JMG Charts Manning Industry Roadmap for P-Noy Administration 124

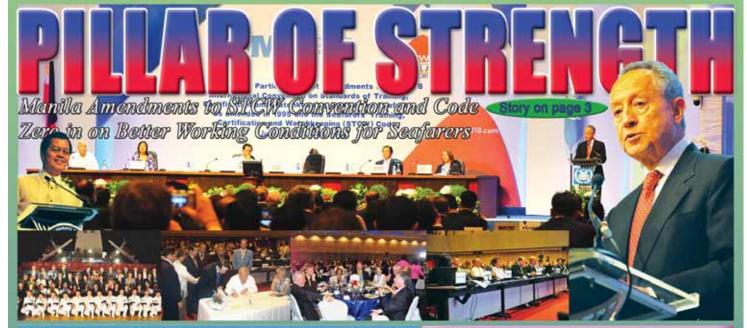


JULY - AUGUST 2010

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JULY - AUGUST 2010 TINIG NG MARINO 3

PILLAR OF STRENGTH

Manila Amendments to STCW Convention and Code Zero in on Better Working Conditions for Seafarers

he seafarers are the maritime industry's greatest resource and the International Maritime Organization (IMO) has emphasized their status as the industry's pillar of strength with the adoption of the Manila Amendments to the International Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCW) and its associated Code in the Diplomatic Conference held in Manila last June 21-25, 2010.

The Manila Amendments to the STCW Convention and Code have underscored better working conditions for seafarers to ensure their safety first and foremost, effectiveness and productivity in their shipboard jobs, as well as lay down the groundwork for their continued professional career growth in their seaborne careers.

The latest amendments to the STCW Convention and Code actually marked the first major revision of the two instruments since those adopted in 1995, which completely revised the original 1978 Convention and introduced the Code.

And quite fittingly, the IMO adopted these important amendments to the STCW Convention and Code on the year that it designated no less as the 'Year of the Seafarer,' further stressing the premium importance it is giving to the 1.5 million seafarers worldwide.

This was in fact the very gist of the message of the United Nations (UN) Secretary-General Ban Ki-moon read during the opening ceremony of the Diplomatic Conference on June 21, 2010 at the Philippine International Convention Center where he paid tribute to seafarers all over the world for their contributions to society at large.

Attended by over 630 delegates from some 85 IMO Member States, as well as by observers from one non-contracting State, three Associate Members, the International Labor Organization (ILO), the European Commission (EC) and the League of Arab States, as well as observers from 16 non-governmental organizations, the IMO Diplomatic Conference in Manila was a huge success.

Playing host to an international conference of such magnitude, the Philippine government was only too proud because it further emphasized the country's status as the undisputed world's seafaring capital, accounting for over 25% of the global seaborne manpower.

In his opening remarks during the Diplomatic Conference, IMO Secretary-General, Mr. Efthimios E. Mitropoulos said: "The outcome of this Conference will send the right message to seafarers that we keep them constantly in our minds and

do care for them by, among other actions, ensuring that the STCW Convention and Code continue to respond satisfactorily to changing conditions and circumstances affecting their professional lives today and in the foreseeable future."

"By following, and paying due attention to, evolving trends, challenges and demands faced by those working at the sharp end of the industry, we, at IMO and in the maritime

industry at large, can assure them regulators do understand the nature of seafaring and the pressures that come with the profession and that we approach our standard-setting task with a genuine sympathy for the work seafarers do daily, confronting unique physical and other hazards, some largely unknown until including recently unwarranted detention when their ships are involved in accidents, denial of shore leave for security purposes, abandonment in ports far away from their home countries and, in particular, pirate attacks, nowadays, a priority concern for the IMO and one which forms part of the STCW revision before Conference " Mr. Mitropoulos

TheIMODiplomatic Conference in Manila is the second that was convened in the Far East in as many years, following the one held in Hong Kong in May last vear. "It comes as a clear recognition of the leadership role the region is increasinglyassuming shipbuilding, shipowning ship recycling, as well as providing a significant source of trained manpower for technologically

explained.

advanced ships of today. This, together with Asia's expanding contribution to international trade and its growing role on the world economic stage, makes the Conference all the more important," Mr. Mitropoulos pointed out.

The IMO Secretary-General observed that it was also highly appropriate that the Conference was being held during the IMO-designated "Year of the Seafarer," which

aims to provide the maritime community with an opportunity to pay tribute to seafarers from all over the world for their unique contribution to society and in recognition of the vital part they play in the facilitation of global trade.

"Your presence here, Mr. Vice President (referring to erstwhile veepee Noli De Castro),

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JMG Charts Manning Industry Roadmap for P-Noy Administration

n order to ensure that President Simeon Benigno "Noynoy" Aquino III will take cognizance of the vital role and contribution of the local maritime industry to the national economy, the Joint Manning Group (JMG) has prepared a comprehensive list of priorities for the seafaring and manning sector forming the so-called industry roadmap for the Aquino administration.

In a workshop held on July 2, 2010 at the Magsaysay Institute for Hospitality and Culinary Arts at the Times Plaza Building in Ermita, Manila stakeholders and leaders from the manning sector were once again gathered to put their thinking caps together to contribute their share in the 'industry wishlist' that the general stakeholders of the local maritime industry intend to submit to P-Noy for consideration of adoption and implementation.

The Philippine maritime industry is composed of five sectors, namely: Seafaring and Manning, Overseas Shipping, Domestic Shipping, Shipbuilding and Repair, and Ports Development. JMG's initiative is meant to come up with an industry wishlist specifically for the Seafaring and Manning sector, which shall form the 'overall industry wishlist' to be presented during the gathering of the five



Cluster 2 members brainstorming on strategies and plans to streamline seafarer licensing, certification and documentation.

sectors slated on July 22, 2010.

The 'industry wishlist' is actually a set of plans and strategies that are doable within the immediate, medium and long-term periods, and are all geared towards improving the local manning industry with the end in view of keeping the country's largest share in the global seafaring market

Just like in the pace-setting Philippine Manning Convention held in November 2007, the Joint Manning Group divided the Seafaring and Manning Sector into four clusters, namely: Education and Training, Certification and Licensing, Employment Practices and Documentation, and Legal and Legislative.

Attending manning industry stakeholders were again segregated into four clusters based primarily on the nature of their organizations or companies, experiences, or specialties.

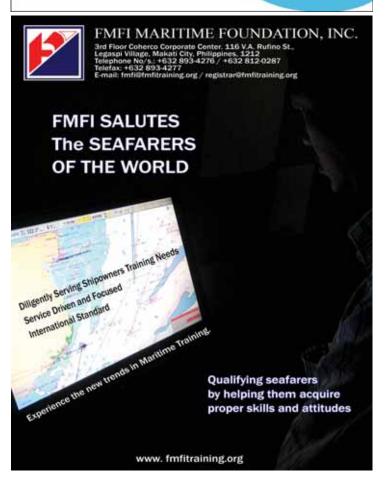
Each of the four clusters subsequently had their respective workshops to come up with short-, medium- and long-term proposals on how best the government can address their concerns or issues that needed serious attention to ensure the smooth operational flow in that particular segment of the sector.

Cluster 1, chaired by Capt. Teodoro B. Quijano, focused on the continued promotion of the maritime profession through the collective efforts of the private and the government sectors for the short-term, with the overall development of maritime schools in the country as its thrust for the mediumand long term.

Cluster 2, headed by Capt. Victor Del Prado as chairman, zeroed in on streamlining the licensing, certification and documentation requirements

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EDITORIAL

Perfect Ingredients for Ship Safety

ne crucial factor that the International Maritime Organization (IMO) has addressed during the recently concluded Diplomatic Conference to adopt amendments to the STCW Convention and Code held in Manila last June 2010 is the 'fitness for duty - hours of rest' of watchkeeping officers onboard oceangoing vessels.

Human fatigue, after all, has been attributed as the No. 1 cause of ship collisions, accidents or incidents in the past couple of years, not counting of course the incidents caused by outside forces especially by pirates.

As the size of modern-day ships have increased to lengths or breadths never before imagined, and their navigation and engine equipment becoming fully computerized and state-of-the-art, the number of crew needed to man those ships at optimum level has considerably shrunk. Multi-tasking has become the rule rather than the exception onboard ships these days and crew overtime has simply become an understatement.

While denial or lack of incontrovertible evidence may be offered as excuses to refute such claims, it is however not surprising to hear Filipino seafarers talk or narrate of an instance onboard ships when they worked continuously for a period of 48 hours, 72 hours

The IMO delegates agreed, by consensus, that watchkeeping officers should have sufficient rest periods to be able to discharge their duties properly and effectively. Under the Manila Amendments to the STCW Convention: "All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than 10 hours of rest in any 24-hour period; and 77 hours in any seven-day period."

The hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

At the same time, in order to ensure the continued safe operation of ships in exceptional conditions, the Conference unanimously agreed to allow certain exceptions from the above requirements for the rest periods.

Under the exception clause, parties may allow exceptions from the required hours of rest provided that the rest period is not less TURN TO PAGE 34



CAPT. REYNOLD 'BURT' M. SABAY

Approved Seagoing Service Requirements

STCW letters of 'he the Convention on the mandatory sea service requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more stipulated under CHAPTER II, Regulation II/1, paragraph 2.2 says "have approved seagoing service of not less than one year as part of an approved training programme which includes on-board training which meets the requirements of section A-II/1 of the STCW Code and is documented in an approved training record book, or otherwise have approved seagoing service of not less than three years.

The latest Memorandum Circular No. 10-10 dated 27 April 2010 by the Professional Regulations Commission (PRC) was therefore a simple manifestation of correct interpretation and implementation of the above.

The industry however will be faced with lots of adjusting in order to soften the foreseeable impact of the particular MC. The soundings taken by this column indicated readings some of which are not that easy to take. All things considered, it is worthy to note that the Philippines after all, is making good interpretations and implementations of certain provisions of the STCW Convention (after 32 years).

The MC however is opening avenues for misperceptions and speculations which this column intends to provide some analysis.

The provision of sea service

requirements under the STCW Convention changed never during the last 32 years; it is the interpretation and implementation that changed. Having said that, followers of this column will agree with me that our practices since STCW came into effect until the day the MC 10-10 was issued is one year of sea service in any capacity may be converted into approved seagoing service.

To elaborate further, even candidates who had been Stewards or Mess Boys were allowed to take the licensure exam. This will be dramatically and drastically changed by virtue of the effect of the MC 10-10.

Let us now read the soundings that indicated the foreseeable impacts. The Philippines is graduating some 40,000 maritime students a year. Out of these graduates, some 10% or 4,000 go onboard in different capacities such as Deck and/or Engine Cadets, mess boys, deck boys or engine

Assuming that 50% of the 4,000 are cadets, it will mean now that only 2,000 are actually qualified to take the exams a year after and the rest may qualify after three years. Assuming that 1,000 of 2,000 are deck, we are now looking at 1,000 qualified candidates for deck department every year starting the effective date of MC 10-10.

Statistics have proven during the last 20 years that the passing rate for marine licensure exams is 50%, therefore, we will expect some 500 passers in the deck

department every year beginning next year. Since 1995, the global shipping has been challenged by marine officer shortage.

It is clear therefore, that our production of marine deck officers starting next year will definitely not respond to this challenge. Let this column assure everyone that MC 10-10 in the first place is accurate and correct in its interpretation of the requirements of the STCW Convention.

Then we wonder where lies the problem and what the solution is to the shortages of marine deck officers which will now surely be aggravated. Something is not correct in our maritime education system where everybody is encouraged to take the BSMT or BSMarE only to end up as ratings because shipowners do not provide enough berth for cadets.

The Technical Education and Development Authority (TESDA) has promulgated training regulations for Seafarer Ratings. If the Philippines will come to its senses that future officers will be educated and trained as officers and future ratings will be educated and trained as ratings, then the future might show bright lights at the end of the tunnel.

The Philippines will have to assert its position that in order for us to supply quality marine officers, shipowners around the world should open up their doors for more berths for marine cadets. The seeds that we plant today will be the same seeds that will grow and bear fruit in the future

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ENGR. NELSON P. RAMIREZ

Most Outstanding Marine Engineer Officer, PRC, 1996 Most Outstanding Student, ZNSAT, 1970 Outstanding Achiever of the Year, Province of Zamboanga del Norte, 2006

UGONG NG MAKI AT IKOT NG ELISI

Nalalapit na Bukang-Liwayway Para sa MEOAP

arami ang nagtatanong sa akin kung bakit kinakailangan nilang maging miyembro ng Marine Engineer Officers Association of the Philippines (MEOAP) at ano naman ang nagagawa ng organisasyong ito para sa kanila. Ang reklamo kasi ng mga makinista sa akin ay binubulyawan daw sila kaagad ng isang babaeng nag-aastang reyna ng MEOAP na ang sama-sama na nga ng hitsura ng mukha ubod pa ng sama ang ugali. Tila napakatapang na parang tigre daw ito. Nagtatanong din ang ating mga opisyales kung anong kapangyarihan mayroon ang babaeng ito at bakit nandyan siya sa MEOAP. Para bang siya na ang may-ari ng MEOAP. Rapid fire pa raw ang kanyang bunganga.

Para sa kaalaman ng lahat, ang MEOAP ay naitatag upang bigyan ng boses ang ating mga makinista sa bansa. Kung anuman ang ating mga problema sa Professional Regulation Commission, maaari natin itong maipalam sa MEOAP at ang MEOAP na ang makikipag-ugnayan sa PRC. Ngunit sa dinami-daming problema ng ating mga makinista, wala ka man lang naririnig kung ano ang ginagawang aksyon ng MEOAP. Ang katatagan ng isang organisasyon ay nakasalalay sa namumuno nito. Kung ang isang organisasyon ay pinamumunuan ng isang mukhang alien na hindi halos makapagsalita nang matuwid, mukhang ulyanin at inuudyukan ng isang kasamahan na walang malasakit sa organisasyon dahil hindi naman siya nabibilang sa ating hanay, tiyak na walang patutunguhang mabuti ang ating organisasyon. Tanungin mo na lang ang mga namumuno ng MEOAP kung saan napunta ang pera ng ating mga makinista. Ikumpara mo ang MEOAP sa organisasyon ng mga electrical engineers na may sarili nang gusali at milyones ang pondo. Nagmukha tayong mga tanga na ginagatasan lang ng mga namumuno ng MEOAP. Dapat alamin din niyo kung sino ang mga sumusuporta sa mga inutil na namumuno ng MEOAP. May kasabihan nga na: "There are no tyrants where there are no slaves." Karamihan kasi sa atin ay hindi naman pumapalag kahit nararamdaman na natin na parang niyuyurakan na ang ating karapatan. Kaunting panahon na lang at matatapos na ang kasong isinampa namin kina Sempio at Malbog. Malapit na ninyong makamtan ang hustisya na matagal na ninyong pinangarap. Bibigyan natin ng panibagong buhay ang ating organisasyon sa bagong liderato at huwag nating hayaang masalaula itong muli.

