1, 2012
- Engine Instructor
- Cadetship Program 2006
- Top 2 PRC Marine Engineer Examination for OIC-EW
- Graduated at Asian Institute of Maritime Studies
- Bachelor of Science in Marine Engineering
- SEMINARS & TRAINING COURSES ATTENDED
 - Training Course for Instructors IMO Model Course 6.09 (NMP)
 - ISO 9001:2008 Foundation Course



ClassNK certifies SMTI's JRC ECDIS Type-Specific Training

By: C/O Michael B. Sabitchana

On November 26-28, 2012 along with the Pilot Class, Mr. Ohno of Class NK attended the 2-day training to conduct inspection of our newly installed JRC ECDIS Type-Specific for its verification, approval and certification. In the previous issue of the Great Ocean Belt, it was mentioned that ECDIS Type-Specific will soon be used as primary means of navigation whereby the use of paper charts will eventually phase out. This training is very beneficial to all Officers who will be deployed on ships equipped with this type of ECDIS so that they can properly utilize it onboard. Further, it will surely help them explicitly explain to PSC Officers all the ECDIS Operation on every inspection. Prior to the conduct of Class NK inspection, a short meeting was held in the 8F Conference Room attended by Capt. Hiroshi Yurino, C/E Rolando Timtiman, Capt. Franklin Flores and C/O Michael B. Sabitchana. The Course Compendium was mainly inspected and was given a serious concern particularly on the Assessment which is very necessary in determining the trainee's performance prior to the issue of Certificate of Completion. It has been understood that the Trainee should be able to complete a minimum of 14 hours of attendance and will only be considered passed after the Subjective/ Summative Assessment has been conducted in accordance to the specified criteria. Also, Mr. Ohno was keenly observing the Instructors to determine if they are certifiably qualified and expert on the Course they are handling. The pilot class was facilitated by Capt. Franklin Flores and C/O Michael B. Sabitchana. On the last day, a closing meeting was conducted at 5:30 PM. Our JRC ECDIS Type-Specific course is now open for everyone and at present we are conducting the said training course, See you!



An Introduction to our new Course *Environmental Training*



By: Chief Engr. **JOSE G. ABUGAN, MSBM, Ph. D.**

Development – The “Environmental Training” was developed by Sandigan Maritime Training, Inc. in the later months of 2012. This training is a 3-day course.

Pilot Class – A pilot class of this “Environmental Training” was conducted last January 9 to 11, 2013 and was attended by crew of Dalisay Shipping Corporation (DSC): Capt Julio Regala, Capt Ernesto Hubac, Chief Engr Roberto Canales, Chief Mate Isidro Tanes, 3rd Engr Cuthbert Barretto, 4th Engr Edmund Columna, A/B Rechel De Nicolas, OLR Jerome Montesclaros, and E/CDT Ricky John Peligrino. As observer were Capt. Efren Riconalla, Director of SSSI and Chief Engr. Ramon Ledesma QMR of DSC. During the pilot class, there was a good interaction of the trainees and everybody was interested in the different topics.

Specific Learning Objectives and Topics of this course are:

- o To be aware of the environmental problems facing the world and understand how global warming and climate change threatens our very survival;
- o To know how shipping contributes to world pollution. How can pollution be minimized and the role of individual seafarers play in creating a cleaner planet;
- o To be familiar with the legal framework for protecting the environment that were promulgated by the IMO, MARPOL Convention, other conventions and the controls applied to the merchant marine;
- o To understand the effects of pollution;
- o To introduce the Development and implementation of Ship Energy Efficiency Management Plan(SEEMP) and Energy Efficiency Design Index(EEDI); and
- o To comprehend Environmental Accounting

Target Trainees – This “Environmental Training” will be offered to the crew of the ships managed by Sandigan Ship Services, Inc (SSI).



Upgraded Log Operation Course Pilot Class

By: Capt. Franklin G. Flores

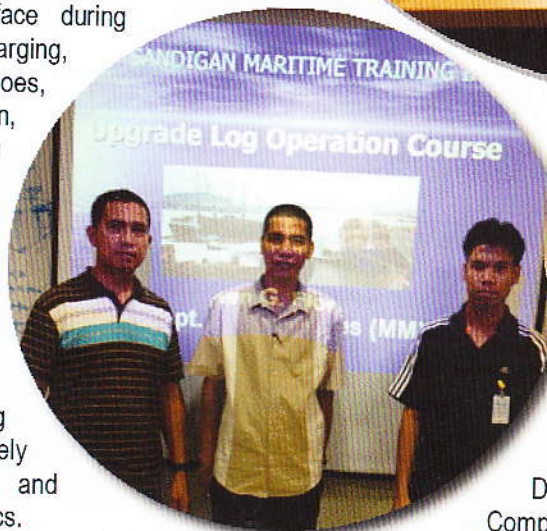
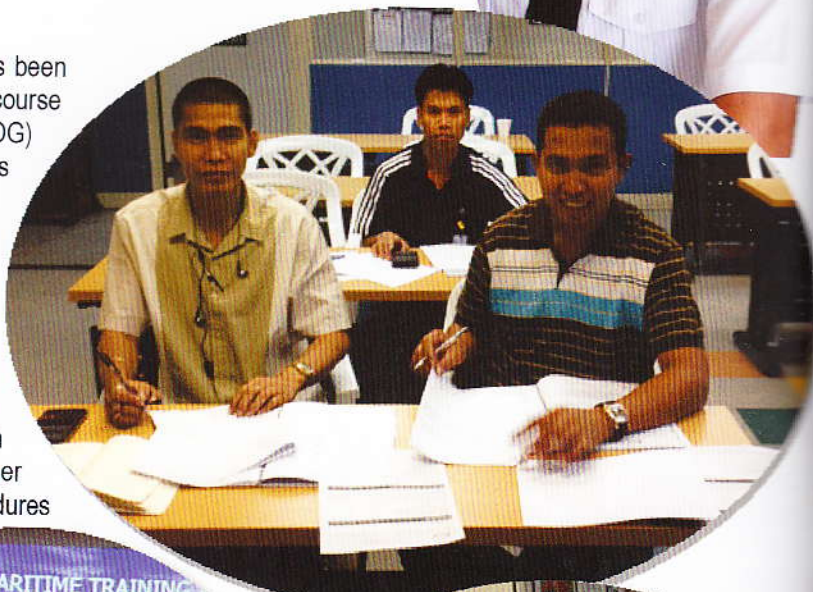


Upgraded Log Operation (ULOG) Course Pilot Class has been conducted on January 29-31, 2013. The said course supplements the Basic Operation for Log Carrier (BOLOG) and covers relevant and essential informations pertaining to Log Ship and its Operations.

The first day of the pilot class reminds my sailing years onboard log carrier vessel and was able to deliver, explain and discuss Volume Calculations in Metric System, volume Calculations in English System, Bale and Grain Capacity, Cubic Meter and Scribner, Volume Calculations and Scribner, Log Stowage Factor and Specific Gravity, Cargo Broken Stowage in Hold, Cargo Broken Stowage on deck, Log and Timber and other Wood products stowage factor, Rolling Test Procedures (simulation), Rolling Test, Shore interface during Loading, Shore interface during Discharging, Initial Hold Loading, Stability for log cargoes, Hold Preparation and Inspection, Monitoring and proper watch keeping during loading, Proper Stowage during loading, Intermediate Hold Loading, balance cargo to load calculations, cargo loaded calculations, factors affecting improper cargo distribution, proper cargo monitoring, Final Hold Loading, draft and trim calculations, deflection and hull stress, final trimming and securing in hold. Trainees actively participated thru oral questions and clarifications for the above mentioned topics.

On the second day, we discussed loading ondeck preparations, Rigging of Stanchion Post and other Rigging Device, Preparation of Lashing Equipment and Wires, Main Deck and Hatch Cover Protections, Maximum Ondeck Cargo to Load, Maximum Height for Ondeck Cargo, Center Lashings, Trimming wires etc, Securing and Lashing Arrangements, Final Loading and Trimming, things to monitor during final loading, final trimming cargo and loading both ends, final loading inhold and ondeck, draft limitation and zones limitation.

On the third day, we discussed Loaded Voyage, things to monitor during sea voyage, daily re-tightening of lashing, ballast sounding and bilges sounding, added weight ondeck due to water/rain/ice/ cargo



moisture, Discharging Port Operations, Discharging Preparation, Discharging Operation, Completion of Discharging Operation and Port Information's.

Finally, we discussed company circulars and charterers' instructions that would give the participants additional knowledge which will gear them with theoretical aspect for Log Carrier type of vessel.

With this new ULOG course designed and developed by SMTI, we look forward for 2013 and upcoming years for our crew to be exceptionally competent to achieve the zero accident, zero detention, no off hires and no delays onboard company managed vessels.



Actual sacks of garbage collected by Sandigan Ship Services, Dalisay Shipping Corporation, Sandigan Maritime Training, OJT's and Volunteer Allotees.



BAYANIHAN PARA SA KARAGATAN

27th International Coastal Clean-Up



Part of the Company Mission is the continual commitment to Environmental Protection and to save and help our Marine Environment.

One of the Company yearly projects is the International Coastal Clean-up. It was held at Barangay Kanluran, Muzon 1&2 Rosario, Cavite at the Sitio Pandawan, Brgy. Sapa Shoreline last October 6, 2012 from 7:00AM to 9:30AM. The Municipality of Rosario is a first class urban municipality in the province of Cavite, Philippines. Rosario is bounded in the north-northeast by Noveleta, in the South by Tanza and in the west-southwest by Manila.

Participants came from different sectors of the industries. It includes Government Agencies like DPWH, MWSS, DOH and different offices of DENR; Schools, like FEU, EAC, YES-O Cavite and Don Bosco; Offices, like PMDC, Inside and Out Training Facilitation, Ticket to Life, Sandigan Ship Services including DSC and SMTI and even Ms. Earth Foundation, Inc. participated as volunteers.

Simple program to start this event was a Prayer, National Anthem, Welcome Remarks from Municipal Mayor of Rosario Cavite, Message from Hon. Ramon Paje, Secretary of DENR and final instructions from Mr. Raymond Virginio of SECD-SCO.

A total of 76 participants from Sandigan Ship Services, Dalisay Shipping Corporation, Sandigan Maritime Training Inc, OJT's and Allotees voluntarily participated.

The said clean-up is not just a respond to marine debris issue but an effort and commitment from different sectors to continuously participate in the rehabilitation of our oceans, seas and waterways.

A sum of 1,500 sacks or 3 metric tons (30,000 kgs) of garbage were collected mostly non-biodegradable made up of 54.4% plastic materials, 28.4% textile, 6.8% rubber and 10.4% of the other materials such as glass and metals.

According to Regional Executive Director Neria A. Andin, the Philippines is committed to the annual observance of the International Coastal Clean-up (ICC), pursuant to the Presidential Proclamation No. 470 that was issued on September 15, 2003.

Simultaneous coastal clean-up were also held at Baseco, Port Area Manila, Malabon River and at the Las Piñas-Parañaque Critical Habitat and Ecotourism Area, where in the three areas, 4,275 sacks equivalent to 12.5 metric tons (125,000 kgs.) were collected.

It's time to give back!

A gift giving program



By: Ms. Lalaine Aranza

Golden Acres is a residential care facility that provides care to male and female senior citizens 60 years old and above. This one-hectare DSWD facility cares for the elderly who are abandoned, neglected and needy. It serves as a refuge to many elderly by providing them not just a shelter but a home to aid their welfare. Golden Acres is looking for sponsors who have the heart to give and donate anything for their cause.

Last December 18, 2010 was our first visit to Golden Acres, Tanay Rizal and on November 17, 2012, we visited again the Institution. As per their record no fatality was noted since 2010 and from 66 elderly (37 female and 29 male) it increase to 106 elderly (77 female and 29 male).

Sandigan Ship Services, Inc., Dalisay Shipping Corporation, Sandigan Maritime Training together with DSAA (Manila Chapter) accomplished a Feeding and Gift Giving to 106 elderly. We conducted small program to make them happy and comfortable with our company. Employees, Allottees and Ojts presented a simple presentation, before the gift giving and food feeding. In a short period of time that we have spent with them, we were able to see in their eyes happiness and hope.

Staff also took a tour to the elder's house which they called cottage. Every cottage accommodates 12 elders. Female elders are separated from male elders. Our elders only wanted to be given attention and comfort, and they are happy when never someone visits them.



in action..

MYANMAR CADETS EXAMINATION



BY: C/E ROLANDO L. TIMTIMAN



On November 6-9, 2012, I conducted cadet's examination at two Maritime Colleges in Myanmar, "The Myanmar Maritime University and the Myanmar Merchant Marine College". Capt. Yurino was supposed to lead the conduct of examination but had to attend to an emergency business trip to Rotterdam to visit MV Cape Baltic.

A total of 36 Cadets took up the examination composed of: IQ, Technical, Psychological examination and interview.

The examination proper was conducted at TRADE WIND CO., LTD. through the arrangement and hospitality of Mr. Min Naing and Mr. San Oo.

The purpose of the examination is to widen our search for qualified seafarer that could join the company to become our future officers. Despite difficulties, communication barriers and hindrances, our company gives everyone the opportunity to show their best and develop their abilities and qualities.

DSC, SSSI and SMTI believe that this process is one of the keys in attaining the company's MVV.



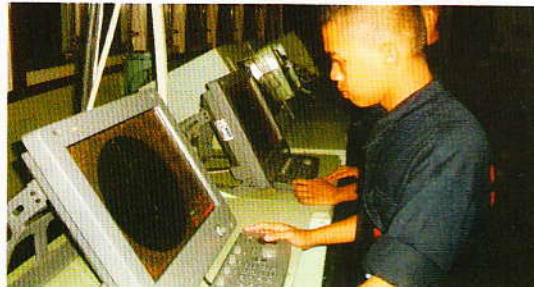
SEMINAR

ASIA-PACIFIC MANNING & TRAINING

Manila Calling: Charting the Future for Filipino Maritime Manpower

Wednesday 14th – Thursday 15th November 2012

Hotel Sofitel Philippine Plaza Manila



The shipping industry's largest manpower recruitment, retention and training conference is being held every year. On November 14-15, 2012 over 400+ world's leading maritime recruitment and training executives were gathered in Manila to attend this conference. In fact, it was composed of 30+ expert speakers and represents 25 different countries, participants composed of 70% senior management decision makers and 13 years experience in delivering the shipping industry's largest maritime HR and training event.

On its 13th year Asia-Pacific Manning and Training is still going strong. It is once a year a great opportunity to join in their corporate exhibitors, sponsors and industries colleagues. In the opening rites Mr. Giles Heimann, Secretary General of IMEC explained the objectives and gave Chairman's introduction message to all delegates. It was followed by Capt. Kuba Szymanski, Secretary General of InterManager to discuss about the summary of action points from 2012 Conference held in India and in Europe.

Atty. Nicasio Conti, Maritime Industry's Authority (MARINA) explained also the Executive Order No. 75 and how the Philippines is addressing the problems in the regulatory structure for seafarer training.

Some of the highlights are:

- The MET Strategy Outlook and to strengthening here in the Philippines.
- Expert MLC Panel Discussion to discover the best practice solutions to MLC 2006 compliance.
- The junior officer forum regarding their experiences at sea and career ambitions.

- Debate by the leading educators that everyone believes that the shipping industry gets the MET it deserves.
- Briefing of the results of an international project to monitor and assess seafarer fatigue.
- Discussions, sharing of ideas, exchange of insights, generate crewing recruitment and training solutions in small groups.
- Also, the role of MARINA in attaining higher standards of the Philippine Maritime Academies.

In every beginning there is an ending; to conclude this conference, the Chairman and Speakers gathered all the outcomes of the debates, discussions and presentations.

See you next year and experience this once a year conference here in the Philippines.



TRAINING EXPERIENCE



By: Ms. Avryl Joy Krisel Elfa

Communication is a vital tool that is being used in our everyday lives. It is used essentially everywhere including in the workplace where dealing with bosses, co-workers and clients took place. Communication should not be limited in only expressing thought and ideas but it has also been considered as an ingredient in giving a quality service to a client especially in a telephone-setup-conversation where there is a lot of chance where misunderstanding might take place.

Last August 14, 2012, the Management has decided to send some staffs for a call center training conducted by Ms. Mary at Phoenix One (located just in the basement of the SDTT Bldg.). It has been decided by the Management to send some staff to be trained to add more quality service-oriented in handling calls. For SMTI, Ms. Charlie Mendoza, Ms. Micah Montana and yours truly were chosen as participants to the said training.

At the start of the seminar / workshop, Ms. Mary, our instructor has laid the cards of what we can expect after the end of the day. She also found time to hear what we are also expecting from the whole program course. Indeed, there were no dull moment in the

TELEPHONE-ETIQUETTE



duration of the course. There were a plenty of discussions and "A-Ha" moments where all of us, the participants, had realized what should be done in a certain scenario. Some participants had also opened some challenging facts that are mostly encountered since most of us face communication barriers not only from other foreign staff but also to the dialect of the crew from different provinces of our country.

After all the discussions regarding voice, tone, rapport etc. it is time to apply what we have learned...and what's the best way to learn it? Yes, you got it right...it is by applying it! The instructor grouped us and gave scenario to each group where we have to mock and apply every thing that she has discussed. Everyone gave insights to the outcome of the flow of each group presentation. The training has indeed given each participant confidence to answer the ringing phone and say "Hello, how can we serve you?"



ACTIVITIES

By: Ms. Lalaine Aranza

On December 22, 2012, Sandigan Ship Services Inc., Dalisay Shipping Corp., and Sandigan Maritime Training Inc. conducted a CSR Activity, the first Blood Letting Project with participation of Philippine Red Cross, Makati Branch. 19 participants joined including OJTs and Staff as donors.

Donors were screened for health risks that could make the donation unsafe for the recipient. The donor was also examined and asked specific questions about their medical history to make sure that donating blood is not hazardous to their health. After the interview, the donor is now ready for blood donation.

Blood Facts

- There is no substitute for human Blood
- Blood carries oxygen and nutrients to all of the body
- Blood fights against infection and helps heal wounds
- Red Blood cells live about 120 days in our bodies.
- Giving blood will not decrease your strength.
- You cannot get AIDS or any other blood disease by donating blood.
- Anyone who is in good health is at least 17 years old and weighs at least 50kgs, may donate blood every 56 days.
- Blood centers often run short of type O and B blood.
- Every three seconds someone needs blood.