Inabot nang mahigit isang taon na nagtitiis ang ating mga marino sa pagkuha ng SIRB sa MARINA. Walang ibang organisasyon ang pumalag maliban sa UFS ngunit hindi

natin tinigilan ang ating pagbabatikos sa MARINA hanggang sa napalitan si Elena Bautista at kaagad nakipag-ugnayan tayo sa bagong namumuno sa MARINA. Pagkaraan lamang ng isang linggo, maluwag na nating nakukuha ang ating SIRB sa loob ng isang araw. Nauna din tayong pumalag sa PRC nang pansamantala nilang itinigil ang pagbibigay ng walk-in examination system o WES.Nagtataka lang ako sa ilang mga kawani sa PRC kung bakit para silang sadista. Nalulungkot kasi sila kung kakaunti lang ang pumapasa dahil ito raw ang indikasyon na bumababa ang antas ng ating edukasyon. Kung marami naman ang pumapasa, nalulungkot din naman sila dahil malamang may bahid daw ito ng anomalya. Talagang wala tayong pagpipilian. Matagal ko nang iminungkahi sa PRC na gawing libro ang mga katanungan sa pagsusulit kagaya ng ginagawa ng US Coast Guard. Kung masasaulo mo ba naman ang buong libro, may karapatan kang maging isang deck officer o engineer officer. Ganyan

kadali lang naman sana ang solusyon. Ang kaso, parang iba naman ang kanilang pinagkaabalahan. Hindi ko rin maintindihan kung bakit mahigit 20 porsiyento lang ang nagagamit ng PRC sa mga kagamitan para sa Walk-In Examination System samantalang milyones ang inambag ng pribadong sektor upang mapalago ang ganitong sistema ng pagsusulit. Ang WES ang isa sa pinakamabisang pamamaraan upang maparami natin ang ating mga marinong opisyales.



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FULL SPEED AHEAD



As a member of the National Organizing Committee of the IMO Diplomatic Conference held at the Philippine International Convention Center on June 21 - 25, 2010, and a delegate during the conference proper, Engr. Nelson Ramirez of the UFS had the opportunity to rub elbows with IMO Secretary General Efthimious E. Mitropolous along with several other foreign delegates. They are shown taking a break from a short huddle to pose before the camera.



The UFS President and wife Marilyn Ruth M. Ramirez share the table with Commodore Rolando Rogel Ricafrente (left) during the Farewell Dinner for IMO delegates last June 25, 2010 hosted by the Philippine government at the Fiesta Pavilion of The Manila Hotel.



Engr. Ramirez and other delegates from the local maritime industry join Mr. Neil Frank Ferrer (center), President of the IMO Manila Convention and Director of Ocean Concerns Office of the Department of Foreign Affairs (DFA), in posing for the camera during one of the luncheons at the Philippine International Convention Center during the course of the five-day IMO Diplomatic Conference.



Philippine National Red Cross (PNRC) Chairman Richard J. Gordon shows the UFS President the newly-acquired amphibian vehicles of the PNRC which are ready with the onset of the rainy season that usually brings forth typhoons and calamities.

Engr. Ramirezand Ms. Cleopatra Doumbia-Henry Director of International Labour Standards Department of the International Labour Organization breaks from a short huddle to face the camera during the IMO Diplomatic Conference held at the PICC.





The UFS President and Chief Engr. Mike Marasigan (second from right), Vice Chairman of the Board of Marine Engineer Officer of the PRC were among the special guests during the blessing of the Kongsberg Full-Mission Bridge Simulator of the University of Perpetual Help System Dalta in Alabang-Zapote Road, Pamplona, Las Piñas City on June 10, 2010. They are shown holding their respective tokens as special guests while being flanked by officials of the University of Perpetual Help System Dalta and other quests.



Engr. Ramirez with Capt.
Dante La. Jimenez of
the Mariners Polytechnic
College, DOTC Assistant
Secretary Garcia, and
PCG Commandant Admiral
Wilfredo Tamayo of the
Philippine Coast Guard
during a break in the IMO
Diplomatic Conference.

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hile he may not have made it to the top three contenders for the plum who were eventually awarded by the International Maritime Organization (IMO) Secretary-General Efthimious Mitropolous with The Outstanding Filipino Seafarers Awards (TOFSA), Chief Engr. Rodolfo B. Virtudazo, member of the Board of Directors of the United Filipino Seafarers, was nonetheless a formidable finalist, giving the winners a good fight.

The TOFSA was a special side attraction initiated by the Department of Labor and Employment (DOLE) in partnership with the local seafaring industry on June 22, 2010 during the IMO Diplomatic Conference to Adopt Amendments to the STCW Convention and Code held at the Philippine International Convention Center on June 21 – 25, 2010.

In effect, TOFSA is the industry's way of recognizing the valuable contributions of some of the most reputable and excellent Filipino seafarers that the Philippines has ever produced in the field of seafaring.

The recipients of the TOFSA included Electrician Officer Demosthenes C. Quiñones, Master Mariner Abelardo M. Pacheco, and Master Mariner Ricardo M. Salunar.

Demosthenes C. Quiñones was honored for enhancing the image of Filipino seafarers through his performance as Electrician Officer onboard the MV Frankfurt Express. The vessel was said to be being avoided by other engine ratings, officers, engineers, and electricians because of the high expectations required of its crew.

Electrician Officer Quiñones was also a great help in designing training programs for new electricians, especially those with land-based experiences. He also took part in

UFS' C/E Virtudazo Makes it as Finalist for The Outstanding Filipino Seafarers Award

the undergoing European Standards-based training as screening and training officer for aspiring electricians.

Master Mariner Abelardo M. Pacheco, on the other hand was cited for his display of bravery. The captain was one of several seamen abducted by Somali pirates in November 2008. Because of Pacheco's amiable ways, he earned the trust of his abductors and finally released him and his fellow crew without any casualties. Even in their five months of abduction, he managed to maintain the morale and high spirits of his crew.

Master Mariner Ricardo M. Salunar was another model for the Filipino seafarers. He maintained presence of mind and took decisive action during a life-threatening calamity by successfully performing emergency unberthing operations immediately following the Chile earthquake last February 2010. With his act, he saved the lives of his crew and prevented serious damage to his vessel and its cargo as well as to the port facilities.

IMOSec-GenMitropoulospersonallyhanded the awards to the three Filipino seafarers along with Labor Undersecretary for Employment and Manpower Development Romeo C Lagman and Mr. Danilo J. Mojica, Wireless Division Head of SMART Communication, Inc, which sponsored the awarding rites.

Before the awarding, Sec-Gen Mitropoulos, Usec. Lagman and Labor Undersecretary for Maritime Affairs Noriel Devanadera led several



C/E Virtudazo at the engine room of MV Asian Vision

guests and IMO delegates to the ribboncutting rites marking the formal opening of the TOFSA exhibit at the PICC lobby. Depicted in the exhibit were the portrayals of the history and the evolution of the Philippine seafaring industry.

Engr. Nelson Ramirez, President of the UFS, who strongly lobbied for the selection of C/E Virtudazo for the TOFSA, said that: "I have no doubt in my mind that Rody will make it as finalist to the TOFSA because he is actually an epitome of what an outstanding Filipino seafarer should be."

Engr. Ramirez was even proud to share with several delegates during the IMO conference

the many instances, including the time when he was still a protégé of C/E Virtudazo onboard several decades back, where C/E Virtudazo displayed his acumen, presence of mind, and almost unparalleled excellence as a marine engineer officer. Aside from being a very active Technical Superintendent, C/E Virtudazo is now a Training Manager of Southfield Agencies, Inc. and occasionally serves as relieving Chief Engineer on several of the company's managed vessels.

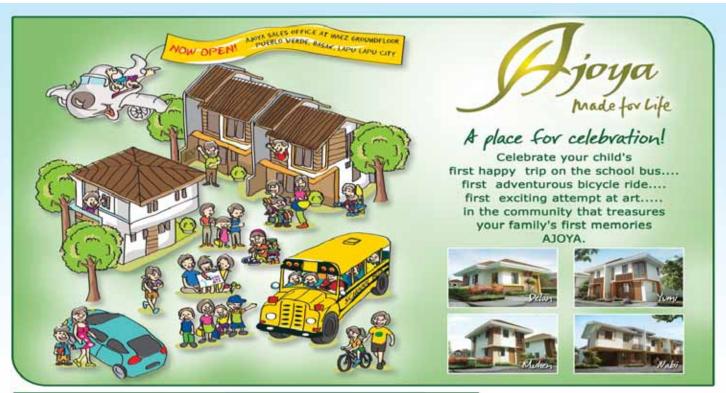
The UFS president even describes C/E Virtudazo in the profile of nominee, which Engr.

Ramirez wrote himself as "Builder of Ships and Molder of Men."

C/E Virtudazo: A Seafarer Par Excellence

It is extremely difficult to find someone who is willing to sacrifice personal comfort and even riches for the sake and welfare of his peers and his community. Nowadays, most people think of themselves first and others, later, perhaps never. Not Chief Engineer Rodolfo B. Virtudazo who thinks of others first before himself. He is that rare gem that sparkles even in the dark.

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Thenamaris Operates First MLC-Compliant Product Tanker

he world's first ship to be issued with a Maritime Labor Convention (MLC) certificate as early as November 2009 is the Greek-flagged vessel *MT Seacrown*, a product tanker operated by Thenamaris Ships Management.

The vessel was inspected by two MLC inspectors from DNV together with representatives of Thenamaris and was found to be in full compliance with all 14 chapters and requirements of this new maritime convention

The captain of the ship, Capt. Christos Markou, the Greek officers and Filipino crew were all extremely cooperative and honored to be in command of, or serving on, the vessel recognized as the first to totally comply with all the chapters of a Convention that relates to the care of people, training standards, and good onboard management practices.

Mr. Vordonis, Executive Director of Thenamaris, described the thinking which led them to the decision.

"The MLC brings together the best practices of the industry and reconfirms basic human rights, respect for the individual, equality among international seafarers, and sets the foundation for fair and good management principles to be applied on-

JMG Charts Manning Industry Roadmap for P-Noy Administration

FROM PAGE 4

of government maritime agencies for Filipino seafarers which have really been a 'proverbial' thorn in the neck of the local seafaring industry.

Cluster 3 had closer, improved and constant communication with the Philippine Overseas Employment Administration (POEA) and foreign embassies as part of its short-term wishlist with the development of the POEA human resource plan for manning companies and an overall maritime human resource development plan as part of its long-term vision.

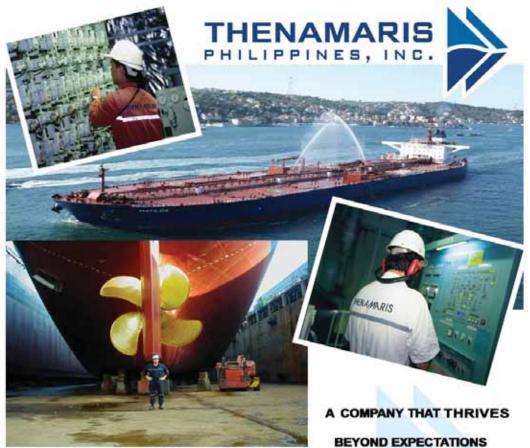
The fourth cluster had several immediate concerns including the finalization of the review of the POEA Standard Employment Contract, improved relations with the National Labor Relations Commission (NLRC), implementation of the Maritime Industry Labor Arbitration (MILA), and ratification of the Seafarer's Identity Document Convention and the Maritime Labor Convention of 2006.

On Cluster 4's medium-term wish list are the amendments to R.A. 10022 or the new migrant workers' act, with the specific intention of removing NLRC's jurisdiction over seafarer's claims, as well as the drafting of the standard employment contract for cruise and offshore personnel. For its long-term wishlist, Cluster 4 seeks to lobby for the passage of the Seafarer's Bill and the creation of an industry database that shall contain a master list of illness of seafarers as well as P & I cases.

board. Special care is given to issues of safety and competence, fatigue and recreation, and in general, it helps ensure good living conditions and employment terms for all onboard. We feel that the Convention rightly focuses on the most precious asset of our shipping community - our seafarers," he elaborated.

"We took the initiative to work with DNV to ensure that our shore and vessel-based systems are consistent with the new rules well ahead of compliance deadlines," Mr. Vordonis pointed out.





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12 TINIG NG MARINO JULY - AUGUST 2010



A Field Day in Golf for the Local Maritime Industry

IMO Cup

Following the culmination of the International Maritime Organization (IMO) Diplomatic Conference to Adopt Amendments to the STCW Convention and Code on June 21 to 25, 2010, the Department of Transportation and Communications (DOTC), as part of the National Organizing Committee, sponsored the IMO Cup held on June 26th at the Wack Wack Golf and Country Club in Mandaluyong City.

While only three IMO delegates took part in the event, it nonetheless drew sufficient participation from other stakeholders of the local maritime industry led by Transporta-

tion and Communications Undersecretary for Maritime Transport Thompson Lantion.

The participating IMO delegates included Janet Ang, Kevin Gray, and Michael Lau.

Mahaleel Bermas emerged as the Champion in the IMO Cup with Capt. Walfrido Rivas, President of Pearl Grace and External Vice President of the United Filipino Seafarers coming in close as first runner up. Bobby Fariñas brought up the rear in the winners' circle as 2nd runner up. Special prize also went to Claro Maranan for carding the tournament's lowest gross total.



Engr. Nelson Ramirez (third from right) and Capt. Wally Rivas (third from left) of the UFS join Transportation and Communications Undersecretary for Maritime Transport Thompson Lantion and other participants in this pose before the start of the IMO Cup held at the Wack Wack Golf and Country Club in Mandaluvong City on June 26, 2010.



The winners during the IMO cup show their respective trophies including (from left) Capt. Wally rivas, Mahalele Bermas, Claro Maranan and Bobby Fariñas. Standing behind the winners are the IMO delegates including (from left) Kevin Gray, Mick Lau and Janet Ang, along with DOTC Undersecretary Lantion. At right is program emcee Archie Lacson.

MGAP June Tournament

The Maritime Golf Association of the Philippines (MGAP) held its June tournament at the Ayala Greenfield in Sta. Rosa, Laguna on June 25, 2010 with Mercury Freight International as the major sponsor.

Given the good weather that day, the tournament drew a total of 58 golf enthusiasts

Lan Chunhai emerged as the overall champion with his remarkable net score of 69 to top the Class A category. Red Mendoza was a distant runner up carding a net of 72.

In the Class B category, Fel Ramoy narrowly edged Ronnie Rodil to cop the championship. Fel had a net of 71, just one stroke better than Ronnie's 72. Ronnie actually grossed two strokes better than Fel but due to the three-stroke difference in their handicaps, Fel got the better of the final tally.

Joey Ilagan meanwhile beat Martin Lindawan in an all-even performance for the Class C championship. Joey and Martin actually carded a gross of 103. Both have 30 as handicaps so their net score of 73 were the same. Joey edged Martin through better number of pars during the entire name.

Kenneth Lachica Fross meanwhile bagged the championship at the Guest Division with his net score of 71.



Four of the 58 participants during the MGAP golf tournament held at the Ayala Greenfields in Sta. Rosa, Laguna including (from left) Engr. Nelson Ramirez, Willie Monillas, Mon Abelada, and Laguar Edulantes

Marin Sports Club Tourney

The Marin Sports Club Inc. also had its golf tournament on July 4, 2010 at the Villamor Golf Club in Pasay City that drew a total of 44 participants from the local maritime industry.

Ren Cariño was the Class A champion, besting Capt. Danny Fajelagutan, who settled for the runner-up honors.

Capt. Jose Vega meanwhile copped the Class B championship by handily edging Ruben Regalado.

Over at the Seniors Division, Capt. Marcelo Rañeses narrowly edged Admiral Reuben Lista for the championship.

Wilma Galang handily emerged as the champion in the Ladies Division.

Special awards also went to Chief Engr. Joey Del Pilar as Lowest Net Champion



(From left) Capt. Dave Besana, Capt. Rogelio Torres, Engr. Nelson Ramirez and Capt. Robert Nieto at the Villamor Golf Club in Pasay City.

and Lucy Landicho of the Ladies Division as Lowest Gross Champion.



Winners of the Marin Sports Club Inc. golf tournament (from left) Capt. Marcelo Raneses, Capt. Ren Cariño, Capt. Danny Fajelagutan, Lucy Landicho, Wilma Galang, C/E Joey del Pilar, Mr. Rico delos Reyes, C/E Paul Bagalay and Ruben Regalado. Not in picture is Capt. Jose "Boy" Vega.

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Accordingly, CSC will now be setting up a Bulk and Offshore Division within its office to properly manage

the addition of offshore the business.

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usual total commitment for the best positive result for its principals, seafarers and their families and its employees.

The company therefore welcomes offshore experienced seafarers to come visit its office to explore better opportunities. CSC similarly invites senior officers for bulk carriers to join its constantly growing team.



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JULY - AUGUST 2010 TINIG NG MARINO 15



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Have You Heard About the 90/10 Principle by Stephen Covey?

f there is one principle that would make life on earth much better, it would be the 90/10 principle of Stephen Covey.

I highly recommend it to seafarers, managers, and practically to all persons who have their own callings – fathers, mothers, children, students, architects, doctors, clerks, etc. It is more or less a four-minute read but will take a lifetime of joyful living and improved relationships especially if we will apply it to situations that are beyond our control. I have discovered that it is a sort of panacea to everyday disruptions and discords.

But first, what is this 90/10 principle? It was heaven-sent, as if literally speaking, when I first got it. My wife, who loves to share great food for the soul whenever I'm abroad, e-mailed me this treasure of an article that she dug up from her Leadership Training.

She said that it is a must-read from the president of the Philippines to the lowest ranking private and public servants. In other words, it is for everyone so that this world would at least be a peaceful place to

live in. It is about time we turn a stressed life into enjoyable "desserts" (stressed spelled backward) and negative vibes into affirmations.

When I read Covey's article, I thought that it may be applied onboard so I generated some copies and distributed them to my fellow seafarers. What I liked about it is that it is universal and not corporate-themed. It is practical and applying these principles will help everyone to work with, and work, for each other.

When news reached our ship that a certain officer and his wife went overboard due to a lovers' quarrel, a cadet said that, "Maybe, if they had only read the 90/10 Principle, it wouldn't have happened."

Since our rallying cry has been, "Change must begin with ourselves," the 90/10 Principle will be a big help to help us have a good start. And so, I would like to share it with *TNM* readers verbatim for your reading pleasure.

THE 90/10 PRINCIPLE by Stephen Covey

Discover the 90/10 Principle: It will change your life. The 90/10 principle is incredible! Very few know and apply this principle. The result? Millions of people are suffering undeserved stress, trials, problems, and heartaches. They never seem to be a success in life. Bad days follow bad days. Terrible things seem to be constantly happening. Theirs is constant stress, lack of joy, and broken relationships. Worry consumes time, anger ruins friendships and life seems dreary and is not enjoyed to the fullest. Friends are lost. Life is a bore and often seems cruel. Does this describe you? If so, do not be discouraged. You can be different! Understand and apply the 90/10 principle. It will change your life!

What is this principle? 10% of life is made up of what happens to you. 90% of life is decided by how you react. What does this mean? We really have no control over 10% of what happens to us. We cannot stop the car from breaking down. The plane may be late arriving, which throws our whole schedule off. A driver may cut us off in traffic. We have no control over this 10%. The other 90% is

different. You determine the other 90%! How? By your reaction. You cannot control a red light, but you can control your reaction. Don't let people fool you; you can control how you react!

VAST HORIZO

Let's use an example. You're eating breakfast with your family. Your daughter knocks over a cup of coffee onto your business shirt. You have no control over what just happened. What happens next will be determined by how you react. You curse. You harshly scold your daughter for knocking the coffee cup over. She breaks down in tears. After scolding her, you turn to your spouse and criticize her for placing the cup too close to the edge of the table. A short verbal battle follows. You storm upstairs and change your shirt. Back downstairs you find your daughter has been too busy crying to finish breakfast and get ready for school. She misses the bus. Your spouse must leave immediately for work. You rush to the car and drive your daughter to school. Because you are late, you drive 40 miles an hour in a 30 mph speed zone.

After a 15-minute delay and throwing \$60 (traffic fine) away, you arrive at school. Your daughter runs to the building without saying goodbye. After arriving at the office 20 minutes late, you find you forgot your briefcase. Your day has started terribly. As it continues, it seems to get worse and worse. You look forward to going home. When you arrive home, you find a small wedge in your

maii wedge in your TURN TO PAGE 41



SAILOR'S COR



ATTY, AUGUSTO R. BUNDANG

Head, Litigation and Seafarers Department Sapalo Velez Bundang & Bulilan Law Offices

Heartache

ardiovascular disease (CVD) is a term to describe conditions of the heart and blood vessels and is the leading cause of death in the country today according to the Department of Health.

Common CVDs include, among others, coronary heart disease/ischemic heart cerebrovascular accident stroke, and hypertension or elevated blood

Under Section 32-A (11) of the 2000 POEA Amended Standard Terms and Conditions. CVD is considered an occupational disease for which a seafarer may claim compensation if it was contracted under working conditions identified therein as follows: when the heart disease was aggravated by reasons of the nature of the seafarer's work, the severity of the strain of the work must be sufficient and followed within 24 hours by clinical signs of cardiac insult, and signs and symptoms of

cardiac injury appeared during his work and the same persisted.

The case of Carlos N. Nisda vs. Sea Serve Maritime Agency, et.al. (G.R. No. 179177, July 23, 2009) made it clear that by showing the reasonable connection between his work and the development and exacerbation of his CVD, a seafarer may claim for payment of disability benefits under the POEA Standard Employment Contract (SEC).

In the Nisda case, the seafarer was

employed on August 7, 2001 as Tugboat Master under the terms and conditions approved by the POEA. He later disembarked in Saudi Arabia on March 7, 2002, only to embark the very next day.

Some two months later, he was brought to a clinic where he was diagnosed to be suffering from myositis or a non-specific inflammation of the muscle of the chest area. On account of his illness, he signed off and disembarked from the vessel in Saudi Arabia and repatriated to Quezon City, Philippines. He timely presented himself to his employers for the required post-employment medical examination but was asked to come back after a week.

Upon returning to his province, he complained of difficulty in breathing and chest pains and was constrained to look for his own doctor who recommended that he see a cardiologist. He then proceeded to his employer's doctor who eventually suggested that he undergo bypass operation after some examinations and tests. After his bypass operation, he secured a medical certificate which declared that he could no longer perform his duties as Ship Master and was categorized with grade 1 disability.

Since he was not paid his disability benefits, he sued his employers based on Section 20 (B), paragraph 6 of the POEA-SEC, which incorporates the "Standard Terms and Conditions Governing the Employment of Filipino Seafarers Onboard Ocean-Going Vessels," that provides for the liabilities of the employer when the seafarer suffers workrelated injury or illness during the term of his contract

The High Court, siding with the seafarer and allowing his compensation claim, held that he was diagnosed to be suffering from a coronary artery disease shortly after disembarking from his vessel and arriving in the country.

The physical discomforts for which he sought medical attention when he was in Saudi Arabia bear the hallmarks of coronary artery disease that did not develop overnight hence, making it highly possible that he had the disease while he was still onboard during the life of his POEA-SEC, although it went undiagnosed because he had yet to experience the symptoms.

The fact that he was deployed by his employers numerous times in a span of 15 years as Tugboat Master, which job was found to be arduous and grueling, showed the reasonable connection between the nature of his job and his heart disease. Accordingly, he was able to prove that disease was workrelated given the difficult nature of his job that caused his disease or at least, aggravated any pre-existing conditions that he might have had.

[Atty. Augusto 'Tito' Bundang is a regular columnist of BusinessWorld and a partner of Sapalo Velez Bundang & Bulilan Law Offices (formerly Sapalo & Velez Law Offices). He is also a board member of the Maritime Law Association of the Philippines (MARLAW). A graduate of Ateneo de Manila University, he heads its Litigation and Seafarers Department. Sapalo Velez Bundang & Bulilan Law Offices is located at the 11th Floor Security Bank Centre, 6776 Ayala Avenue, Makati City with Tel. No. 891-13-16]

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IMEC, IMMA-J Increase **Cadet Scholars at MAAP**

are investing inn an increased number of cadet scholars at the Maritime Academy of Asia and the Pacific (MAAP) in response to the global shortage of officers that the maritime industry will still continue to feel five to 10 years from now.

The International Maritime Employers Committee (IMEC) and the International Mariners Management Association of Japan (IMMA-J) are both aiming to increase their respective number of cadets at MAAP beginning the current schoolyear.

IMEC is targeting to have 1,000 cadet scholars at the maritime institution by 2016 while IMMA-J is looking at achieving the same number four years early or on 2012.

MAAP President, VAdm. Eduardo Ma R. Santos, said that the number of applicants for cadetship is not a problem because many are interested but these students still need to pass the same tough screenings that MAAP along with the sponsoring organizations had always set to produce competent young officers for their ships.

IMEC adds 200 new cadet scholars at

MAAP every year but IMEC chairman, Robert Goodall said that they want a 50% increase of incoming cadets every year and they can just lower it once they get their target number. At present, IMEC has a total of 430 cadet scholars at MAAP in different levels.

Goodall also said that just like IMEC TURN TO PAGE 36





IMEC has 430 sponsored cadets at MAAP in various levels while IMMA-J. IMMA-J. has a total of 849 cadet scholars.

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Ready for Retirement?

ost Filipino seafarers today do not think of retirement just yet. But retirement is a fact of life that we all have to face.

The question is: Will your savings be enough when the time comes that you are no longer working and have no more income and yet, the bills keep coming? And then there are the challenges on health such as arthritis and hypertension.

Some seafarers in their 50s are wondering if it is too late to build a retirement fund at this time.

While some worry, Pru Life UK, the local subsidiary of one of United Kingdom's largest insurers, advises that building a retirement fund is not too late if they start

To illustrate, if a 50-year-old seafarer plans to retire at the age of 60, he has to earn P18 million to fund his 15-year retirement

That would mean P1.2 million annually from a monthly income of P100,000.

That excludes inflation, which lowers the purchasing power of money. To explain, 10 to 15 years ago, P100 could get us through the day (with food and transportation expenses).

But now, the value of P100 could hardly even buy a satisfying lunch.

Therefore, with the effect of inflation to vour P18 million retirement goal over time, let's say, the inflation rate is 5%, your goal will shoot up to more than P42 million. That means one must work harder and save up to P42 million before he retires. Therefore with the P42 million requirement divided by 10 years, one must earn P4.2 million annually

By the time one retires, he will no longer be spending the usual P1.2 million annually but as much as P2 million for the first year of retirement alone. Inflation will

> affect the value of money and it is expected to dramatically increase through the years.

> That's outrageous. Any money you make today will be valued less in the future. It is always not enough!

> That is why one must not stop from saving continuously for retirement. It is better to start early whatever stage you are in

> To secure a comfortable retirement, those in their 20s must set aside at least 10% to 15% of their income while those in their 30s must save 15% to 30% of their income, and those in their 40s to 50s must set aside as much as 50% of their income

> a more detailed computation and free financial consultation, you may contact AILEEN T. ELLO, a licensed Insurance Consultant of Pru Life UK through mobile number: +63 920 9510388; office number: +632 842 2007 or through email at aileen_ello@yahoo. com to help you achieve your



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IMEC Beacons Young Students to Maritime Profession Through 'Ahoy!'

By Michael Obejera

he International Maritime Employers' The International Manufacture Committee (IMEC), one of the biggest organizations of maritime employers in the international maritime industry, has launched a comic book entitled "Ahoy! The Adventures of Reggie and Friends' to lure more high school students into the maritime profession, with the end in view of increasing the number of future IMEC cadet scholars in the Philippines.

"Ahov!" had a press launched on June 8, 2010 at the Hyatt Hotel and Casino Manila. IMEC officials said that the

project aims to attract students in their adolescence to the I-I-000541 maritime profession. Apparently, organization wants minds vouna to everything discover about the exciting career of a merchant seafarer.

Acareeratseaoffers a lot of opportunities. according to IMEC Secretary General Heimann. Giles "Whether you dream of being a chef in charge of your own kitchen, a Chief operating Engineer the largest machines dreams of becoming a Captain manning a large ocean-going vessel, the merchant marine profession can offer it all," he said.

The comic book is published by the Philippine Foundation for Maritime Teaching Aids, Inc. (MARTA),

the country's producer of quality and affordable maritime books.

MARTA started publishing maritime books in 1999 in response to the implementation of new structure and new curricula for maritime education imposed by the Commission on Higher Education (CHED). It is now a challenge for MARTA to feed the young minds with maritime knowledge.

"Ahoy!" was written by Geraldine Madarang and illustrated by Augustus Garcia, who were also on hand during the comic book's press launch. The pair said that the text and graphics were made simple and precise so that target readers could easily connect with it and understand its purpose. Madarang also admitted that she had a hard time initially writing it because she did not have enough knowledge on the maritime industry.

The comic book's first issue will introduce the readers to Reggie and his friends who love to hang out at a shipping port. Reggie shares his thought of how cool it is to be a captain of a ship but two of his friends are discouraging him to be one someday.

The comic book will have 60,000 copies every issue that will be distributed to students of top 100 elementary and high schools in the country for free. IMEC, which allotted US\$100,000 for the project, is expecting a positive result for such a non-traditional promotional



The comic book 'Ahoy!' will serve as a promotional vehicle to lure young students to take up maritime courses in the future.

> comic book. He said that learning English is one of the keys to be internationally competitive Heimann said that IMEC is even considering using tri-media (TV, radio and print), as well as the internet, instead of print alone, even if it would cost them

Michael Estaniel, IMEC's Philippine

representative, stressed the importance

of the English language used in the

money, to disseminate 'Ahoy!' However, such a move will depend on the results of assessments to be done after the targeted six issues are released. For now, IMEC believes that the comic book alone would be sufficient to achieve its goal.

Meanwhile, to give further attraction to the comic book's 16-page issue, a raffle promo called "The Decoding Game" will be held specifically for the readers where students can win cool gadgets like iPod Shuffle, PSP, and Mini Laptops.

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20 TINIG NG MARINO

Testimonies to the Miracle Power of CMD Keep on Growing

Case of a Dying Person In November 22, 2009, I received a phone call from a lady and she inquired about the CMD. She narrated a story about her male relative who was discharged from the hospital with a terminal cancer. She had heard about the miracle power of CMD and asked me if it is possible to cure a dying person who is afflicted with cancer of the liver and is also a diabetic.

The man was only given a few days to live and the family and relatives were thinking then to stop his expensive medications because the money can better be used for his wake, funeral and cemetery expenses.

I advised the lady not to stop from giving the medication as prescribed by their doctor eventhough her relative was already given a few days to live. I asked where the family lives so that I could send bottles of CMD to give more power and cure for his terminal

I was able to get in touch with the dying man's wife, Alma, in Cebu and I wasted no time in sending her 10 bottles of CMD through a courier. I was thinking if I save the man, I win and if not, I lose.