Benefits

In patients prone to iron overload, blood donation prevents the accumulation of toxic quantities. Donating blood may reduce the risk

Give Blood on Christmas Day!



of heart disease for men. A single blood donation can save up to three lives. Donating blood may not only benefit the person who received the blood cells but may also improve the health of the donor. Blood donation also burns the extra calories and reduces your cholesterol level. After donating blood, the count of blood cells decreases in our body, which stimulates the bone marrow to produce new red blood cells in order to replenish the loss. So, it stimulates the production of new blood cells and refreshes the system.

Major Reasons Patients Need Blood Are:

Cancer / Heart and blood vessel disease / Disease of the gastrointestinal tract

IMO MODEL COURSE 6.09 AT NMP



MO Model Course 6.09 Instructor's Course assist the maritime training institutes and their teaching staff in organizing and introducing new training courses, or enhancing, updating existing training courses. Because of this purpose every training instructor are required to take the model course to gain knowledge and improve their skill in teaching.

I took my IMO 6.09 at NMP (National Maritime Polytechnic) last Nov. 2012 together with C/O Gaitan. The first day of training is our lucky day. Two of the original listed participants on the training were absent and so their slots were given to us. We were full of question by that time, as the class started we were immediately given an exercise to discuss with our seatmates their personal information and discuss it in front without knowing that the instructors are already observing our habits. All of those habits were discussed to us. Our discussion was focused more on our personal development as an instructor and series of exercises were done before the 5th day. The day most fearsome of all the days in training is the moment, where we will conduct actual teaching in front of our classmates and 3 panels for 10 minutes and all our movements and the delivery of the subject we choose will be monitored by them. After our actual teaching, the comments and observations of our fellow classmates and panels, and all negative habits and the good ones were identified. Hoping that all bad habits or mannerisms we had during that day will be improved. The 5 remaining days of our training became an exciting and thrilling as we are nearing our graduation day. When our graduation day come, we were all glad to complete the course successfully and rewards were given to the best performer during our actual teaching. In our last day all of the hard work and sacrifices we made are all worth it. There were too much food that was prepared and also activities held were singing and dancing as if nothing happened in our 10-day training. And now I am making use of all those that I have learned and will continue to develop my skills here at SMTI. I encourage each of us to take IMO 6.09 at NMP and I assure you that you will learn a lot, and make use of that knowledge by becoming an Instructor at our very own SMTI.



Certificate of Completion
This Certificate is issued to

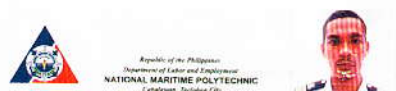
JAN LAWRENCE T. CRUZ
Date of Birth: January 12, 1987

for having successfully completed the requirements and satisfactorily passed the training in

TRAINING COURSE FOR INSTRUCTORS
(IMO Model Course 6.09)
(80 Hours)

for Maritime Instructors and Trainers conducted from November 3 to November 12, 2012 in accordance with MTC Resolution No. 1-1-1996 and with CHED Memorandum Order No. 13 s. 2005 Article 122 Sections 19 and 20 and in compliance with the International Maritime Organization (IMO) Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers, 1978 as amended pursuant to Regulation 2/6 and Section A1/6

Issued this 16th day of November, 2012 in the City of Tacloban, Philippines.



Certificate of Completion
This Certificate is issued to

RYAN G. GAITAN
Date of Birth: October 30, 1985

for having successfully completed the requirements and satisfactorily passed the training in

TRAINING COURSE FOR INSTRUCTORS
(IMO Model Course 6.09)
(80 Hours)

for Maritime Instructors and Trainers conducted from November 3 to November 12, 2012 in accordance with MTC Resolution No. 1-1-1996 and with CHED Memorandum Order No. 13 s. 2005 Article 122 Sections 19 and 20 and in compliance with the International Maritime Organization (IMO) Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers, 1978 as amended pursuant to Regulation 2/6 and Section A1/6

Issued this 16th day of November, 2012 in the City of Tacloban, Philippines.





“It was indeed a nerve breaking experience & training under pressure which made me realized how tough this training was...”

Being part of the trainers' training for the JRC TYPE SPECIFIC ECDIS was undeniably a great privilege that opened opportunity to all other trainers as part of their offered courses at SMTI. Two JRC technicians facilitated a three-day training which I attended together with Capt. Henry Aranas, Capt. Franklin Flores & C/O Michael Sabitchana.

The three-day training has no guarantee if the participants will pass and be certified JRC trainers or otherwise. In fact, it has been known to us that most of their trainees failed during the practical demonstration. And so with this, we were all pampered to do our entire best just to pass it. During our 1st day, we were given instructions and orientation on how this training be conducted. At this very day, we really have to master the entire syllabus pertaining to proper procedures and operations of all the functions of this ECDIS. We should be able to know how the system goes including the software & hardware of the unit. On the 2nd day, we were given an assessment which serves as our gateway to continue for the 2nd phase which is the practical demo. At this stage, each of us has to discuss and demonstrate the content of the syllabus to determine how far we've gone through. We were allotted 30 minutes to answer all the questions by showing it on the display panel. Here comes the 3rd day or the last crucial stage, where each trainee was given two to three hours to act as an instructor/trainer with the two technicians as trainees who knew nothing about the ECDIS. They will be asking each trainer everything right on the display panel, menu structure including the system configurations, applying updates, new licenses & cell permit. With this scenario, we hardly placed ourselves at our most convenient method of teaching knowing the fact that they were both expert on it. But then the training must go on doing our best shot as an instructor.

Personally, this was the hardest training and the most comprehensive practical demonstration I had encountered. It was indeed a nerve breaking experience & training under pressure which made me realized how tough this training was. We really had to study on double pace or else we'll fail.

At last, the training was over yet the intense of excitement ruled over.

We're all scared not just because we might fail but on how to live with the expectation of our staff was much harder to deal with.

After few minutes of deliberation, we were fortunate enough because we made it. Despite of being pressured, we **PASSED** the trainers' training. We really couldn't believe it. What a deep & extreme sigh from all of us. YES we made it!!...What a great experience indeed. For this, a heartfelt gratitude to all who made part of this success.

So what are you waiting for, come & join us and be part of this course right now, right here at SMTI.

JRC Trainers Training at SMTI

By: C/O RYAN GAITAN



Naming Ceremony for MV ETERNAL TRIUMPH

It is such a great pleasure and memorable experience to take part on the naming ceremony for newly built MV Eternal Triumph at Kure, Japan.

On the 24th of September, I, together with Mr. Takuya Sano (SSSI), Ms. Jovith Jaraplasan and Ms. Kristine Obleada (DSC) arrived at Fukuoka Airport at around 1450 HRS. We then travelled to Kure, Hiroshima where Mr. Kawasaki and Mr. Tanaka welcomed us and introduced us to the delegates from Singapore office and staff of Libera office during dinner. The chance to interact with the staff from our group of companies' office is a very good avenue to strengthen the bond among its member companies and to gain deeper understanding on the operation of the company.

25th September is one of the much awaited dates in our company. The very much organized and symbolic program at IHIMU Kure Yard started at 1030 HRS and was graced by reputable representatives from Pacific Carriers Ltd., Celeste Holding Pte. Ltd., Mitsui & Co., Ltd., and IHI Marine United Inc. The celebration continued at Kure Hankyu Hotel until 1330 HRS and after which, MV Eternal Triumph was sent-off on her first sailing. Attendees of the ceremony were toured around Yamato Museum where the rich and colourful history of Kure was narrated.

Not only I have witnessed how a vessel naming ceremony was officiated but also I had new realizations on the life of our seafarers. To witness the first sailing of MV Eternal Triumph made me felt mixed emotions. The joyous celebration of naming the new vessel is also accompanied with hope and prayer that all crew onboard will always have a safe and triumphant voyage. I am indeed grateful to the company for giving me the opportunity to take part on this kind of event which gave me fond memories to treasure from the Land of the Rising Sun.

-Ms. Michelle Angela S. Montana -



Battery Maintenance

The key factor to achieving optimum performance and long battery life is a solid care and maintenance program. Please also understand all battery systems are unique. Battery type, charger technology, equipment loads, cable size, and climate can all vary. Slight or significant, these differences will require battery maintenance to be adjusted. So please keep in mind this is only a guideline for proper battery care. Your particular system will always require a degree of customized attention.

Battery Type:

There are two popular construction types: Flooded batteries (WET) and VRLA batteries (Valve Regulated Lead Acid). Flooded types contain a wet electrolyte (acid in water) which can spill if tipped over. However, in VRLA batteries, the electrolyte is suspended in a gel or a fiberglass-mat (AGM technology). These batteries are non-spillable. Before getting started understand which battery type you are involved with,

Inspection:

There are many tools that may help in properly caring for and maintaining batteries. Below is a list of basic items.

- wrench
- distilled water
- voltmeter
- hydrometer
- post cleaner
- baking soda
- vaseline
- goggles & gloves

CAUTION: Always wear protective clothing, gloves, and goggles when handling batteries and electrolyte.

In order to detect and correct potential problems before they can do harm, it is a great idea to start this routine when you first receive your batteries. Here is a guideline on what to look for:

- examine the outside appearance of the battery
- look for cracks in the container
- repair or replace any damaged batteries
- the top of the battery, the posts, and connections should be clean, free of dirt, fluids, and corrosion.
- if batteries are dirty, refer to **Cleaning** section for the proper cleaning procedure.

- any fluids on or around the battery is an indication that electrolyte is spilling, leaching, or leaking out.
- leaking batteries must be repaired or replaced.
- check all battery cables and their connections.
- look closely for loose or damage parts.
- battery cables should be intact; broken or frayed cables can be extremely hazardous.
- replace any cable that looks suspicious.
- tighten all wiring connections, make certain there is good contact with terminals.

Testing:

Visual inspection alone is not sufficient to determine the overall health of the battery. Both voltage and specific gravity readings of each cell will give a good indication of the battery's charge level, age, and health. Routine voltage and gravity checks will not only show the state of charge but also help spot signs of improper care (like undercharging, overcharging, overwatering, etc.) and possibly even locate a bad or weak battery.

I. Specific Gravity Test (Flooded batteries only and do not add water at this time)

1. Fill and drain the hydrometer 2-4 times before pulling out a sample.
2. There should be enough sample electrolyte in the hydrometer to completely support the float.
3. Take a reading, record it, and return the electrolyte back to the cell.
4. To check another cell, repeat the 3 steps above.
5. Correct the readings to 80°F
-- Add .004 to readings for every 10° above 80°F
-- subtract .004 for every 10° below 80°F
6. Check the state of charge using Table 1.

Note: The readings should be at or above the factory specification of 1.277 (+-.007). If any specific gravity readings register low, then follow the steps below:

- check and record voltage level(s)
- put battery on a complete charge
- take specific gravity readings again.

If any specific gravity readings still register low then follow the steps below.

- check voltage level
- perform equalization charge. Refer to the **Equalizing** section for the proper procedure.

- take specific gravity readings again.

If any specific gravity reading still registers lower than the factory specification of 1.277 (+-.007) than one or more of the following conditions may exist:

1. The battery is old and approaching end of life.
2. The battery was left in a state of discharge too long.
3. Electrolyte was lost due to spillage or overflow.
4. A weak or bad cell is developing.
5. Battery was watered excessively previous to testing

Batteries in conditions 1-4 should be taken for further evaluation or retired from service.

Percentage of Charge	Specific Gravity Corrected to 80°F	Open-Circuit Voltage*			
		6V	12V	24V	48V
100	1.277	12.74	25.48	48.90	90.93
90	1.255	12.62	25.24	47.62	89.47
80	1.236	12.52	25.00	46.40	87.99
70	1.217	12.42	24.74	45.15	86.49
60	1.195	12.34	24.48	43.77	84.96
50	1.172	12.25	24.20	42.31	83.41
40	1.145	12.08	23.92	40.77	81.83
30	1.124	11.91	23.63	39.24	80.26
20	1.099	11.75	23.33	37.67	78.67
10	1.073	11.58	23.02	36.05	77.03

Table 1. State of Charge as related to Specific Gravity and Open-Circuit Voltage

II. Open-Circuit Voltage Test

For accurate voltage readings batteries must remain idle (no charging, no discharging) for at least 6 hrs.

- Disconnect all loads from the batteries.
- Measure the voltage using a DC voltmeter
- Correct the readings to 80°F
 - Add 0.028 per cell for every 10° above 80°F
 - Subtract 0.028 per cell for every 10° below 80°F
- Check the state of charge with Table 1.
- Charge the battery if it registers 0%-70% charged

If battery registers below the Table 1 values, the following conditions may exist:

1. The battery was left in a state of discharge too long.
2. The battery has a bad cell. Batteries in these conditions should be retired from service.

Watering

(Flooded batteries only)

Watering must be done at the right time and in the right amount or else the battery's performance and longevity suffers.

There are two levels for batteries water.

1. When a battery is discharged (partially or fully) the water only needs to cover the plates.
2. After fully charging the battery, the best level is just below the end of the plastic filling well. Keeping the water of the 2nd level will prevent having to worry about the 1st level.

The most important thing to avoid:

1. Don't let the plates get exposed to air. This will damage (corrode) the plates.
2. Don't fill the water level up the filling well to the cap. This most likely will cause the battery to overflow acid, consequently losing capacity and making a corrosive mess.
3. Do not use water with a high mineral content. Use distilled or deionized water only.

How often do I water my batteries?

This depends on your climate, charging methods, application, etc. Simply check the batteries once a month until you get a feel for how thirsty the batteries are.

Caution: The electrolyte is a mix of acid and water so skin contact should be avoided.

Charging:

Charging batteries properly requires administering the right amount of current at the right voltage. Most charging equipment automatically regulates these values. Some chargers allow the user to set these values. Table 2 & 3 list most of the necessary voltage settings one might need to program a charger. In either case the original instructions for your charging equipment should also be referenced for proper charging.

Here is list of helpful items to remember when charging.

- Become familiar with and follow the instructions issued by the charger manufacturer.
- Batteries should be charged after each period of use.
- Lead acid battery does not develop memory and need not be fully discharged before recharging.
- Charge only in well-ventilated area. Keep sparks or flames away from a charging battery.
- Verify charger voltage settings are correct. (Table 2)
- Check water level
- Tighten all vent caps before charging.
- Prevent overcharging the batteries. Overcharging causes excessive gassing (water breakdown), heat built up, and battery aging.
- Prevent undercharging the batteries. Undercharging causes stratification.

Do not charge a frozen battery.

- Avoid charging at temperature above 120°F

Additional VRLA Charging Instructions:

- Become familiar with and follow the instructions issued by the charger manufacturer.
- Verify charger has necessary VRLA setting
- Set charger to VRLA voltage settings (Table 3)
- Do not overcharge VRLA batteries. Overcharging will dry out the electrolyte and damage battery.

Warning: Do not equalize VRLA batteries

There are many designs of battery chargers, but most operate under one of the following two concepts:

1. **Single-Rate Charger** - also known as "trickle charger", this unit will electrolyte in batteries caused by "boiling" effects as they are overcharged.

2. **Two-Rate Charger** - Also known as "float chargers", the two-rate charger automatically operates at a "boost" charging voltage that allows the battery to draw the charger's maximum output until it is almost fully charged. When the battery reaches a high rate of charge, the charger shifts to the optimum float voltage to minimize battery electrolyte consumption. Since the charger monitors the battery 100% of the time, the optimum charge is provided without adjustments. The correct two - rate battery charger will offer faster charging performance and will reduce the requirement for maintenance. The benefits of the two-rate battery charger make for a much more reliable battery system.

Charger Voltage Setting	System Voltage				
	6V	12V	24V	36V	48V
Daily Charge	7.2 - 7.4	14.4 - 14.8	28.8 - 29.6	43.2 - 44.4	57.6 - 59.2
Float	6.6	13.2	26.4	39.6	52.8
Equalize	7.8	15.6	31.0	46.5	62.0

Table 2: Charger Voltage Settings for Flooded Batteries

Charger Voltage Setting	System Voltage				
	12V	24V	36V	48V	
Gel Battery	Daily Charge: 13.8 - 14.1	27.6 - 28.2	41.4 - 42.3	55.2 - 56.4	
	Float: 13.5	26.4	39.6	52.8	
AGM Battery	Daily Charge: 14.4 - 14.6	28.8 - 29.6	43.2 - 44.4	57.6 - 59.2	
	Float: 13.5 - 13.6	27.0 - 27.6	40.5 - 41.4	54.0 - 55.2	

Table 3: Charger Voltage Settings for VRLA Batteries

Equalizing (Flooded batteries only)

Equalizing is an overcharge performed on flooded lead acid batteries after they have been fully charged. It reverses the built-up

of negative chemical effects like stratification, a condition where acid concentration is greater at the bottom of the battery than at the top. Equalizing also helps to remove sulfate crystals that might have built up on the plates. If left unchecked, this condition, called sulfation, will reduce the overall capacity of the battery.

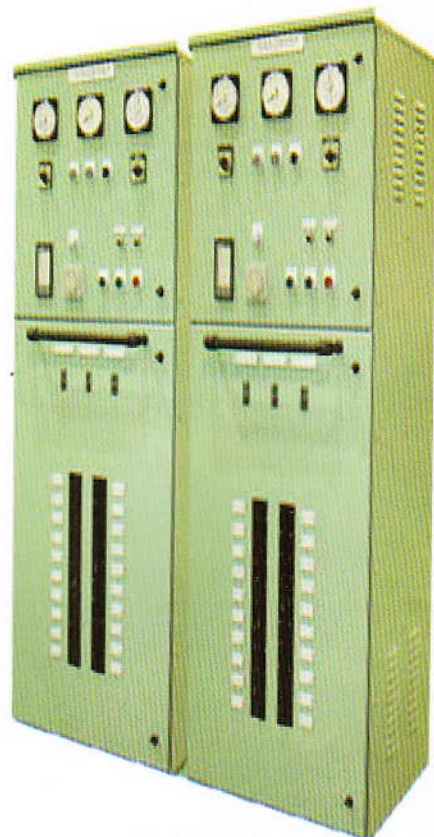
How often do I Equalize?

Many experts recommend that batteries be equalized periodically. Ranging anywhere from once a month to once or twice per year or when low or wide ranging specific gravities (+/- 0.15) are detected after fully charging a battery.