The following day, Alma called me to inform me that she has received the package of 10 bottles of CMD. I instructed her to put 15 drops of CMD in a glass of water to be taken by her husband four times a day 30 minutes before each meal and before going

I also included the man in my prayers hoping that he could survive and continue to be with his family for a longer period of

After few days, Alma's husband regained some strength and was able to eat his food on his own. I advised Alma to continue giving her husband drops of CMD. Amazingly, he was able to stand by himself later on and regained more strength. I told Alma that someday I will drop by in Cebu to see

Luckily, a friend of mine from Singapore called me up and informed me that he arrived in the Philippines and invited me to go with him to Cebu to assist him in some business matters and to see the Sinulog

We arrived in Cebu last January 15, 2010 and checked in at a local hotel. I immediately contacted Alma. The next day, Alma and his son were in the lobby waiting for us. Alma told his son that I was the one who saved his father's life. Her son approached me and embraced me, while profusely thanking me for saving his father's life.

I felt like I was floating in the air with extreme gladness. At this time, the family is now living happily with their two healthy kids and all of them are now taking CMD.

Have you tried to save others people's lives? Try it and you would feel the big difference. If you help a dying person, he or she will remember you for the rest of his or her life. It is better than giving donation to a deceased person.

Also, the friend of mine from Singapore happened to be a diabetic person. He used to bring with him insulin injections every time he comes to the Philippines. But not anymore. Since starting to take CMD three years ago, his blood sugar has normalized and he feels much stronger these days.

More Tips

Are you suffering from falling hair and baldness?

CMD can help regrow your hair. But how? Most of us encounter stress, lack of sleep, very hot shower directly into the scalp, and over used shampoos. Dandruff will appear and your scalp will become dry. Unconsciously, hair will start falling until such time that you see in your comb bundles of hair just like harvesting rice and your scalp starting to look shiny like a mirror. That's the time when you re-

alized that baldness has set in. Before going to bed, put five to 10 drops of CMD directly around your scalp and massage it for 15 minutes. You may feel a hot sensation and your small veins in your scalp will become alive. You take a good rest during the night and when the daylight comes your dandruff will be gone. Repeat it every night and after two months, you will see new hairs growing in your scalp.

Pimples, Warts, Skin Diseases, Cuts and

You can apply CMD directly into your skin if you are suffering from one of the above. Bleeding will stop in five minutes if you apply CMD directly into a wound. If you have pimples, wash your face with soap and water then apply CMD using a cotton bud. Your pimple will become dry in three days and you may look younger and healthy again. Most of us bleed after the removal of tooth and painful to chew. Put 50 drops of CMD in a glass of water and gurgle it in your mouth for 10 minutes. Bleeding will stop in just five minutes. That's how fast CMD works.

Working in a Very Warm Environment

Is your vessel trading in a very warm environment? If yes, you may be losing energy caused by perspiration. Your body mineral and salt will be drained if you continuously perspire especially when you are working in the engine room wherein temperature ranges from 35 to 55 degrees Celsius. If you drink a lot of distilled water, that would completely put you out of power or worst, you may even collapse. Distilled water is only good for wet batteries. If you continuously put distilled water on the batteries, the electric power will decrease and so will the electrolytes. It's power will not last longer and you may need to replace the lost electrolytes. Our body needs minerals and salt when working in a warm environment. The minerals act just like the electrolytes in the battery and you should drink plenty of CMD to keep your energy and power, thereby, avoiding accidents onboard.

Sailing in African Waters

It is most common that whenever your ship is trading in African waters, one or two crew members would be suffering from Malaria

By Capt. Eliezer M. Ramirez, Jr.

Author and Distributor



the hospital some die while underway. I have known a ship that had almost the entire crew suffered from malaria. I have even visited an AB in the funeral parlor in Sta. Cruz, Manila who was a former crew of our company who died after three days of his arrival. I pity him because the family got no money and the wake was in a very small funeral parlor that only his coffin is enough for the room and only a single person can take a glimpse of the deceased. Visitors sit

and before reaching

at the pavement and not a single flower on his coffin's side. Not a single representative from his shipping company visited the wake nor sent him flowers. I emptied my wallet and gave all the money I have for donation and luckily I arrived home safely without running out of gas. But why this happened? Many of our sailors are avoiding anti-malaria tablets thinking that if they have taken a few tablets, they could be already free from the dreaded virus or avoiding the side effect of the medicine. Or may be the vessel has not enough medicine onboard. If you are afflicted with malaria, take 60 drops of CMD in a glass of water five times a day and continue taking it in the same amount until your body temperature subsides and gradually decreases the drops to 80 per day. CMD has no side effect or overdose, the more you take the better to get rid of viruses.

Body Fats or Constipation

People nowadays are experiencing obesity and it is because of uncontrollable intake of food rich in fats. Most obese people die at an early age. People who eat fatty foods and at the same time drink cold beverages are the ones who gain weight rapidly. Do this experiment. Use an electric grinder and put in vegetable, fried fish, fried potato, rice and etc. After completing grinding the food, place it in bucket and then pour in cold water. You will see heavy fats on top of the food and the other food remains at the bottom. This is how the fats remain in our intestine and it will remain there forever if we do not change our eating habits.

Since we also need good cholesterol for our daily work, CMD can take care of removing bad cholesterol in our intestines. How does it work? After drinking CMD, preferably before each meal, it is absorbed immediately by our intestines. Then it goes to our veins, distributing it all over our body. Our strength will increase by three times including the intestines which shall grind our food completely. The evidence will show during the bowel movement as it would be soft, fatty and not like hard stone. If you are encountering constipation, take 15 drops of CMD, in a glass of water or juice 30 minutes before each meal until you are relieved of your problem.

CMD is Concentrated Mineral Drops and

sometimes I call it Miracle Drops, CMD is the most powerful, health-giving mineral and trace mineral food supplement formulated by nature for greater bio-electric health and body mineral balancing. In today's modern, fast-paced society, supplying our bodies with the minerals they require is difficult. Many of the food we eat are grown in mineral-deficient soil.

Added to this fact is that modern food processing techniques further strip away the important minerals like Magnesium, Potassium and Boron - minerals that play key roles in our health.

The truth is we may be eating a perfectly balanced diet and still be deficient in minerals and trace minerals. Supplementing your diet with CMD can replenish your body with the important nutrients that it may be lack-

A marriage of nature and science, CMD is a liquid mineral supplement concentrated and balanced for greater energy, vitality and well-being. Harvested from the pristine waters of the north shore of Utah's Great Salt Lake in the USA, CMD contains a natural balance of 72 verified minerals and trace

To produce CMD, it takes, on the average, two years for the minerals and trace elements to reach the right balance. During this process, Medical Research Institute routinely makes the tests to ensure optimal concentration and balance.

Hereunder are the list of sickness that can be cured by CMD;

1. Abdominal-Enlargement 2. Acne (Pimples) 3. Aging 4. AIDS 5. Allergies 6. Aneurysm 7. Appendicities 8. Arthritis 9. Asthma 10. Bedsores 11. Bleeding Gums 12. Boils (Pigsa) 13. Bronchitis 14. Burns 15. Cancer 16. Cataract 17. Chronic Bronchitis 18. Chronic Hepatitis 19. Cold Sores (Singaw) 20. Constipation 21. Cough 22. Cyst Mace 23. Dengue 24. Dehydration 25. Diabetes 26. Dog Bites 27. Dandruffs 28. Ear Infection 29. Eczema 30. Emphysema 31. Epilepsy 32. External Fixation 33. Fatigue/burns 34. Fertility 35. Food Poisoning 36. Frequent Urination 37. Fungus 38. Gastric Hyper-Acidity 39. Goiter 40. Heart Problem 41. High Blood/Fever 42. Hyper Tension stroke 43. HIV Virus 44. Impotency 45. Insanity 46. Insomnia 47. Kidney Stones 48. Leukemian 49. Liver Cirrhosis 50. Meningitis 51. Menstrual Cramps 52. Migraine 53. Myoma Uteri 54. Nasal Problem 55. Obesity 56. Osteoporosis 57. Parkinson's Disease 58. Peptic Ulcer 59. Renal Disease 60. Pulmonary Disease 61. Ringworms (Buni) 62. SARS 63. Scoliosis 64. Skin Ashtma / Spots 65. Swelling / Sudden Lost of Vision 66. Sun Burn 67. Tetanus 68. Thyroid 69. Tonsillitis 70. Toothaches 71. Tract Infection 72. Tuberculosis 73 Tumor 74 Urination Difficulties 75. U.T.I. 76. Varicose Veins 77. Vertigo 78. Warts 79. Wounds 80. Wrinkled Skin and others.

CMD can also be bought at 4/F Room 402, Gedisco Terraces Bldg., 1148 Roxas Blvd., Ermita, Manila, Philippines; Telephone Nos.: (632) 524-4888; 525-5806; (632)524-2336: 09228689461 09228689465

A Healthy Crew is a Happy Ship



PISOBILITIES



FRANCISCO J. COLAYCO

Chairman, Colayco Foundation for Education Entrepreneur, Venture Developer and Financial Advisor

Investment Advice para sa Maybahay ng Seaman

ay column din ang aking asawa sa www.herworld.com ng Businessworld. Kamakailan lamang, nakatanggap siya ng isang interesanteng tanong na tiyak akong magiging kapakipakinabang na talakayin sa *Tinig Marino*. Ito ang tanong:

Maybahay po ako ng isang seaman at regular po siyang nagpapadala ng Php75,000 kada buwan. Matapos ibawas ang gastos para sa bahay at aming anak, may natitira pang Php50,000. Gusto niyang ipunin ko iyon sa bangko pero sa tingin ko ay may ibang paraan upang tunay na mapalago ang pera. Hindi ako graduate ng business, at wala akong alam sa stock market. Paano ko iyon lubos na mapapalago para hindi iyon habangbuhay na nakaupo lang sa bangko at kumikita ng katitino na interes?

Ang aking sagot:

Bilib ako sa maybahay na ito. Tawagin na lang natin siyang "Grace," dahil nagdudulot ng biyaya ang kaniyang kasinupan at kagustuhang palaguin ang ipon. Isipin ninyo ang mga ginagawa ni Grace:

1.) Itinatabi niya ang 65% ng kanilang kita imbes na gastusin iyon. Higit pa ang naitatabi niya kaysa sa inaasahan.

2.) Nais niyang palaguin ang kanilang savings.

3.) Naghahanap siya ng tamang payo.

Pansinin na batid ng asawa ng seaman na hindi bihasa si Grace sa pagpapatakbo ng negosyo at nag-iingat lamang siya kaya't gusto niyang itago lang ang pera sa bangko. Sa kabilang banda, si Grace din naman ay maingat kaya't sinusunod niya ang asawa kahit na batid niyang maaari pa nilang mapalago nang husto ang pera sa pamamagitan ng ibang paraan. Alam nilang pareho na kailangang pangalagaan ang mga sakripisyo ng asawa para hindi iyon masayang.

Kailangang mag-ingat si Grace dahil maaaring manganib ang kanilang savings kapag sinunod niya ang kaniyang pakiramdam na maaari pa nilang mapalago ang kanilang nara

Nakakatawag-pansin na stock market kaagad ang pumasok sa isip ni Grace bilang paraan sa pagpapalago ng pera. Mapanganib ang investments sa stock market, lalo na kung wala ka doong alam. Kahit nga iyong talagang nabubuhay na sa larangan ng stock market ay hindi tumatangging mapanganib nga ang stock market. Sila mismo ay nagkakamali, ang pinagkaiba nga lang ay maaari agad nilang itama ang mga mali dahil nasa loob sila ng sistema.

Ngunit kapansin-pansin ang common sense ni Grace dahil alam niyang kailangan niya ng payo. Mahalaga ito para sa mga katulad ni Grace na nais pang matuto. Marami pang ibang pagpipilian at posible lamang na maunawaan ninyo ang mga ito kung mayroon na kayong sapat na kaalaman at impormasyon.

Napakadaling ibigay ko na lamang sa inyo ang mga pangalan at contact numbers ng mga posibleng investments at hayaan na kayong makipag-usap sa kanila.

Ngunit ayon sa karanasan ko, hindi nauunawaan ng mga tao ang kanilang pinapasok na investment kung wala silang kahit basic na kaalaman kung paano tumatakbo ang mundo ng investments. Ang mga librong sinulat ko ang ilan sa mga pinakasimpleng paliwanag. Ilang milyon na ang natulungan ng mga ito.

Tandaan na karamihan sa mga nagtatagumpay sa kanilang investments ay nag-aral nang matagal sa paaralan at nagkaroon na ng karanasan sa kanilang piniling karera. Hindi ito madaliang proseso, at kailangan nito ng pasensiya at determinasyon.

Sa mga katulad ni Grace, ito ang ilang mga mahahalagang hakbang:

- 1.) Gumawa ng Statement of Assets and Liabilities (SAL) at ng iyong Personal and Expenses Statement (PIES).
- 2.) Matapos nito, maaari mo nang gawin ang iyong Personal Financial Plan.
- 3.) Kailangang isama ang Personal Plan ang halagang kailangan mo, kailan mo iyon kailangan, at bakit.

Upang magawa ito, kailangan mong matutunan ang basic sa simpleng paraan at magiging mas madali iyon kung mayroon kang tamang attitude. Magbibigay ng basic information ang aming team sa Colayco Foundation sa mga sumusunod na paraan:

1.) Basahin at pag-aralan ang aming mga libro at babasahin. Malaki ang discount kapag binili iyon sa amin nang direkta. Ituturo ng mga librong ito ang bawat hakbang na kailangan sa paggawa ng SAL at PIES. Maaari mo na rin i-download bilang Ebook mula sa TURN TO PAGE 36

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JULY - AUGUST 2010

Manila 'Party in the Park' for Seafarer Sizzles

ver 1,400 seafarers with their wives and children, as well as members of the Filipino and international shipping community packed the Luneta Seafarer's Center in Luneta Park, Manila on June 26, 2010 for the first international 'Party in the Park' organized by the International Committee on Seafarers Welfare (ICSW).

ICSW launched the party celebrate the IMO-designated "Year of the Seafarer." The event also neatly coincided with the culmination of the IMO Diplomatic Conference on the Adoption of Amendments to the STCW Convention and Code, which met in Manila from June 21 to 25, 2010, with June 25th being regarded as the "Day of the Seafarer."

Speaking after the successful event, ICSW Executive Director, Roger Harris, said: "We had several clear objectives for the party: to celebrate the "Year of the Seafarer," to promote seafarers' welfare worldwide, to involve the families as well as the seafarers themselves, and to have fun! The party was a tremendous success and certainly surpassed our expectations."

Over 350 seafarers' wives and children attended the party from the AMOSUP Seafarers' Village and they provided cultural dancing, children's games, face painting, book reading and a magician to entertain the crowd. The children in



Throngs of Filipino seafarers actively participated in the

An entertainment number by seafarer wives from the

AMOSUP Seafarer Village.

particular were entertained throughout the event.

Other events, in an all-action program, included team games, song-and-dance routines from the cadets of the Maritime Academy of Asia and the Pacific (MAAP) on the theme of "Go to Sea," and music provided by the Philippine Navy band and Marlow Navigation Phils. Inc. (MNPI).