Step by Step Equalizing:

- Verify the batteries are flooded type.
- Remove all loads from the batteries
- Connect battery charger
- Set Charger for equalizing voltage (Table 2)
- Start charging batteries
- Batteries will begin gassing and bubbling vigorously
- Take specific gravity readings every hour
- Equalization is complete when specific gravity values no longer rise during the gassing stage.

Note: Many chargers do not have an equalization setting so this procedure can not be carried out.



By: C/O Michael Sabitchana

It was in the year 2000 when the Cadetship Program was first initiated. Almost 12 years had passed and the company's commitment to produce qualified and competent officers is now becoming more apparent. The company is undeniably doing its utmost best to incessantly support the program as the company is believed to continue to exist for a further 100 years and beyond. And in order to continuously and properly monitor those who are under the said program, SMTI had decided to hold a weekly regular Cadetship Meeting to discuss the present status and other necessary issues that most of them are concerned with. The topics covered include; Promotion Program, Vessel Assignment, PRC Examination including COC and Required Training Courses to be taken while on vacation. The purpose is to encourage every programmed cadet to convene to emphasize what role they play in the company and how they will stand on the owner's side. Everybody must realize that Ship Owners had already invested for the Cadetship Program who is believed capable to uphold safe navigation thereby to protect ship's property and environment. In addition, this is one good way in order to acquaint every one to their fellow Cadetship from different batches. The said meeting is being held every Wednesday around 4:00 PM at SMTI (4th Floor).

Let's hear from them!

It is a great pleasure for me with God's help and will to still exist for almost 12 yrs since cadetship program was implemented. The company goal and vision to all their cadets (Deck/Engine) effective enough for us to fulfill our dreams in reality. So, to all my co-cadetship just continue to be patient and humble and always keep in touch with the Lord to all things you've done.

~C/O Renato A. Wenceslao
Cadetship Batch 2000

Highly appreciated the time being allotted to conduct a short gathering of all cadetship of Dalisay Shipping Corporation. By this, I really believe that the program of the company still alive and will continue to boost. For all my colleagues, I look forward to meet everybody making the best effort for the good of the company.

~C/O Patrick R. Briz
Cadetship Batch 2001

By attending regular meetings of Sandigan Cadetship programs, I realize that all batches has been given fair treatment, and it clears my mind, enlighten my day and encouraging me to be more focus of my future career.

~2/E Francisco M. Serban
Cadetship Batch 2001

I'm very thankful of the weekly meeting to all batch of cadetship program of Dalisay Shipping Corporation. Since 2000, in order to monitor and inform all cadetship batch what the company's plan and views as well as projection of Dalisay Cadetship Program. By doing this weekly meeting, all cadetship will be familiar to all cadetship batch.

~3/E Edmund N. Columna
Cadetship Batch 2006

This session is very useful for the cadetship program in order for us to know more about our co-cadetship program and updates of our company.

~3/E Roldan P. Layan
Cadetship Batch 2007



Weekly meeting of cadetship program helps building a good relationship between all the batches of the said program. Every individual can now be heard through this weekly meeting with their concerns and other suggestions for the better of this program. This weekly meeting cannot be materialized without the initiative of C/O Sabitchana of batch 2006. Especially to ever supportive Capt. Yurino also to C/E Timtiman and also those who made these great things possible. Who continue believing in our potentials and to DSC, SMTI and SSSI God speed your company

~4/E Ryan A. Ruiz
Cadetship Batch 2008

The weekly meeting of cadetship program tackles about the improvements of cadetship program and not only that but to gather all cadetship and get to know each other so that to create bonding. Gain respect to one another.

~4/E Archille M. Travilla
Cadetship Batch 2008

Well, since this is the first time I attended a weekly meeting of all batches of cadetship since it was organize on the year 2000. After a 3-long year hiatus, it is quite refreshing to see familiar faces especially on my batch. Some people where I got the chance to work with in the same ship. I don't have much anything to say but I'm looking forward to work with my fellow cadetship and this is a good time and the right place as the start of it.

~O/S Kenneth I. Diza
Cadetship Batch 2008

This cadetship program meeting is good way to let the different personality of each and every member of the different batch to adjust to one another in the future whenever time permits that one or more of them are on the same vessel awkwardness and miscommunication be eliminated and a harmonious relationship will be present. Also, it will develop to enhance the attitude and behavior of each batch's member towards working with others most especially on-board for the bridge team management teamwork to be at full force and be effective.

~O/S Roland L. Rafanan, Jr.
Cadetship Batch 2009

Through my experience and of what I observed in this meeting. It is very great for us because it has very good advantage to mold or build brotherhood and reduce space or gap between cadetship program in different year batch and this meeting is also like a newspaper that gives us information about what was change and added to the rules of the company so I'm satisfied of this meeting.... And I hope it will improve more.

~OIC-NW Allen A. Capaay
Cadetship Batch 2010

As what I have observed during my first experience in the meeting it has a good purpose. It can make the cadetship program passers to have a good bond. It can help us to have a good chemistry with each other. Also, we can monitor what is happening around the company and the cadetship. We can also monitor our next schedule on our next vessel. When there something that is not clear for us, we can ask questions and our questions will be answered and explained thoroughly. I feel like I'm so much welcome. God bless and more power.

~OIC-NW Rasheed Shane S. Cadayona
Cadetship Batch 2011

Every week, we have our Cadetship meeting. I am glad that we as part of the Cadetship program unite as we tackle our future plans for the company. It is very nice that we are getting to know each other. Being part of defending the interest of owners is our responsibility and goal and I believe that we can contribute to company's progress and success. It is a dream come true for me to be a part of this program. We are reunited for one mission and one purpose.

~OIC-NW Emmanuel M. Basco
Cadetship Batch 2011

All I can say about this meeting is good for all cadetship programs to know further what are the plans of the company to all cadet and to know all the concern of all cadetship as well. This is very good for all.

~OIC-NW Michael J. Acain
Cadetship Batch 2011

As an amateur of the cadetship program weekly meeting is a great help for it guides us on becoming competent and knowledgeable officers in the future. It also helps us to get acquainted to our seniors for in times of need we know to whom we will be going to approach. Knowing how far our seniors have reached and how high rank they have attained even at their young age they handle it properly it inspires me most to become one of them someday. Through this meeting also we know what role we stand in this cadetship program. Bon Voyage!! God Bless us all!!

~OIC-EW Glenn Ford C. Ostia
Cadetship Batch 2011

TRAINING EXPERIENCED



Through the Ship Handling and Maneuvering Simulation, I learned the basic handling and approach in each situation. I want to make use of the safe operation that I have learned in this training.

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

~ Shigeaki Amanuma



I could study a lot of things which did not learn from my school. Training was tough, but I had good experience and knowledge. When I didn't get what the instructor says, he repeats kindly and slowly. Other cadets also helped me.

I really appreciate for everyone and I could improve myself.

~Yusuke Sakai



Through the Basic Trainings, I have enhanced my knowledge and skills. It was a great experience for me. I will apply what I have learned on M/V SHIN-SHO.

I was taught by really kind and good instructors. I feel thank you for all SMTI staffs and intelligible lecture.

Marami Salamati!

~Hiroyuki Natsume

New Doors,

By: MS. AVRYL JOY KRISSEL ELFA

New Opportunities!

TOKYO KEIKI ECDIS Type Specific or ECDIS (T) was installed last July 12-14, 2012 and was approved by Class NK last July 24-25, 2012. Pilot class was conducted on July 16-17, 2012 (days after the Trainer's Training Certificate was issued) attended by DSC crews. Regular courses are now open to other crew from manning agencies as well.

It is the task of the marketing staff to sustain the growth of the course and to reach its target attendance by introducing the SMTI as well as enhancing existing relationships with other manning agencies. Last year, new opportunities were given to SMTI to showcase its quality training in this specific course. Aside from the endorsed in-house crew, **MMC-Asahi Marine Co. Ltd., Cargo Safeway Inc. and BSM Crew Service Centre Philippines, Inc.**, had agreed to endorse to SMTI their valued crews for this training course that they needed. The first Polish 3rd party officer endorsed by BSM was indeed very satisfied by the way the training was conducted per his evaluation remark.

SMTI wanted to show its competitiveness in quality training, thus the training center is aiming to cater more and more crews from other manning agencies. As a sign of a great jumpstart this year 2013, PTC – Komaya Shipping Ltd. PTE., has already signed a Memorandum of Agreement last Feb.7, marking an exciting partnership to help train their crews to comply with the requirement of quality work onboard.



for passing the exam. First, I want to thank God for giving me this opportunity. Thanks also to our company for the continuous support and everything that was done for me to attain this. I also want to thank all the people that I worked with during my E/CDT year at MV Crimson Mars for they are all my first teachers as a seafarer, thanks for the shared knowledge. And lastly, I want to thank my family and other people who believe in me and inspired me to strive further.

~OIC-EW Santy Roy M. Caberto
Cadetship Batch 2010

It is my great pride and honor to be one of the board passers in the board of Marine Engineering Board Examination this September 2012. With this achievement I would like to extend my gratitude and appreciation firstly to our company for providing us all the support they could give, to my parents who are always there for me anytime, to my friends for cheering on us, to my bunkmates and to my Alma Mater for the advice and information. But above all to our Heavenly Father who make sure that no flood nor monsoon can hinder his plans for us. Once again, I thank you all and God Bless us all.