The main sponsors for the event were BW Shipping, MNPI, Teekay Shipping, Wallem Shipmanagement, and PhilTrust Bank, Costa Cruises and Videotel were also sponsors as well as the Philippine National Bank

In addition, the Women of Wallem

(WOW) sponsored the prizes during the children's games, the GIG Foundation provided generous assistance to the Seafarers' Village Wives Association, as did Informatica, and Keymax Maritime which sponsored a karaoke machine.

A major attraction at the party was the series of raffles for valuable prizes held throughout the event.

The International Transport Workers Federation (ITF) donated prizes including laptop and gift vouchers which were drawn first. The next raffles comprised prizes donated to ICSW for the event by MNPI, Trans-Global Maritime, Wallem Shipmanagement.

PandiPhil consisting of washing machines, a TV. laptops and mobile phones.

Welcome speeches during the event were delivered by Dani Appave, the senior maritime specialist at the ILO, and Koji Sekimozu, Director of Maritime Safety Division of IMO. In addition, the former IMO Secretary General, Bill O'Neil, was in attendance as well as representatives

of supporting organizations such as Graham Young of ITF, Natalie Shaw of ISF, and Father Victor Labao, National Director of the Apostleship of the Sea in the Philippines.

In conclusion, Roger Harris said: "After the success of the party, everyone seems to be asking what ICSW will be doing next. Our next major event will be the presentation of the International Seafarers Welfare Awards at the IMO on December 1. 2010. We also have a very exciting program of other activities aimed solely to help our members provide the very best standards of health, safety and welfare for seafarers. We may be back next year."



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A SEATECH Legacy

Filipino-Designed Ship Simulator Starting to Draw Industry Raves

eatech Maritime Training Center, Inc., the pioneer maritime training institution in crowd and crisis management, continues to propel through excellence by contributing to the knowledge and skills development of Filipinose afarers.

Nowadays, the country's seafarers are gaining respect because of their outstanding performances onboard. There are also a few great mariners who dropped professional anchor in the maritime education and training sector who ceaselessly seek for more knowledge to enforce the production of the best maritime seamen known to the world. To name one is Seatech president who transformed himself from Capt. Jesus Emmanuel Cabrera, MAME, to Dr. Cabrera, Jesus Emmanuel, DBA, M.M.

After finishing his Masters of Arts in Maritime Education as Magna Cum Laude at the Philippine Merchant Marine Academy (PMMA) Graduate School in 2005, Dr. Cabrera pursued a doctorate program in Business Management at the Philippine School of Business Administration (PSBA) Manila where he graduated Summa Cum Laude last May 2010.

Dr. Cabrera said that he took the doctorate program to extend his capability of helping the industry not only in the aspect of training and education but also in the more encompassing field of ship business, management, and trade.

Getting a doctorate degree also makes Dr. Cabrera a potential consultant to ship manning agencies. As a man of strategies, he really wants to resolve difficulties particularly with regards to the redundancy of systems in the maritime industry.

It takes knowledge and experience to streamline the systems in the industry. "So through streamlining, it would greatly serve our seafarers, our international partners, the principals, and the manning agents. It is basically an interfacing of relationships of service providers and agencies," Dr. Cabrera pointed out.

The Cabrera Ship Simulator

Also a result of Cabrera's doctorate degree is a ship simulator that he





Capt. Cabrera personally demonstrating the operation of the cost-effective ship simulator that he himself designed and is now drawing raves in the local maritime training and education front.

designed himself which Seatech is now using in some of the training courses it is offering. A not-so-complicated design fully packed with functions similar to those used in other training institutions, the Cabrera ship simulator, which he named as JVC, can certainly be chalked up on the roster of products of Filipino ingenuity. What's more, Dr. Cabrera's ship simulator is also very affordable, making it truly a winner in terms of function and price.

Since 1991. Dr. Cabrera has been into maritime education and training, serving as instructor and lecturer. His substantial experience in the field coupled with his desire to make a difference in the industry inspired Dr. Cabrera in designing his very own ship simulator.

With his more than sufficient knowledge in Information Technology combined with some encouragement from his Pakistani professor, he came out with the machine design, which Dr. Cabrera disclosed as simply derived from his idea of a cabinet resembling the console of a simulator. The same cabinet did turn out to be the console of his ship simulator with a little help from his carpenter.

Other parts of the machine, especially the software, had to be purchased from

> other countries but Dr. Cabrera assures that his machine still stands very affordable compared to others. This should also enable local maritime schools that could not afford a branded simulator because of cost consideration, purchase one.

> Capt. Jaime Quiñones, president of the PMMA Alumni Association Inc. and Dr. Cabrera's colleague at the PMMA Graduate School faculty department, testified that the Cabrera simulator or JVC

is really more realistic compared to other popular brands. It also does not include unnecessary functions and motions. Capt. Quiñones is quite proud that Dr. Cabrera came up with such a fascinating simulator design that he himself enjoys operating.

The Next Source of Ship Officers

The Seatech president is also a champion of the principle "To educate is not to sell but to provide." Dr. Cabrera does not limit his capabilities inside the institution.

He shares his blessings of skills and knowledge to people who have great potentials and aspirations to become pride of the Philippines as future seafarers.

Dr. Cabrera said that Oriental Mindoro is a province of seafaring people way back in history but because of poverty and scarcity of government support, the bigger world of seafaring opportunity never became popular among the locals.

doro - one of the country's

potential providers of future deck and engine officers - as area for their corporate social responsibility (CSR) initiatives.

Seatech extends its mission of giving quality maritime training and education by linking up with several institutions in Oriental Mindoro such as the South Luzon Maritime Foundation Inc., the Filipino Academy of Science and Trade Inc. and Pinamalayan Maritime Academy Inc. Seatech provide skilled instructors and simulators to the institutions with Dr. Cabrera monitoring the project by going to Oriental Mindoro as often as he could.

His doctoral dissertation was in line with Seatech's CSR. Dr. Cabrera made further research on the competitiveness of Oriental Mindoro as the source of future deck and engine officers. It served as a great support to government-sponsored scholarship programs thru the Technical Education and Skills Development Authority (TESDA).

Dr. Cabrera said the results of their efforts at Seatech would contribute in providing solution to the global shortage of officers - an ongoing crisis that makes every maritime organization in the world go on investment binge in maritime education to produce suf-



ra and Seatech had been and Seatech in the maritime training and education front with their busy helping Oriental Min- ground-breaking initiatives during a press conference.

ficient number of top-class officers.

The influential BIMCO Manpower Survey in 2005 revealed that the world will be short of 27,000 officers by 2015. Some factors that contribute to the problem are the increase in the number of ships for cargo and the global economic crisis, which resulted in the cancellation of ship building contracts, according to the same survey.

Dr. Cabrera and Seatech aim to continue providing and promoting quality maritime education and training. They have in fact committed themselves to helping Oriental Mindoro produce globally competitive deck and engine officers while helping the province rise from the ashes of poverty. Truly, a legacy all of its own.



faculty colleague at the PMMA Graduate School, takes the helm of the Cabrera ship simulator, known as JVC, as members of the maritime media look on.

Gordon Proposes National Marine Transport Safety Board

he contributions of Senator Richard J. Gordon to the local maritime industry continue to increase even as he momentarily goes back to private life after completing his two six-year terms as Senator of the Republic of the Philippines on June 30. 2010.

Just before his term as Senator and Chairman of the Senate Blue Ribbon Committee during the 14th session of Congress officially ended, he gave the domestic shipping industry a good afterthought, a legacy if you may, through the Committee Report of the Senate Blue Ribbon Committee on its investigation into the spate of maritime disasters in the country.

Gordon, as part of the remedial legislative actions mentioned in Committee Report No. 848 to curb maritime disasters in the country, proposed the creation of the National Marine Transport Safety Board (NMTSB) that shall specifically oversee that all laws, rules and regulations pertaining to the conduct of safe transport of passengers and cargos are followed to the hilt.

The creation of the NMTSB apparently became imminent because of the oftentimes overlapping functions of government maritime agencies particularly with regard to the enforcement of rules and regulations on ship safety and safe carriage of passengers and cargo.

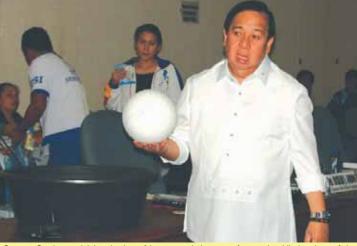
In addition to the NMTSB, Gordon also proposed to come up with a law that will stop the practice of overloading of passengers on public utility vehicles, most especially on passenger ships.

He also proposed to amend Chapter V, Section 14 of the Domestic Shipping Development Act to include a provision that all passengers carried by sea vessels shall be mandatorily insured including those who may not be listed in the manifest.

The Senate Blue Ribbon Committee, through Senate Resolution No. 1452, conducted a series of series of investigations into the spate of maritime disasters in the country in the aftermath of back-to-back incidents that happened during the Christmas holidays last year



Senator Gordon's way of getting to the bottom of the issue: face-to-face questioning with government maritime agency officials during one Senate Blue Ribbon Committee hearing.



Senator Gordon explaining the law of buoyancy during one of several public hearings of the Senate Blue Ribbon Committee early this year on maritime disasters.

particularly the collision of *MB Catalyn B* and *FB Anatalia* on December 24, 2009 and the sinking of *MV Baleno 9* two days later.

The Blue Ribbon Committee recommended that the Department of Justice (DOJ) should investigate and file appropriate cases if necessary against the masters of the ships involved in the incidents with falsified manifests and also the master of the ship together with the crew for violation of reckless imprudence resulting in homicide.

It also recommended the Ombudsman to investigate and prosecute, if warranted, the responsible persons in the Insurance Commission for possible violations of Section 3 or RA 3019 for failing to act within a reasonable time regarding the claims of the victims which have directly benefitted the insurance companies and the shipowner-insurers.

The Committee Report also urged the Ombudsman to probe and file appropriate cases, if warranted against the Maritime Industry Authority (MARINA) and the Philippine Coast Guard (PCG) for possible

violations of the Anti-Graft and Corrupt Practices Act, and also for possible violations of Section 4(e) of RA 6713 or for taking so long to come up with rules on proper lashing and for failing to inform passengers of their safety.

The Committee Report also enumerated several recommendations to the MARINA, the PCG and the Philippine Ports Authority (PPA) for immediate implementation to ensure the safety of passengers and cargos onboard ships.

First on the list of a total of

16 directives to the MARINA, the Senate Blue Ribbon Committee recommended that MARINA should conduct an immediate inspection/audit of all maritime vessels engaged in the carriage of passengers, starting with the roro ferries.

The agency should ensure that the ships comply with international safety standards and are properly equipped with the required safety navigational and life-saving equipment as provided by law.

Next to its recommendation to MARINA is the banning of motorized bancas for the ferrying of passengers and requiring all passenger ships to come up with a mandatory display of the Maximum Authorized Passenger Capacity in conspicuous places in all passenger vessels

That is in addition to the display on the freeboard side and the hull of every passenger vessel which can be instantly seen and read by boarding passengers.

Engr. Nelson Ramirez, president of the UFS, has been lobbying for the implementation of most of the directives stipulated by Senator Richard Gordon in the Senate Blue Ribbon Committee Report and he was quite elated to have found an ally and bastion of legislative strength in the person of Senator Gordon for such end.

On the part of the PCG, the Committee Report instructed the agency to review all MARINA policies and circulars on safety for passenger vessels and submit comments and suggestions to MARINA.

The PCG was likewise directed to strictly conduct mandatory pre-departure inspections and make sure that all passengers onboard ships are properly manifested.

For the PPA, the Blue Ribbon Committee made five recommendations including the securing of all the ports and terminals from unauthorized personnel; banning the use

of barkers; adoption of the airport-type system for all ports and terminals beginning with the selling of tickets, the processing of departing passengers, boarding, up to receiving of arriving passengers; display prominently in all ports passengers' rights and what they should look for or expect in terms of safety features of the ships; and continuous playing of video demonstrating and explaining the safety rules and measures in ships.

DOJ Junks Petition of Ex-Sulpicio Official

The Department of Justice, in a resolution penned by then outgoing Acting Secretary Alberto C. Agra, and promulgated on June 8, 2010, has denied the motion for reconsideration filed by Edgar S. Go, former Executive Vice President of Sulpicio Lines (now Philippine SpanAsia Carrier Corporation) seeking to dismiss his inclusion as respondent to the case against his shipping company in relation to the *MV Princess of the Stars* maritime tragedy on June 21, 2008.

"We have carefully reviewed anew the evidence on record in the light of arguments advanced in the motion for reconsideration and found no cogent reason to reconsider our assailed resolution," the DOJ resolution stated.

"The grounds raised in the instant motion were already duly considered and passed upon in the resolution sought to be reconsidered. Needless to reiterate that in the instant case, complainants were able to categorically and positively assert the facts that led to the filling of this case which we find to be credible and sufficient to support a finding of probable cause for the charge of Reckless Imprudence Resulting in Multiple Homicide, Physical Injuries and Damage to Properties against respondent Edgar S. Go," the resolution explained.

The VACC has filed a case against Go on behalf of the bereaved families and loved ones of the victims of *MV Princess of the Stars*, which capsized and sunk on June 21, 2009 off Sibuyan Island after going through the eye of Typhoon *Frank*.

Edgar Go is no longer connected with Philippine Span Asia Carrier Corporation, after relinquishing his post to a relative in the family-run shipping enterprise.

The VACC and Engr. Nelson Ramirez of the United Filipino Seafarers, lauded the DOJ decision as it is a right step in obtaining justice for the victims of the *MV Princess of the Stars* maritime disaster, which is by far, the worst maritime tragedy in the country in the last 20 years.











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INC Shows 'Green' Side to Cel

n the day when practically the entire local maritime industry was toasting the 'Year of the Seafarer' with a joyous revelry at Luneta, INC Navigation Company Philippines, Inc. was actually joining the celebration but in a unique kind of way and in a unique venue at that.

While many were just still waking up in the morning and preparing for the big 'Party in the Park' at Luneta last June 26, 2010, a busload of INC Navigation Company Philippines staff and Filipino seafarers and cadets were already on its way to La Mesa Dam in Quezon City for the company's tree-planting activity.

Apart from being a preferred employer by many Filipino seafarers because of its



INC Navigation Company Philippines CEO Capt. Jerome Delos Angeles planting a seedling.



Mr. Richard Schultze, Fleet Personnel Manager of Interorient Maritime Services, was actually among the first to reach the farthest point of the tree-planting area in the La Mesa watershed designated for INC.

excellent and personalized crewing touch, INC Manila as company is also very strong in the aspect of corporate social responsibility (CSR), consistent with the thrust of its head office in Cyprus.

INC Manila has demonstrated the strength of its CSR in recent past with various socio-civic initiatives and outreach programs that have not only showed its heart and genuine concern for the underprivileged and less fortunate members of the society but more importantly contribute in making a difference in the lives of many people, especially those who are in need.

To celebrate the 'Year of the Seafarer,

INC Manila decided to show to the maritime industry its 'green' side by undertaking a significant tree-planting activity at La Mesa Dam last June 26, 2010 with no less than Mr. Richard Schultze, Fleet Personnel Manager of Interorient Maritime Services of Cyprus as special guest.

Led by Capt. Jerome Delos Angeles, CEO; Mr. Reynaldo Ramirez, President; Ms. Rose Mesina, Financial Director; and Capt. Nesias Rondina Jr., Operations Manager, some 50 INC officers, staff and Filipino seafarers and cadets went out of their way to plant a total of 400 Banaba seedlings in a one-hectare area of the La Mesa watershed that INC Manila also vowed to protect.