~OIC-EW Joey Marvin A. De Leon
Cadetship Batch 2010

Greetings to all my fellow seafarers, passing the OIC Board Examination and having license as an officer is another big responsibility that lies through me. I am greatly honored to be a part of Dalisay Shipping Corporation, the company that helps and supports me during my cadetship year. I would like to thank also my mentors during my shipboard training MV Eternal Athena and MV SG Capital for imparting their knowledge and skills to me. Thank you and God Bless to everyone.

~OIC-EW Isaias O. Fortuna
Cadetship Batch 2010

Passing the PRC Board Exam is such a great achievement for me. I am very happy because our sacrifices with my batchmates have a good result at the end. During the exam we really did

SUCCESSFUL EXAMINEES

our best to answer those hard questions because I knew that God is guiding us. I am really thankful to those who teach me especially my Instructors and professors and also my Engineers at my last vessel. They really contribute a big part of this success for imparting out all the knowledge I need in answering those questions in board exam.

~OIC-EW Keno D. Quinto
Cadetship Batch 2010

"I'm two steps behind you!" These words from a song that always remind me after all. Those words remind me of the people who always guide, inspire, motivate, care, help, and bless me everyday and most of all our Almighty God who created us.

I felt so nervous a day prior to take my exam. But I didn't expect I felt even more whilst waiting for the result. That's why I thank those persons especially my family, loving girlfriend and best friends whom I believe had helped me in prayers. I am always grateful having all of them beside me.

I would like also to thank DSC, SMTI and SSSI for admitting me as one of your Cadetship Program. I had learned a lot during our Cadetship training that aided me in order to pass. Rest assured that I will always do my very best in order to make this company proud of me. Thank you for all the continued support in whatever way you can extend us.

~OIC-NW Michael J. Acain
Cadetship Batch 2011

First of all, I would like to thank the Sovereign Lord for giving me the wisdom, knowledge and understanding to pass the OIC Licensure Examination and for all the blessings that he had given to our family. Secondly, thanks to Dalisay Shipping Corporation, Sandigan Ship Services, Inc., and SMTI for giving me the chance to become part of the Cadetship Program. Thirdly, to

my family, friends and loved ones who supported me. Thank you for all the support through prayers. I've become who I am now through the help of God. I would like to mention my previous vessel PINE WAVE for serving as my second home where I was trained one year onboard. This is to extend my gratitude to my senior officers who patiently spared their time to train me to become future officer. Truly that I am blessed and this is a dream come true for me. Thank you. I can do anything through Christ who lives in me. God bless us all. To God; be all the glory and honor and praise!

~OIC-NW Emmanuel M. Basco
Cadetship Batch 2011

In behalf of my Cadetship Batch 2011, I would like to extend my heartfelt gratitude and appreciation in giving me the opportunity to give thanks to the company for teaching me the proper motivation and inspiration to be a better & well rounded leader someday. By this collaboration, we can meet other batches and share the ideas from each other to serve loyally and unselfishly the company.

~OIC-EW Renato B. Bendita
Cadetship Batch 2011

For thousands of cadets through out the country I am fortunate because I have been chosen. Thru this opportunity that you've given to me, I believe that I can reach my dream. A dream to become a seafarer, as what Marine Engineer wants to be, a Chief Engineer. But to achieve this dream, we need to pass and overcome any challenges that we will encounter throughout our journey as a seaman. We need to undergo trainings and pass the examinations to become successful. Undergoing trainings and examinations are all not easy. It requires patience, time, and effort including enough budget. Thank you DSC,

SMTI and SSSI for their helping hands. They supported our review and training fees; and for continuously providing accommodation for those seafarers from their respective provinces. Our endless thanks to you, and we will value these by rendering good performance on board your vessel. Thank you.

~OIC-EW Rangie B. Bual
Cadetship Batch 2011

Taking an exam having less time for review is like taking a hard shot in basketball. You're not sure if you're going to make it. But courage is pushing me through, telling me that: "Trust yourself, take the shot and you can make it." WOW! I really did...As my friends congratulated me, I was trembling & freezing as if I was in the winter zone.

I know I'm just a rookie in this field, an inexperienced sailor. I still have to go through many things, overcome bigger waves, face stronger winds, and of course EXPLORE THE WORLD. But knowing that there are people around me who are willing to lend their hands if ever I fall down, and a person to inspire me if ever I'm discouraged, I am not afraid. And I won't be afraid.

"Thank you" are the words we used to express gratitude. But for a moment like this, I guess that words are not enough to show how grateful I am to those people behind this success...my family, for helping me to reach every dream that I have in life; the company, Dalisay Shipping Corp. & Sandigan Ship Services Inc., for building the steps towards that dream; and especially to our beloved Almighty God, for being there for me all the time. My achievement is not only for myself, but I dedicate this for all of you!

~OIC-NW Gaudioso A. Cabatangan Jr.
Cadetship Batch 2011

For being so kind & considerate

extend my utmost gratitude to you dear Sirs, we will continue to serve and be the best that you have made us. More Power & Godbless.

~OIC-NW Carlos Vito R. Modesto
Cadetship Batch 2010

Questions were extremely bugging my mind when I saw a lot of questions in the Computer during the first day of my review. Questions like: "Can I finish reading all the questions prior the exam?", "Can I memorize all the correct answers of these loaded Functions 1 to 4?" or "Can I really pass the Board Examination?" These questions are actually very easy to ask, but seriously...I was having a difficult time in answering it. So, day by day, rain or shine, I persisted in going to the Review Center in order to make myself full of ideas and to learn further. There were also instances that I had been thinking of how much I have actually learned on my review especially when I was riding on a jeepney or even when I was walking along my way home and/or even while watching Naruto. Hehehe!!! Nevertheless, I told myself this is fool if I couldn't make it. So when I passed the exam, I had the confident to say that it is not just because I was lucky enough but rather I had strived so hard for it. However, of course, I couldn't make it all by myself, thereby I want to express my deepest gratitude to those who were in one way or another had helped me especially SMTI, SSSI and DSC for their unwavering support on my review, for choosing me and believing in me that I could become a future officer in the company. Thanks to all my friends for giving me courage, my loving family for helping me through prayer and also giving me hope that I could always surpass whatever trials I may be encountered along my way. I also would like to thanks my crew mates onboard MV SG Capital for their support. Thank you to all my Senior Officers who became my mentors for my 1 year apprenticeship onboard where I learned a lot. Above all, thanks to Our GOD ALMIGHTY for giving me wisdom because I know that without his presence, all of these are impossible. That's why I always believe that prayer is really a great help and more if there are supportive people who are doing the same for you. God Bless us all!

~OIC-EW Glenn Ford C. Ostia

PRC EXAM is not that Hard!



*I am part of everything
that I have read!*

If you are nervous about taking your Exam, you're not alone. I felt the same way before. But if you want to succeed, then you must have courage to pursue your goal. Seek higher expectations, reach out and set new goals for yourself. I can still remember an inspiring words uttered by an old lady when we coincidentally shared a table for meal in a restaurant. She asked me, "What is your favourite subject?" It made me think deeply but eventually, I answered, "I think I treat all my subjects equally, but I'm honestly having a difficulty in English Comprehension." She laughed out loud upon hearing it. By then, he taught me very important points to consider in order being conversant in English. Everyday, as I encounter words which I'm not familiar of, I will try to list at least 10 words a day, look for the meaning in the dictionary and use it in a sentence as often as I can. Imagine if I have collected and learned 10 words a day, then how about for a week, a month or after a year? It has really inspired me a lot and I'm yet doing it until now especially when I remember her very stimulating cue: "If you see things somehow you can remember it, if you hear it somehow you can recall it, but if you do it and live on it...I believe you will never forget it."



Rules, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship."

Taking a review along with a multitasking office schedules had once put me into a deep realization that passing is becoming impossible. I filed my application on the last day of registration and that was just a month before my Exam. I also registered in a Review Center on the same day taking evening schedule from 5PM to 9PM because it was unfeasible for me to have it on day time due to Office Hours from 8AM to 5PM. It was truly hard on my side but thinking those people who were expecting a lot from me really pushed me through. There was also a time where I

decided to cease it as I don't know what to do and feel if ever I fail. But what keeps me going even up to this time is to keep on believing that the difference between the impossible and the possible lies in a person's determination.

The 2-day examination was truly a sweat for me because I perspired a lot while answering every function. Somehow, the learning I perceived when I took my IMO Model Course 6.09 may have aided me as well. When I don't know the answer I always chose letter "A". I don't know if it had really helped me but I think it did, because I saw my name listed as one of the passers after 3 days. I truly thank God for I knew he was there by my side especially on the difficult items. Thank you also to Sandigan Maritime Training Incorporated for the support they had unselfishly provided me. SMTI is really a worth remembering Institution. To Dalisay Shipping Corporation and Sandigan Ship Services Incorporated for having been and yet being an inspiration for me. It always reminds me that they are undeniably part of my success. To my Family who had helped me in prayers and of course my friends and best out of friends for always believing on my capabilities as it further builds my confidence up to this time.

Again, thank you all and for those aspiring ones remember that PRC Examination is not that hard. You just choose to believe that you can do anything you set your mind to - anything at all - because, in fact, you can!