"Concern for the environment is also a major focus of our CSR at INC and this tree-planting activity only emphasizes one component of our thrust towards such end. INC is already into several major environmental initiatives worldwide that are mostly meant to preserve the marine environment considering that our company owns, manages and operates a good number of tankers," states Capt. Delos Angeles.

"INC Manila is just making a small contribution in working to preserve the environment in Metro Manila through this tree-planting activity here at La Mesa Dam," he added.

Occupying some 7,000 hectares in an area straddling along the borders of Quezon City, Montalban in the province of Rizal, and San Francisco Del Monte in the province of Bulacan, the La Mesa watershed is actually the only forest that can be found within Metro Manila.

The La Mesa Dam, which is the centrepiece of the La Mesa watershed, serves as the reservoir of water supply for the consumption of people living in Metro Manila. Approximately 10% of the water at the La Mesa dam comes from its own forest cover while the remaining 90% originates from the bigger Ipo and Angat Dams in north central Luzon to augment La Mesa's supply capacity.

Apart from being the source of water in Metro Manila, the La Mesa watershed also serves as a carbon sink for air pollution in the metropolis, making it an oxygen spring for clean and fresh air as well.

INC Manila has made arrangements with ABS-CBN Bantay Kalikasan, which is part of the ABS-CBN Foundation, Inc., to adopt a hectare in the La Mesa watershed for a period of two years, with the tree-planting as the major component of the environmental preservation commitment.

As the area of the watershed allocated for INC Manila was close to a portion of the bank of the La Mesa lake, the INC 'green brigade' had to hurdle and withstand a muddy and often slippery two-kilometer trek from the start-off point near one of the watershed's gate in Quezon City to the planting site.

It was hard for anyone to utter 'no sweat' because the trek was indeed a tough



Despite an arduos trek to and from the planting site, the INC Navigation Company Philippines staff, cadets a Quezon City, proud to leave a legacy of clean air and water for the future generation.



still maintains her glamor while planting a seedling.

one and everyone lost a good amount of perspiration just reaching the tree-planting site and subsequently planting

the seedlings but the INC environmental contingent was obviously very happy doing it. Each INC team member was to plant eight seedlings apiece but some have actually went out of their way to plant more than 10.

The planting site already exudes a jungle ambience with trees of different sizes, unkempt vines and bushes getting in the way, despite the initial clearing made by the La Mesa watershed people who facilitated the tree-planting

activity of INC, but that did not deter the team from carrying out its purpose.

In less than an hour, the actual planting of the 400 Banaba seedlings was completed by the INC Manila team, making everyone sigh in relief but more importantly, extremely proud of what they have accomplished.

The trek to and from the site and back to the starting point was actually longer but it was all worth it for everyone because not only that they felt good doing something for the environment, the activity enabled them to have that much-needed physical



The INC planting contingent listen intently to a staff of La Mesa watershed

JULY - AUGUST 2010 TINIG NG MARINO

te the 'Year of the Seafarer'



and Filipino seafarers show their smiles after completing a tree-planting activity at the La Mesa watershed at

exercise their bodies and hearts needed to keep them healthy and

"We have actually accomplished four things in undertaking this initiative. First, of course is in line with our CSR focusing on the environment. Second, this is INC's contributing activity to celebrate the 'Year of the Seafarer,' with the third being that of a recreational or physical activity for the staff and some of our Filipino seafarers

and cadets to keep them in better shape. And the last is to further strengthen the already strong bond between the staff and our



The INC 'green brigade' in the thick of the planting the INC head office when it comes to

Delos Angeles.

Richard Schultze was Even Mr. praises and quite game for the

environmental activity of INC Manila that day at the La Mesa watershed. He was in fact among the first group of INC planting contingent to have reach the planting site all the way to its farthest portion near the bank of the

"This is a noble undertaking because this is good for the environment and good for the body too. This is a nice way to shed off a few



The Forest Protection Certificate awarded to INC Navigation Company Philippines for committing to protect one hectare of the La Mesa watershed for a period of two years. INC Manila President Reynaldo Ramirez is shown accepting the certificate from the La Mesa watershed environmental officer.

extra pounds," he quipped as he finishes off his second bottle of mineral water on the way back to the starting point after the actual tree planting.

Reflective of how game Mr. Schultze was for the INC tree-planting activity at La Mesa, he was actually scheduled to fly out of Manila in the early evening that day

and instead of taking the extra time to rest in his hotel given his rigorous and hectic schedule the past week that included a trip to Cebu, he simply forego it to be part of the company's environmental undertaking.

He recalled too well that the INC head office also initiated a massive reforestation activity not too long ago following the massive forest fires that gobbled up a great portion of forests in Cyprus, short of saying actually that INC Manila is just taking on the footsteps and following the lead of projects for the environment.

With their shoes mostly soaked in mud and certainly thirsty upon reaching the starting point, the INC Manila team

washed themselves clean as they rested their weary bodies but nonetheless satisfied spirits.

A recap of the tree-planting activity was made by the La Mesa watershed staff for the INC team to enable them to further absorb the significance of the important contribution that they just made to the environment. The INC team were told that they are most welcome to go back to the site at their convenience should trees that they planted.



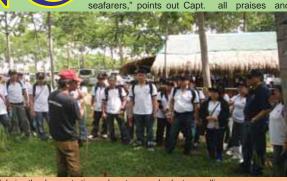
Subsequently, a Forest Protection Certificate was given to INC by the La Mesa watershed staff for the company's commitment of support to the La Mesa watershed. The certificate indicated the 400 Banaba seedlings that INC Manila has planted within a one-hectare area that the company also vowed to protect.

Mr. Reynaldo Ramirez accepted the certificate on behalf of the company and expressed his gratitude to the La Mesa watershed staff and ABS-CBN Bantay Kalikasan for giving INC Manila the opportunity to contribute to the preservation of the Metro Manila environment.

He likewise presented a cheque to the La Mesa watershed staff representing the donation of INC Manila for the formidable and certainly challenging preservation efforts of the La Mesa watershed



they wish to see for themselves The INC staff led by Capt, Delos Angeles and Ms. Rose the progress or the growth of the Mesina still managing a pose in the 'jungle' moments after completing the tree-planting.



d during the demonstration on how to properly plant a seedling.

MTC Standardizes Portfolio Assessment of BST Certificates at NAC

esponding to the clamor of many Filipino seafarers against what they claim as double standards in the assessment of Basic Safety Training (BST) certificates at the National Assessment Center (NAC), the Maritime Training Council (MTC) swiftly acted on the issue by issuing a memorandum circular recently that practically doused cold water on the controversy.

Through the issuance of Memorandum Circular No. 05, Series of 2010, dated June 28, 2010, the MTC has come up with a uniform policy for both international and domestic Filipino seafarers with regard to the recognition of their respective sea service as basis for the conduct of portfolio assessment at the NAC.

"Effective 01 July 2010, holders of training certificates in Basic Safety Training issued by maritime training centers duly accredited by the MTC within at least five years are required to apply for assessment at the NAC," the MTC memorandum circular stated.

"Applicants who have had sea service of at least 12 months onboard domestic and/or ocean-going vessels without the necessary NAC certificate may be accepted for portfolio assessment until the end of the 2010, provided that such sea service was

rendered within the last five years onboard vessels of at least 500 GRT," the memo circular pointed out.

The circular also enumerated the supporting documents needed by Filipino seafarers for the portfolio assessment of their training certificates at NAC.

"It is hereby reiterated that all manning agencies must ensure that all seafarers deployed onboard foreign flag vessels are holders of appropriate certificates issued by the MTC as the country's STCW Administration," the memorandum circular

The issuance of the MTC memorandum circular stemmed in part from the letter of the United Filipino Seafarers (UFS) dated May 14, 2010 to MTC Acting Executive Director Clifford A. Paragua and the subsequent informal dialogue between him and Engr. Nelson Ramirez, president of the UFS

In its letter to MTC, the UFS called the attention of Executive Director Paragua regarding the council's unreasonable imposition on the BST certificates of Filipino seafarers that have not gone through assessment and certification at the NAC.

Apparently, word has reached UFS that Filipino seafarers who have served onboard international ocean-going vessels whose

BST certificates have no NAC stamp are required to take an exam at the Philippine Overseas Employment Administration (POEA).

In contrast, Filipino seafarers who have served onboard domestic ocean-going vessels but whose BST certificates have not been certified by NAC are already free from taking the exam with the POEA.

"The UFS position on NAC has been consistent ever since - the assessment must be done only once just like in other seafaring countries. NAC was created as part of our country's accession to the 1978 IMO STCW Convention, as amended in 1995. Its main purpose was to ensure that all seafarer certificates issued before 1995 will be compliant in form and in substance to the amended STCW Convention," the UFS cited in its letter.

"Fifteen years after the last amendment to the STCW Convention, we really don't think that there are still a handful of seafarer certificates that have not gone through NAC unless the seafarer has gone on hiatus for more than 15 years and suddenly one day decides to show up and wants to sail again. In plain and simple terms, NAC has outlived its purpose," Engr. Ramirez said in the letter.

The UFS also brought the matter about

the rampant peddling of NAC certificates to Filipino seafarers mingling at Luneta. "Immediately, upon assuming position, I have relayed to you how NAC certificates are being peddled in Luneta by unscrupulous individuals with rates as high as PhP 3,000. I believe that you have discovered that yourself Sir when you recently dropped by the area and pretended to show your interest on a couple of NAC peddlers there." Ramirez pointed out.

The MTC memorandum circular made it clear to Filipino seafarers and the local maritime industry that the council is not tolerating the illegal peddling of NAC certificates, which are quite often fraudulent in nature.

"All concerned are hereby reminded that the assessment and certification fee for Basic Safety Training at the NAC is still PhP 200. All concerned seafarers are therefore reminded not to deal with unscrupulous people (fixers) who offer assistance for a fee and to deal only with authorized representatives of manning agencies, seafarers' organizations and accredited training centers in filing their application for NAC assessment," the circular advised

Engr. Ramirez lauded MTC and Acting Executive Director Paragua for swiftly acting on the issue that he personally brought to the council a few months back. "Government maritime agencies should really be sensitive to the needs and clamor of Filipino seafarers because they are the lifeblood of this industry," Ramirez said.



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JULY - AUGUST 2010 TINIG NG MARINO 29

Korea's STX Corporation Strengthens Presence in the Philippines

POS-FIL Ushers Own Maritime Training and Ship Management Brand in the Industry

eflective of the increasing trust and confidence of Korean shipowners and ship managers on the Filipino seafarers to skilfully and productively man their owned and managed vessels, Seoul-based shipping company STX Corporation has joined the Korean bandwagon in intensifying its presence in the Philippines.

With the practically back-to-back formal inauguration and blessing ceremonies of the offices and facilities of POS-FILMaritime Training Center (MTC) Corporation and POS-FIL Shipmanagement Corporation in May 2010 at the Jemarsons Place in Ermita, Manila, STX POS Shipmanagement Co. Ltd., the ship management arm of STX Corporation, has in fact established a more renowned and certainly stronger presence in the country.

More than the significant amount of the financial investments entailed in putting up the two new local maritime ventures, it actually signals the re-focussing of the ship management and crew management operations of STX Corporation with the Philippines and the Filipino seafarers at the centrepiece of it all.

The inauguration and blessing ceremony of the offices and training facilities of POS-FIL MTC Corporation at the 5th and 6th Floor of Jemarsons Place took place on May 20, 2010, which was also made as the advance blessing ceremony for the offices of POS-FIL Shipmanagement Corporation located in the same building.

POS-FIL MTC Corporation is actually a joint undertaking of STX Corporation of South Korea, Astra Marine International, Inc. Panstar Shipping Company, Korpil Shipmanagement, and Unitra Maritime Manila, with STX as the main funder.

Capt. Gaudencio "Jess" Morales



"POS-FIL MTC is established for the main purpose of training the seafarers of the stakeholders involved in this endeavour but it may be opened later on to interested parties in the maritime industry for their training requirements," he stated.

"POS-FIL MTC is equipped with bridge and engine simulators funded solely by our main contributor, STX Corporation, and in view of this fact, POS-FIL MTC Corporation shall be closely supervised by STX Corporation through its representative here in Manila. As part of the stakeholders in this company, we are committed to support



Capt. Gaudencio "Jess" Morales, President of Astra Marine International, Inc.

Mr. G.H. Lee, Senior Vice-President of STX POS, Shipmanagement Company.

Chairman and President of Astra Marine

International, Inc., in his message during the inauguration and blessing ceremony of the offices and facilities of POS-FIL MTC Corporation clearly elaborated the beginnings and objective of the new companies.

its operation to ensure its success," Capt. Morales stated.

Transas Marine provided the state-ofthe-art bridge and engine simulators of POS-FIL MTC Corporation.

Capt. Morales was nonetheless quick to point out that POS-FIL Shipmanagement

Corporation will remain under his management, and shall only backstop Astra in providing ship and crew management to its sole principal STX Shipmanagement Co. Ltd, to its seafarers and their families.

"I would like to assure STX principal Shipmanagement Co. Ltd that we will continue our usual good cooperation and close attention to all your requirements. I know you have your doubts how Capt. Morales can manage so many companies. In fact, many are wondering and asking why and how I was able to reach this level of success," Capt. Morales poses.

"Please don't worry. I can manage it all. I am still physically and mentally healthy and strong. And I am

feeling just like many of you - below 50. Let us just think positive. And please, we should not allow the negative factors or forces inside or outside to destroy our good business relationship nor hinder our operational activities for the good of STX POS Shipmanagment Co. Ltd., for the good of POS-FIL MTC, for the good of POS-FIL Shipmanagement Corporation, and for the good of our seafarers and their families. I promise you that I will do my all best to make this new venture of ours succeed." he assured.

In attributing the success of the many companies that he have managed, Capt. Morales could not help but mention the late Capt. Kim of Panstar, who was both a mentor and business partner to him.

"I remember many years ago when I was just starting in the manning business, I could not forget what Capt. Kim of Panstar told me during our meeting together with Capt. Chung. He said to me: 'Capt. Morales, now we are about to embark on a new business relationship. Therefore to be able to succeed, we must have that four M's. Those M stands for money, manpower, market and management."

Capt. Morales then explained in detail why and how those four Ms provide the major ingredients to the success of his business undertaking.

"Money of course is the capital needed to start up the business. Manpower means the quality and contented seafarers and staff who should work as a team to satisfy the requirements of the principals. Market means always maintaining good relationship with clients and principals, which are the bread and butter in a manning business endeavour, even as we continue to develop the skills of our seafarers, which are our quality products. Management is

of course the people behind the companies, in our case then, me and Capt. Kim. He told me that we should manage our business partnership with diligence and always in a straight forward manner," Capt. Morales explained.

this applied simple principle of succeed how to in all my business undertakings. And I thank the late Capt. Kim because this is the very reason why the companies I am managing have reached this of success," proudly notes Capt. Morales.

Capt. Morales likewise expressed his gratitude to the TURN TO PAGE 30



Jemarsons Place

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Korea's STX Corporation Strengthens Presence in the Philippines

partners of Astra Marine in this new business endeavour. "You have been very supportive of Astra since 20 years ago and the same level of support still holds until this day and I thank you for it, not to mention your unwavering trust to the company," he stated.

"POS-FIL MTC Corporation and POS-FIL Shipmanagement Corporation is yet a new beginning for us all. With your support and the full cooperation of the persons representing you here in the country, not to mention the four Ms that I mentioned, success is surely within our reach in no time at all," Capt. Morales enthused.

In concluding his message, he said: "I would like to add a fifth M to the mix in ensuring the success of our new undertaking. That M is the mutual respect and understanding that we will continue to maintain as partners."

The inauguration and blessing ceremony of POS-FIL MTC Corporation was a well-attended event, drawing participation from many stakeholders in the local maritime industry, who are friends with Capt. Jess Morales, especially those fellow alumni from the Philippine Merchant Maritime Academy (PMMA) most of whom are now regarded as movers and shakers in the industry in either private or public capacities.

Several foreign guests were also

in attendance, dominated by Korean top executives from Korean-supported ship manning companies here in the

Philippines, or their representatives from their head offices in South Korea.

Capt. Lee, Senior Vice President of STX Pos Shipmanagement Co., on the other hand expressed his deep appreciation Capt. Morales for the latter's cooperation good performance and during their years of business relationship.

He emphasized the need for proper training of seafarers and this is the reason why STX Corporation decided to invest in this project in partnership with Capt. Morales.

STX Corporation now has the right reasons to optimistic about the

future manpower outlook of its fleet. After all, it now has POS-FIL Shipmanagement Corporation and POS-FIL MTC Corporation

to ensure that only the most qualified and competent Filipino seafarers are deployed on its owned or managed vessels.



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JULY - AUGUST 2010 TINIG NG MARINO

North Harbor Port Workers Seek P-Noy Help

ort workers from the Manila North Harbor, the country's largest domestic port which has become the subject of a raging public controversy over the last couple of years, has formally asked the intercession of President Benigno'Noynoy' Aquino III particularly on the issue of job displacements and unpaid separation pay as a result of the recent takeover of the Manila North Harbor Port, Inc. (MNHPI) of the management of the port.

MNHPI has been awarded by the Philippine Ports Authority (PPA) the 25-year Manila North Harbor Modernization Project in a public bidding, which many in the local port and shipping industry believe to be anomalous as it only involves one bidder in the first place.

In a letter sent to P-Noy even before he formally assumed the Presidency, the Pagkakaisa ng Manggagawa sa Pantalan, a union of stevedores and arrastre workers in Manila North Harbor, has raised four major points in its formal request for government intercession in light of the ongoing and impending job displacements of many of its members as a result of the takeover of MNHPI on the domestic port.

Emilio Manaois, president of PMP, who signed the union letter sent to P-Nov dated June 17, 2010, enumerated their four major

Port workers, who brought their concerns P-Noy, are shown at left staging

concerns, first of which was the alleged failure of the MNHPI to settle the separation pay of legitimate workers and employees of companies that were displaced as a result of the MNHPI takeover including United Dock Handlers, Inc. (UDI), Northstar Port Development Corp., Pier 8 Arrastre and Stevedoring Services (PASSI) and Interport Stevedoring Services, Inc. (ISASSCO).

PMP is also raising a howl on what they perceive as illegal takeover of the 59hectare domestic port by MNHPI, which the group claimed provided them ceaseless bouts of nightmares at first and eventually pushed them and their families to near oblivion when their members started getting

another port strike last July 5, 2010 at the Zaragoza gate of Manila North Harbor of the takeover.

Two months after being displaced from their jobs, the port workers were initially told by MNHPI that they would be given their separation pay and would eventually be rehired and start on a clean slate.

But the promise remains a promise to this day, according to PMP, leaving most of their members penniless or hardly anything at all to fend for the needs of their families, who live mostly on a hand-to-mouth existence.

PMP is also claiming to P-Noy that the awarding of the Manila North Harbor Development Project was actually a

'midnight deal' between the PPA and MNHPI under the Arroyo Administration and that even if MNHPI was not able to comply with its commitment to the project as provided for in the Terms of Reference, the PPA was said to have blindly allowed it to take over the port.

The port union is asking P-Noy for his intercession and that they are hoping that the new administration will seriously look into the allegations of anomalies in the Manila North Harbor Development Project, which has been a nagging issue in the local port and shipping industry for the past couple of years or ever since the bidding for the project was initiated by the PPA.

PMP however made it clear that they laid off from their jobs in the port as a result are not against the development of the port but is only after what is fair and just for every stakeholder in the domestic port.

In addition to furnishing copies of their letter to then PPA General Manager Oscar Sevilla, then Executive Secretary Leandro Mendoza, who was then DOTC Secretary prior to his post in Malacanang, then Senate President Juan Ponce Enrile, and then Speaker Prospero Nograles, PMP also sent copies to Vice President Jejomar Binay, Rep. Benjamin Asilo of the 1st District of Manila, Rep. Walden Bello of Akbayan Partylist and Manila Mayor Alfredo Lim.

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NH Port Workers Seek P-Noy Help

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Board Room Tug-of-War

Until June 2010, MNHPI was composed of the consortium of Metro Pacific Investment Corporation (MPIC) of Manny Pangilinan and the Harbour Centre Port Terminal, Inc. (HCPTI) of Reghis Romero, with the latter holding the 65% share.

Even before the two consortium members were able to get down to business in managing and operating the Manila North Harbor, a board room issue already cropped up as MPIC wanted more than just 35% share of the consortium, the controlling share actually, which HCPTI refused to relinquish.

As a result, MPIC left the consortium in a huff that nearly put in shambles the vision or whatever plans that Reghis Romero had for Manila North Harbor through the 25-Year Manila North Harbor Modernization Project. It was just fortunate for HCPTI that Ramon Ang's San Miguel Corporation came to the rescue by buying out the share of MPIC.

Since being granted the right to formally takeover the operations and management of Manila North Harbor in April 2010, MNHPI has yet to get things really going for the domestic port as many unsatisfied port workers continue to stage regular

protests disrupting port operations.

Likewise, port users, shippers and shipping lines are complaining also of the lack of port equipment beina infused by MNHPI hasten the discharging of cargos. But that would soon change according to a PPA port official with the entry into the consortium San Miguel. of Apparently, as part of its commitment to join the consortium, the company is said to be infusing PhP 1 Billion worth of port equipment.

San Miguel's entry into the Manila North Harbor consortium was also believed by local shipping analysts to have stemmed from the

fact that Petron Corporation, its sister company and the country's largest oil company, intends to transfer its oil depot from Pandacan to Manila North Harbor for greater efficiency.

There are also murmurs going around

in the business rumor mill that San Miguel may eventually get the controlling share of the consortium as HCPTI has allegedly piled a huge amount of unpaid debt from a local bank, which is said to be controlled by its new partner at MNHPI as well.

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MMAP CORNER



CAPT. RODOLFO A. ASPILLAGA, M.M.

President, Masters and Mates Association of the Philippines (MMAP)

A Sense of Pride for the Philippines

rom June 21-25, 2010, our country hosted the Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. It was a Diplomatic Conference to consider, for adoption, major revisions to the International Convention on STCW 1978 and its associated Code.

It was highly appropriate that the conference was being held during the IMO-designated "Year of the Seafarer," which aims to provide the maritime community with an opportunity to pay tribute to seafarers all over the world for their unique contributions to society and in recognition of the vital role they play in the facilitation of global trade.

IMO Secretary-General, Mr. Efthimios Mitropoulos paid particular tribute to Filipino seafarers who constitute more than 25% of the total seaborne manpower. He said that the successful outcome of the week-long deliberations will send the right message to seafarers that we keep them constantly in our minds and do care for them by ensuring that the treaty instruments continue to respond satisfactorily to changing conditions and circumstances affecting their professional life, today and in the foreseeable future.

For the first time in history, a maritime conference of this magnitude and importance was held outside Europe, and the Philippines had been the chosen venue.

The choice was not because of our hospitality, or because of our socio-political

climate, or because we supply the most number of active seafarers around the world at any given time.

I prefer to believe that our country was chosen because our seafarers are competent in performing their jobs — onboard or elsewhere. Stakeholders in the world shipping community are aware of that fact; this international convention only confirms it.

To us this is a source of unequaled pride, not to mention the economic benefits it brings. It is upon us, with our spirit patriotism, to endeavor to maintain, improve if possible, our status as supplier of 25% of the world's global seaborne manpower. We must be very vigilant because other nationalities out there are hell bent on grabbing that reputable status.

On the other hand, let me update our members on the developments at the Masters and Mates Association of the Philippines, Inc., or MMAP, the PRC-accredited professional organization of Filipino marine deck officers. In the previous issue of *Tinig ng Marino*, I laid out the general plan of the new set of Directors for the benefit of the members. Allow me this

- time to report to you where we stand.

 We are building up the funds that will be used for the envisioned MMAP house something you can call your own.
- The enhanced MMAP website is in its final stage and should be launched soon.

- MMAP leadership is evaluating proposals for a group insurance scheme that will cover members in good standing during their time ashore. Respective insurance cards will be issued to covered members. PhP 50,000 coverage for accidental death in the Philippines may be modest but will surely be a welcome added benefit.
- A dental facility will be placed adjacent to the MMAP Secretariat that will offer free dental check up and prophylaxis. This will surely be helpful for members before undergoing their pre-employment medical examination (PEME) under their respective manning agency.
- We have a plan to tie up with Training Centers to offer discounts on training fees to MMAP members every time they enroll in a course.
- We also have a plan to offer free legal advice to members needing such assistance. MMAP can liaise with maritime arbitrators and lawyer-volunteers for this endeavor.

Perhaps, once we are able to implement those envisioned benefits that you, MMAP members, will all wholeheartedly support your association with pride.

Finally, let the public know that MMAP has transferred its offices to Rm. 504 CTC Commercial Building, Pedro Gil Street corner Taft Avenue, Malate, Manila. Our telephone numbers, website and other information will be published later.

EDITORIAL

Perfect Ingredients for Ship Safety

FROM PAGE

than 70 hours in any seven-day period and on certain conditions.

These new provisions on the STCW Convention were the result of intensive negotiations between regulators and the shipping industry and represent a well-balanced solution of the issue in the well-known IMO spirit of compromise.

IMO Secretary-General Efthimios Mitropoulos was all praises for the particular amendments to the STCW Convention.

"I am very pleased that the Conference agreed by consensus an important new text on fitness for duty, which will create better conditions for seafarers to be adequately rested before they undertake onboard duties. Fatigue has been found to be a contributory factor to accidents at sea and to ensure seafarers' rest will play an important role in preventing casualties.

I am particularly pleased that the new STCW requirements on this delicate issue are consistent with the corresponding provisions of ILO's Maritime Labour Convention, 2006, which I hope will come

into force soon," the IMO Secretary-General cited.

global The shipping industry should be expecting less accidents and incidents caused by human error once amendments these and Competence well-rested crews after all are the perfect ingredients for ship safety.



The IMO Diplomatic Conference in Manila crafted the perfect ingredients for ship safety.





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2.) Sumali sa aming Pisobilities Seminar kada buwan. Bukod sa impormasyon ukol sa Savings at Invesments, ipakikilala rin sa inyo ang Kapatiran sa Kasaganaan Coop Service and Multipurpose Cooperative (KsK Coop) kung saan ang inyong savings at pati na rin ang savings ng ibang miyembro ay maaaring gamitin para sa isang negosyo. Nagmamayari na ngayon ang KsKCoop ng isang Chow King sa Cebu at Rural Bank of Cavite City.

3.) Sumali sa Pera Palaguin Workshop kada ikatlo ng taon (quarterly) upang magawa ninyo ang inyong SAL at PIES lalo na kung hindi kayo panatag na gawin iyon nang walang tulong.

4.) Dumalo sa Investability Seminar. Isinasagawa namin ito sa tulong ng Philippine Stock Exchange. Ipapaunawa nito sa simpleng paraan kung ano ba ang Stock Exchange at kung paano ito mapapakinabangan kung dito talaga ang interes ninyo.

5.) Kung makatipon kayo ng isang grupo at mahikayat ninyo ang inyong kumpanya o anumang organisasyon na maging sponsor ninyo, maaaring maghanda ang Colayco Foundation ng isang financial seminar para

6.) One-on-one Financial Coaching. Tutulong kami sa abot ng aming makakaya upang gabayan kayo sa inyong financial journey. Sumangguni sa aming mga financial coaches kung paano planuhin at isagawa ang inyong financial plan. Hindi nagbebenta ng anumang financial products ang aming mga financial coaches kaya makasisiguro kayong hindi kayo pipiliting bumili ng anumang investment o insurance.

Oo, may mga kaakibat na gastos ang mga nabanggit na serbisyo. Ngunit kung susundin mo ang mga payo at maglalaan ka ng oras upang palaguin ang kaalaman mo:

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- 2.) Bibigyan ka ng pagpipilian na tama sa level ng financial risk na pinili mo matapos maunawaan ang mabubuti at hindi mabubuting aspeto ng bawat investment. Tandaan, na mahalagang ikalat ang panganib sa iba't-ibang investment.
- 3.) Gawin ang mga payo ko, lalo na iyong tungkol sa SAL at PIES. Gawin iyon kasama ang iyong asawa, kahit na malayo siya. Magusap kayo sa tulong ng internet.

Sumulat sa info@colaycofoundation. com at bumisita sa aming website www. colaycofoundation.com, o tumawag sa 637-3731 o 637-3741.

Hanapin si Eric para sa mga libro at mga seminars, at si Ms. Guita naman para sa financial coaching.

Si Francisco J. Colayco ay isang entrepreneur, venture developer,

financial advisor. Siva and Chairman nd Colayco Foundation for Education at mayakda ng tatlong bestsellers: Wealth Within Your Reach (tinanghal na 2004 Book of the Year for Business and Economics), Making Your Money Work (nominado bilang 2005 Book of the Year for Business and Economics), Pera Palaguin Workbook, at ngayon ang Money for Kids. Para sa iba pang impormasyon tungkol sa kaniyang mga itinuturo at adhikain, pumunta sa www.colaycofoundation.com o di kaya'y magpadala ng e-mail sa info@ colaycofoundation.com.

IMEC, IMMA-J Increase Cadet Scholars at MAAP

FROM PAGE 18

would also want 1,000 cadet scholars at MAAP by 2012 but the academy does not have enough facilities at the moment, particularly dormitories, to accommodate their desired expansion.

However, he committed that IMEC would fund renovations of MAAP buildings for the planned expansion in the next couple of

As for IMMA-J, their shipowner-members have already invested in their own building at the MAAP campus to accommodate their current 894 cadet scholars.

VAdm. Santos attributes the increased cadet requirements of shipowners to the natural cycle being experienced by the

shipping industry these days. "There are new ships coming along from shipyards from the orders made a few years ago and shipowners want to ensure that these new ships would be adequately manned by young and competent seafarers."

"What they do is that when there is an increase in cargo business, shipowners rush to hire more seafarers. During business slowdown, many seafarers are on vacation. But now, they want to maintain a pool of competent people," further explained the MAAP President.

About 70% of the total crew members of Japanese ships are Filipinos while IMEC has on its employ about 66,000 Filipino seafarers. Michael Obejera



UFS Hits PRC on New Seagoing Service Requirements for Deck Ratings

The United Filipino Seafarers (UFS) has hit the Professional Regulation Commission (PRC) regarding the extended seagoing service requirements on deck ratings prior to getting a shot at taking the licensure examination, written or walkin.

Through PRC Memorandum Circular 10-10 issued on April 27, 2010 entitled Guidelines in the Processing of Applications for Marine Deck and Marine Engineer Officers (Written and WES) Licensure Examination, the commission has come up with a table of seagoing service requirements for Filipino seafarers prior to being allowed to take the licensure examination, be it at the Operational Level or the Management Level.