~ Michael B. Sabitchana
Chief Mate Licensed

Imagination is the source of every form of human achievement. Any knowledge that doesn't lead to new questions quickly dies out. It fails to maintain the temperature required for sustaining life. The delight of opening a new pursuit, a new course of reading imparts the vivacity and novelty of youth even to old age. The highest activity a human being can attain is learning for understanding. There is one quality which one must possess to win, and that is definiteness of purpose, the knowledge of what one wants, and a burning desire to possess it.

Last January 19-20, 2013, I had taken the Chief Mate Licensure Examination at Manuel L. Quezon University, Manila. I am one of the successful examinees who passed and received a bonus accolade for being Topnatcher No. 2 during the board exam.

Congratulations! - I have received from different field surged. To my families and relatives, the administrator and mentors of the university I studied, the Procyon Batch of Honor's Class at UC-METC, my high school friends, my previous shipboard crewmates and to my company.



"But glitz and glamour don't come easy. You should work hard to keep on improving oneself", I remembered one fellow I have talked during my apprenticeship as cadet onboard. From the demands of my MLC trainings to the course on my review. It is really a strenuous activity requiring physical effort, energy, stamina, strength and time. If you want something to be achieved, you should sacrifice, so they say. The expectations of life depend upon diligence; the mechanic that would perfect his work must first sharpen his tools. Finding its way to the top margin requires vigor and robustness, giving emphasis on strong determination and enthusiasm in reaching goals and aims in life. Dedications in any endeavor that is about to set forth and compelling attitude towards the attainment of all tasks at hand.

As what I've said, "it is not easy but doesn't mean impossible". One must follow carefully outlined procedure in developing own strength; in dealing with internal and external factors which hinders progress, directing owns path to success, adjusting to controllable and uncontrollable forces which hampers growth and maintaining the best positive outlook in life and peace of mind. When believing in a thing, believe in it all the way, implicitly and unquestionably.

To those individuals who has in mind same aspirations, dreams and desires as mine, I encouraged you to read books. I AM PART OF EVERYTHING I HAVE READ and so you are! You are part of everything you have read. A man who does not read good books has no advantage over a man who can't read them. It is education that defines the class and worth of a man. It provides answers to the undetermined points in our life and apprehensible to those still unknown.

"Each man is questioned by life; and he can only answer to life by answering for his own life; to life he can only be responsible". I encouraged you to be motivated and responsible in life. You are what you repeatedly do. Don't let the slump start; this is a moment of insight that is something to remember. A moment of me at my most essential, me at my most authentic and best.

Make sure your goals are **SMART**.

S=Specific, tells you exactly what has to be done;

M=Measurable, establishes minimum level of performance required to achieved your goal;

A=Authentic, fits in with long term goals and values;

R=Realistic, pushes you out of the comfort zone but still realistic;

T=Timeframe, specifies when it's going to happen.

Learn how to deal with setbacks. Develop a systematic action to achieve your goals and structure your environment to support the achievement of these goals. Putting together a visual timetable ensures that all units are covered and your time was used wisely. What is now proven was once only imagined, with all the support and encouragement of those who assist me as I enter this line of work. With grateful heart, I sincerely give thanks! - Sandigan Ship Services Inc. and Dalisay Shipping Corporation who prepared us for the challenges in life onboard, Sandigan Maritime Training Inc. for imparting us the knowledge adequate and proficient in our profession, to my beloved family who is by my side as I struggle this career. And above all, to the Lord Almighty for providing me all I need in this life.

Always bear in mind that your own resolution to succeed is more important than any other. Keep safe and God Bless.

~ Ivan Joey B. Orongan
Chief Mate Licensed

"Any action to avoid collision be taken in accordance with the



Walk in Examination

MARINE DECK

OIC-NW Emmanuel M. Basco – CP'11 December 19-20, 2012

MARINE ENGINE

OIC-EW Rangie B. Bual – CP'11 December 11, 2012
OIC-EW Glenn Ford C. Ostia – CP'11 December 12, 2012
OIC-EW Renato B. Bendita – CP'11 January 9-10, 2013

MARINE DECK

NOVEMBER 11-12, 2012

C/O Michael B. Sabitchana – CP'06
C/O Warlito O. Culaton, Jr.
OIC-NW Adrian B. Ortiz – CP'06
OIC-NW Ryan Andre C. Gonzales
OIC-NW Ed Paulo G. Balines
OIC-NW Alvin P. Garcia

OIC-NW Jethamar C. Billena – CP'10
OIC-NW Mark Gerard D. Dela Rosa – CP'10
OIC-NW Tristan V. Cariño – CP'11
OIC-NW Rommel A. Galula – CP'11
OIC-NW Roel C. Praxides

JANUARY 19-20, 2013

C/O Joviel M. Rubio – CP'06
C/O Ivan Joey B. Orongan – CP'08
C/O Christopher A. Perez
OIC-NW Victor Rey U. Madrona
OIC-NW Santy R. Belardo
OIC-NW Marh Anthony R. Bonsubre
OIC-NW Rowenito H. Serapia

OIC-NW Allen A. Capaoay – CP'10
OIC-NW Rasheed Shane S. Cadayona – CP'11
OIC-NW Manuel M. Laroa, Jr.
OIC-NW Michael J. Acain – CP'11
OIC-NW Carlo Vito R. Modesto – CP'10
OIC-NW Gaudio A. Cabatingan, Jr. – CP'11

MARINE ENGINE

SEPTEMBER 15-16, 2012

C/E Noel T. Catbagan
2/E Ruel B. Baldonado
OIC-EW Isaias O. Fortuna, Jr. – CP'10
OIC-EW John Erick C. Maritana

OIC-EW Joey Marvin A. De Leon – CP'10
OIC-EW Santy Roy M. Caberto – CP'10
OIC-EW Lauren Ritchie A. Manding – CP'10
OIC-EW Bhelner G. Banabatac

THIRD PARTY FEEDBACK!

A good place to train for Upgrading Courses.

~2/O Esteban A. Abulencia III

Magsaysay Maritime Corporation – Asahi Marine
Tokyo Keiki ECDIS Type Specific Course (September 24-25, 2012)

SMTI is good training center where staffs are accommodating.

~C/O Autencio S. Santos, Jr.

Wilhelmsen-Smith Bell Manning Inc.
Deck Management Level Course Function 1-3 (October 8 – November 29, 2012)

Kind all the people's friendly atmosphere happened that I was filling very comfortable in your training center. Additionally professional instructor helped me to fully understand the system and learn how to operate that will be very useful in routine work on the bridge. Thanks to all and to see you on the next courses in the future (Hopefully!)

~C/O Sawicki Jacek (Polish)

BSM Crew Service Centre Philippines Inc.
Tokyo Keiki ECDIS Type Specific Course (November 6-7, 2012)

Training facilities are good and clean. Personnel are smart looking and easy to approach. Atmosphere is good though the air con is a bit cold. The area is accessible to go to.

~3/O Vincent D. De Guzman

Cargo Safeway Inc.
Tokyo Keiki ECDIS Type Specific Course (November 12-13,

SMTI has very good and competitive instructors and staffs are all approachable.

~3/O Jonard J. Andaya

Grieg Philippines Incorporated
Deck Management Level Course Function 2
(November 19-29, 2012)

Facilities fitted for very good officers with very professional staffs. If I will go for my next training if any, I will recommend Sandigan Maritime Training, Inc. It was a great time for me.

~Capt. Roland M. Tropa

Multinational Maritime Inc.
Tokyo Keiki ECDIS Type Specific Course (January 9-10, 2013)

I have a very good training experience here at SMTI as the Instructors have a very good indepth knowledge of the course and approachable. Facilities are good.

~2/E Guillermo B. Baylas Jr.

Engine Room Simulator (January 21-25, 2012)

My experience here at SMTI is very satisfied because of approachable Profs and Cadets. The quality of training is good. Thank you and I had a nice and exciting training experience.

~OIC Eddie A. Rebadeo Jr.

MARLOW Navigation
Engine Room Simulator (January 21-25, 2012)



Health Issues

Kidney Stone

Signs and symptoms

The hallmark of stones that obstruct the ureter or renal pelvis is excruciating, intermittent pain that radiates from the flank to the groin or to the genital area and inner thigh. This particular type of pain, known as renal colic, is often described as one of the strongest pain sensations known. Renal colic caused by kidney stones is commonly accompanied by urinary urgency, restlessness, hematuria, sweating, nausea, and vomiting. It typically comes in waves lasting 20 to 60 minutes caused by peristaltic contractions of the ureter as it attempts to expel the stone. The embryological link between the urinary tract, the genital system, and the gastrointestinal tract is the basis of the radiation of pain to the gonads, as well as the nausea and vomiting that are also common in urolithiasis. Postrenal azotemia and hydronephrosis can be observed following the obstruction of urine flow through one or both ureters.

Causes

Dietary factors that increase the risk of stone formation include low fluid intake and high dietary intake of animal protein, sodium, refined sugars, fructose and high fructose corn syrup, oxalate, grapefruit juice, apple juice, and cola drinks.

Prevention

Dietary measures

Specific therapy should be tailored to the type of stones involved. Diet can have a profound influence on the development of kidney stones. Preventive strategies include some combination of dietary modifications and medications with the goal of reducing the excretory load of calculogenic compounds on the kidneys. Current dietary

- Increasing fluid intake of citrate-rich foods (especially citrate-rich fluids such as lemonade and orange juice), with the objective of increasing urine output to more than two liters per day
- Attempt to maintain a calcium (Ca) intake of 1000 – 1200 mg per day
- Limiting sodium (Na) intake to less than 2300 mg per day
- Limiting vitamin C intake to less than 1000 mg per day
- Limiting animal protein intake to no more than two meals daily, with less than 170–230 g per day. (A positive association between animal protein consumption and recurrence of kidney stones has been shown in men.)
- Limiting consumption of foods containing high amounts of oxalate (such as spinach, strawberries, nuts, rhubarb, wheat germ, dark chocolate, cocoa, brewed tea)

Maintenance of dilute urine by means of vigorous fluid therapy is beneficial in all forms of nephrolithiasis, so increasing urine volume is a key principle for the prevention of kidney stones. Fluid intake should be sufficient to maintain a urine output of at least 2 l (68 US fl oz) per day.^[49] A high fluid intake has been associated with a 40% reduction in recurrence risk.¹

Calcium binds with available oxalate in the gastrointestinal tract, thereby preventing its absorption into the bloodstream, and reducing oxalate absorption decreases kidney stone risk in susceptible people. Because of this, some nephrologists and urologists recommend chewing calcium tablets during meals containing oxalate foods.^[51] Calcium citrate supplements can be taken with meals if dietary calcium cannot be increased by other means. The preferred calcium supplement for people at risk of stone formation is calcium citrate because it helps to increase urinary citrate

Symptoms are often similar. Kidney stones are debris made of calcium deposits found in the urinary tract that occur when there are high levels of calcium in the urine. Gallstones, on the other hand, are formed from high levels of cholesterol. These stones develop in the gall bladder as high concentrations of bile and cholesterol form painful stones that need to be passed.

Aside from vigorous oral hydration and consumption of more dietary calcium, other prevention strategies include avoidance of large doses of supplemental vitamin C and restriction of oxalate-rich foods such as leaf vegetables, rhubarb, soy products and chocolate. However, no randomized, controlled trial of oxalate restriction has yet been performed to test the hypothesis that oxalate restriction reduces the incidence of stone formation. Some evidence indicates magnesium intake decreases the risk of symptomatic nephrolithiasis.

Gall Bladder

Symptoms of Gall Bladder Disease

Cholecystitis is a condition in which stones or crystals block the gall bladder's cystic duct, preventing bile from reaching the liver. Blockages lasting more than six hours can cause pain, fever or nausea. Symptoms of gall bladder disease include abdominal fullness or gas, abdominal pain occurring after meals or when inhaling, abdominal pain after eating fatty foods, chest pain, chills, heartburn and nausea or vomiting.

Treatment typically involves a cholecystectomy in which the gall bladder is removed through traditional surgery or through the laparoscopic technique. The medication ursodiol is used in special cases to shrink gall stones.

Hereditary and Lifestyle Causes

Women are more likely to get gall bladder disease than men because estrogen causes more cholesterol to be excreted in bile. Women over 20 years old and pregnant women are at higher risk. Men over 60 are also at risk.

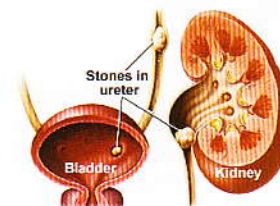
Hereditary factors may contribute to gall bladder disease. These factors include overproduction of cholesterol or bilirubin in the bile; poor gall bladder muscle contraction; Type 2 diabetes; a family history of gall stones, liver disease or high cholesterol; Native American or Mexican ancestry; and blood disorders such as sickle cell anemia or leukemia.

Many lifestyle choices create a high risk of getting gall bladder disease. These risks include obesity, a sedentary lifestyle, use of birth control pills, use of hormone therapy for menopause, use of cholesterol-lowering drugs and participation in crash diets in which a lot of weight is lost in a short amount of time.

Avoid Gall Bladder Disease with Diet

According to the National Library of Medicine and the National Institutes of Health, gall bladder disease is not preventable in most cases. However, certain lifestyle changes can reduce the

To lower the risk of gall stone



formation, the Mayo Clinic advises people to maintain a healthy body weight. Crash diets should be avoided as they can disrupt bile chemistry and cause the gall bladder to contract less often. People should lose weight slowly, such as a maximum of 2 pounds per week, and should take in no fewer than 800 calories per day; eat low-fat, high-fiber foods rich in fresh fruits and vegetables and whole grains; and reduce intake of high-fat foods like butter, mayonnaise, animal fat and dairy and fried foods.

Some fat in the diet is healthy; 20 to 35 percent of total calories should come from fat. No one should skip breakfast or go long periods without eating.

People should avoid weight cycling, which is losing and gaining weight often, as it is a high-risk factor for developing gall stones, according to the National Institute of Diabetes and Digestive and Kidney Diseases. Weight cycling raises cholesterol levels, which may affect gallstone production. Women especially should not lose and regain more than 10 pounds.

Avoid bariatric surgery to lose weight, as it is another risk factor for developing gall stones. Bariatric surgery reduces the size of the stomach and bypasses part of the digestive system.

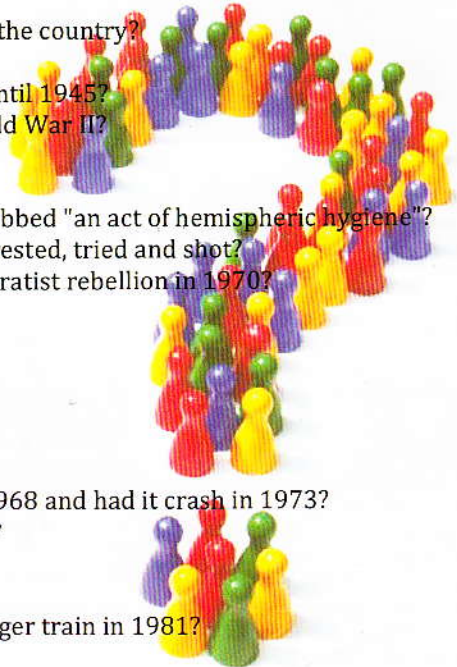
Exercise to Avoid Gall Stones

Individuals should also partake in physical activity 60 minutes per day to help maintain body weight. A University of Illinois study found that mice who exercised had fewer gall stones than sedentary mice, according to the Journal of Applied Physiology. Exercise was found to increase cholesterol uptake by the liver, reduce cholesterol in the bile, improve cholesterol circulation and inhibit gall stone formation.

Kidney Stone and Gallbladder Stone

FUN FACTS...

1. Who ruled England from 827 until 860?
2. 300,000 Chinese troops invaded a country in February of 1979, what was the country?
3. World's most remote weather station is located in what country?
4. What European country was in an official state of emergency from 1933 until 1945?
5. Which country lost over seventeen percent of its entire population in World War II?
6. Which two countries share Victoria Falls?
7. Adolf Hitler was born in what country?
8. In 1989, what country did the United States invade in what George Will dubbed "an act of hemispheric hygiene"?
9. What country did Ion Iliescu take over after its previous president was arrested, tried and shot?
10. What North American country enacted the War Powers Act to quell a separatist rebellion in 1970?
11. Aruba maintains the strongest ties to what European country?
12. Fireworks originated in what country?
13. The Saturn V rocket was built by what country?
14. What European country uses its Latin Name, Helvetia, on its stamps?
15. In which country was the World Wide Web invented?
16. China has how many time zones?
17. What is the name of the country that flew the first supersonic airliner in 1968 and had it crash in 1973?
18. The Greek historian Herodotus dubbed what country "the gift of the Nile"?
19. In South America what is the largest country?
20. Japan sends the most what to Australia?
21. Which European country launched Europe's first super high speed passenger train in 1981?
22. Portugal is bordered by only one country, what is it?
23. India ink was developed in what country?
24. What country did 153 of the first 400 Nobel Prize-winning scientists call home?
25. What country first came up with windmills?
26. A patent on polyester was patented first in what country?
27. The world's first mid air collision took place over what country?
28. Eddy Grant comes from what country?
29. Roxette came from which European country?
30. Celine Deion was born in what North American Country?
31. What floral symbol do the country of Peru and the state of Kansas have in common?
32. What country has a volcano called Okinawa?
33. Lesotho is a southern African Kingdom surrounded by which country?
34. In what country can one find 40 species of lemurs?



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

Thank you for time and valuable efforts.

Answers to Countries Trivia:

1-Egypt, 2-Vietnam, 3-Canada, 4-Germany, 5-Poland, 6-Libya, 7-Austria, 8-Panama, 9-Romania, 10-Canada, 11-Netherlands, 12-China, 13-USA, 14-Switzerland, 15-China has only one time zone. The government requires all clocks throughout the country be synchronized with Beijing. 17-The Soviet Union, 18-Egypt, 19-Ecuador, 20-Furniture, 21-France, 22-Spain, 23-China, 24-The United States, 25-It was Iran in A.D. 644 for grinding grain, 26-Eritrea, 27-Austria, 28-Guyana, 29-Sweden, 30-Canada, 31-The sunflower, 32-Japan, 33-South Africa, 34-Madagascar.

<http://www.funtrivia.com>

Designed and Layout by: Ms. Charie Siochi-Mendoza