Surprisingly, under the row for deck ratings, it was indicated that those holding the positions of AB or OS need to log in a seagoing service of not less than three years prior to getting a crack at taking the licensure examinations; whereas deck cadets need to complete only one year seagoing service and they shall be allowed to take the exam for OIC level.

The UFS already brought the matter verbally to some members of the PRC marine boards with the hope of first and foremost clarifying the new seagoing service require-

ments and avert a surging tide of complaining deck ratings in the local seafaring industry.

"Many Filipino deck ratings have already trooped to the office of the UFS to complain about this imposition and we have decided to take the cudgels and bring the matter to your attention on their behalf because we sincerely believe that the new requirement is contrary to international norms and standards," wrote Engr. Nelson Ramirez, president of the UFS, to Chairperson Nicolas Lapena of PRC in the union's first letter to the commission dated May 14, 2010.

"What's ironic is the fact that this imposition is merely an independent initiative of the Board of Marine Deck Officers. The parallel Board of Marine Engineer Officers has not made any indication of following suit regarding this ridiculous imposition on ratings," Ramirez cited in the same letter.

Atty. Lapena, in his letter-reply dated May 17, 2010 to the UFS letter, explained the new sea service requirements on deck ratings: "The change in the period of the seagoing service requirement for those with positions onboard as Ordinary Seaman or Able Bodied seaman to three years is not an entirely new imposition and therefore not ridiculous and absurd. To say that

the 36 months or three years seagoing service requirements for those with positions onboard as OS or AB seaman goes against the revised STCW Convention is not correct."

"Please note that pursuant to RA 8544 or the Philippine Merchant Marine Officers Act of 1998, applicants for Officer-in-Charge of a Navigational Watch licensure examination must be a graduate of Bachelor of Science in Marine Transportation. The Board merely extended the positional requirement to an ordinary seaman and to an able-bodied seaman in addition to a deck cadet position. However, this extension was found to be in violation of the provisions under Regulation II/1 of the revised STCW Convention by the European Maritime Safety Administration (EMSA) of the European Union during their audit. The change is simply a corrective action by the Board," Atty. Lapena further pointed out.

Engr. Ramirez subsequently made a rejoinder to the reply-letter of PRC Chair Lapena dated June 7, 2010.

"My further research in the industry on the evolution of the new requirement has enabled me to gather sufficient information on the issue. Apparently, the new requirement originally stemmed from the visit not too long ago of some Dutch delegation from the Joint Committee on Maritime Affairs (JCMA) of EMSA. On the prodding of the Spanish members of EMSA, they recommended that the seagoing service requirements of Filipino deck ratings be extended from one year to three years prior to getting the opportunity to take the licensure examination for Officer in Charge to ensure that these ratings have assimilated enough skills and experience before they become ship officers," explained Ramirez.

"It turns out that EMSA wanted to enforce the new requirement because Spain, as a member, wanted it so. Please note that in Spain, the seafaring profession is a vocational course whereas here in our country, it is a professional endeavor. That's why PRC is involved, is it not? Simply put, we don't compare oranges and apples do we?" countered the UFS president.

"Our point here Mr. Chair is that our system has been proven to work before. The typical one-year apprenticeship whether a rating has boarded as OS or wiper has been proven to work provided it is structured and there is the Training Record Book (TRB)." Ramirez cited.

"Believe me, the industry is now looking at the new seagoing service requirement as an additional burden to the deck ratings. The PRC is not helping these deck ratings grow professionally or fasttrack their development into competent deck officers, the commission is actually curtailing them with

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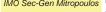
ILLAR OF STRENGTH

FROM PAGE 3

also shows the importance and significance the government of the Philippines as a whole attaches to shipping and all matters maritime especially to seafarers and their proper education and training, which is the subject of this Conference. It would not, could not, be otherwise, coming from a country that supplies more than 25% of the world population of seafarers," Mr. Mitropoulos cited.

"It must have been with this impressive figure in mind that the IMO membership unanimously accepted, two years ago, the generous offer of the Philippines to host this Conference. And here we are: first and foremost to recognize the contribution of the Philippines to shipping and the international

seaborne trade and pay our due tribute for that And also to pay due tribute to Filipino seafarers, past and present. wherever in the world they may be at this verv moment, facing elements. the IMO Sec-Gen Mitropoulos unsung heroes



of an unsung industry," the IMO Secretary-General pointed out.

"Our thoughts and prayers go out, in particular, to the 65 Filipinos from four ships, who are kept hostage by Somali pirates. May they, and all other hostages, be released and repatriated soon. This same recognition and tribute goes also to their families for all the sacrifices they endure when left behind alone. And, although in a celebratory mood during this auspicious ceremony, we cannot but turn our thoughts and prayers also to those Filipino seafarers, who lost their lives in the line of duty and to their families, who were deprived of their natural protectors. This, unfortunately, is the fate of the sea, as the Philippines, a maritime nation of a thousand islands, knows only too well," Mr. Mitropoulos added.

Then Vice President Noli De Castro, delivered the Conference's welcome remarks on behalf of then outgoing Philippine President Gloria Macapagal-Arroyo, who was not able to attend due to pressing matters.

"We all know that the STCW Convention is one of the major pillars of existing international conventions aimed at ensuring safety at sea, maritime security and protection of the marine environment. I am confident that the deliberations in this Conference will positively contribute to the enhancement of the STCW Convention and Code and pave the way for more robust global standards for the training and certification of seafarers, not only today, but also in the years ahead," De Castro elaborates.

"But of course, at the end of this convention, the more serious business is

can fully implement the ideas, commitments and agreements that we will get from this convention. Here, we see ourselves working together. Back home, we will have to translate words into action. The successful implementation of our commitments here will say a lot about our partnership," he added

"As a major source shipboard labor, Philippines is strongly committed to providing competent and highly qualified seafarers to the international shipping industry, in line with the provisions and agreements of the **STCW** Convention Code. and Let assure the me international maritime community that the Philippines is ready provide worldclass seafarers to the international shipping industry. We are strongly committed to the IMO objectives promoting safe. secure, environmentally sound. efficient and sustainable shipping," De Castro assured.

The Philippine government also earned an added prestige as Mr. Neil Frank R. Ferrer, Executive Officer of the Ocean Concern Office of the Department of Foreign Affars was elected as Conference president. addressed the Conference's opening session.

The Amendments

IMO's focus on quality, together with the need to adapt the regulatory regime to relentless technological advances and the latest generation of ships, have driven comprehensive review process of the STCW Convention and Code initiated in 2006 whose results were presented during the Manila Diplomatic Conference for adoption.

account a set of basic goals agreed by the IMO's Maritime Safety Committee, also chaired by Mr. Neil Ferrer, including: to retain the structure and goals of the 1995 revision; to ensure that existing standards are not scaled down; to retain unaltered the articles of the Convention: to address

inconsistencies, interpretations and outdated provisions, along with clarifications of certain provisions agreed to by the Maritime Safety Committee; to cover technological advances; to address requirements for effective communication; to provide, in the interests of innovation in technology, flexibility in terms of compliance and for required levels of training and certification and watchkeeping arrangements; to include provisions addressing the special characteristics and circumstances of short sea shipping and the offshore industry; and TURN TO NEXT PAGE

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PILLAR OF STRENGTH

FROM PREVIOUS PAGE

to address security-related issues.

The comprehensive set of amendments also covered a wide range of training, certification and watchkeeping matters, namely: standards of competence for personnel on board various types of tankers; training requirements for electro-technical officers and able seafarers: harmonization of hours of rest with the requirements of the 2006 ILO Maritime Labour Convention, to reduce fatigue and ensure fitness for duty; training in ECDIS; maritime security; piracy and armed robbery against ships; prevention of alcohol and drug abuse onboard ships; leadership and teamwork training; marine environmental awareness training for all seafarers; and innovative training methodologies, including e-learning.

"Although the STW Sub-Committee achieved general agreement on most of the items covered in the about-to-be-revised instruments, there are still a few issues of substance awaiting final decision by the Conference. Among those, I would mention, in particular are the table of physical abilities; and the exemption clause relating to hours of work," the IMO Secretary-General explained at the start of the Conference.

"I hope that the complexity of issues such as these will not impede the Conference in making, in all respects, decisions by consensus and, to such an end, I encourage you all to work together to ensure the most successful possible outcome. I trust that the officers you will elect to lead the Conference will direct you to do just that," he added.

The series of new provisions to the STCW Convention and Code that drew immediate attention to seafarers was on the issue of 'fitness for duty – hours of rest' aimed at providing watchkeeping officers with sufficient rest periods.

Under the Manila Amendments to the STCW Convention, all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of a minimum of 10 hours of rest in any 24-hour period; and 77 hours in any seven-day period.

The hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours. At the same time, in order to ensure a continued safe operation of ships in exceptional conditions, the Conference unanimously agreed to allow certain exceptions from the requirements for the rest periods.

Under the exception clause, parties may allow exceptions from the required hours of rest provided that the rest period is not



The comprehensive set of amendments to the STCW Convention and Code also covered a wide range of training, certification and watchkeeping matters

less than 70 hours in any seven-day period and on certain conditions, namely: such exceptional arrangements shall not be extended for more than two consecutive weeks; the intervals between two periods of exceptions shall not be less than twice the duration of the exception; the hours of rest may be divided into no more than three periods, one of which shall be at least six hours and none of the other two periods shall be less than one hour in length; the intervals between consecutive periods of rest shall not exceed 14 hours; and exceptions shall not extend beyond two 24-hour periods in any seven-day period.

These provisions were the result of intensive negotiations between regulators and the shipping industry and represent a well balanced solution of the issue in the

well known IMO spirit of compromise.

Immediately after the adoption of the specific series of new provisions to the STCW Convention, Secretary-General Mitropoulos said: "I am very pleased that the Conference agreed by consensus an important new text on fitness for duty, which will create better conditions for seafarers to be adequately rested before they undertake their onboard duties. Fatigue has been found to be a contributory factor to accidents at sea and to ensure seafarers' rest will play an important role in preventing casualties."

"I am particularly pleased that the new STCW requirements on this delicate issue are consistent with the corresponding provisions of ILO's Maritime Labour Convention, 2006, which I hope will come into force soon," Mr. Mitropoulos added.



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VAST HORIZON

Have You Heard About the 90/10 Principle by Stephen Covey?

FROM PAGE 15

relationship with your spouse and daughter. Why? Because of how you reacted in the morning.

Why did you have a bad day?

- A) Did the coffee cause it?
- B) Did your daughter cause it?
- C) Did the policeman cause it?
- D) Did you cause it?

The answer is D. You had no control over what happened with the coffee. How you reacted in those five seconds is what caused your bad day.

Here is what could have and should have happened. Coffee splashes over you. Your daughter is about to cry. You gently say, "It's okay honey, you just need to be more careful next time." Grabbing a towel you rush upstairs. After grabbing a new shirt and your briefcase, you come back down in time to look through the window and see your child getting on the bus. She turns and waves. You and your spouse kiss before you both go to work. You arrive five minutes early and cheerfully greet the staff. Your boss comments on how good a day you are having.

Notice the difference. Two different scenarios. Both started the same. Both ended differently. Why? Because of how you reacted. You really do not have any control over 10% of what happens. The other 90% is

determined by your reaction.

Here are some ways to apply the 90/10 principle. If someone says something negative about you, do not be a sponge. Let the attack roll off like water on glass. You do not have to let the negative comment affect you! React properly and it will not ruin your day. A wrong reaction could result in losing a friend, being fired, getting stressed out, etc.

How do you react if someone cuts you off in traffic? Do you lose your temper? Pound the steering wheel? (A friend of mine had the steering wheel fall off!) Do you curse? Does your blood pressure skyrocket? Do you try and bump them? Who cares if you arrive 10 seconds later at work? Why let the cars ruin your drive. Remember the 90/10 principle, and do not worry about it!

You are told you lost your job. Why lose sleep or get irritated? It will work out. Use your "worrying" time and energy into finding another job.

The plane is late. It is going to mangle your schedule for the day. Why take out your frustration on the flight attendant? She has no control over what is going on. Use your time to study, get to know the other passenger, etc. Why get stressed out? It will just make things worse.

Now you know the 90/10 principle. Apply it and you will be amazed at the results.

Industry Makes Last Stand on Revised Migrant Workers Act

The local maritime industry is making a final push to cushion the impact of the Republic Act 10022, otherwise known as the amended version of the Migrant Workers and Overseas Filipino Act of 1995 (RA 8042).

Despite objections to several amendments to RA 8042 including an attempt to derail it at the last minute during the 14th session of Congress, RA 10022 was still signed into law, putting the local maritime industry on edges.

The local maritime industry however got a last-minute respite when it was given the opportunity to participate in the crafting of the final Implementing Rules and Regulations (IRR) of RA 10022 early in July 2010 with the hope of cushioning the impact of some of the salient provisions of the amended law to the local manning business.

Facilitated by officials of the Philippine Overseas Employment Administration (POEA), which is mandated by the new law to oversee the full implementation of RA 10022, the consultation became necessary because of the surging clamor against the new law from the maritime industry.

As a compromise solution to somehow appease the maritime industry, POEA decided to consider the inputs of the sector in crafting and finalizing of the IRR of the new law.

Despite being given the opportunity to catch the proverbial last bus, the maritime industry stakeholders are still skeptical if all

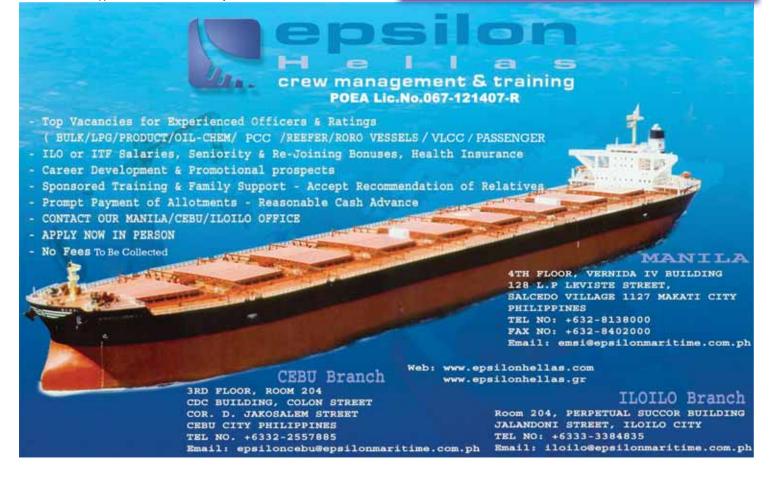
their major inputs would be included in the IRR until after its final version is published.

Industry stakeholders are up in arms against at least four provisions of RA 10022, considered as major revisions of RA 8042, since it would ultimately have a negative impact on the deployment of Filipino seafarers onboard international ocean-going vessels

They claimed that the provisions are tailorfit for the land-based manpower deployment sector but is not palatable to the sea-based sector.

The maritime industry stakeholders are questioning the provision on RA 10022 to have seafarers undergo pre-employment medical examinations in a specifically-designated medical clinic, have them undergo training in specifically designated maritime training center, require shipowner-principals and manning agencies to protect all their seafarers with insurance coverage, and restriction on foreign nationals in holding chairmanship positions in manning agencies.

Engr. Nelson Ramirez, president of the United Filipino Seafarers, then sought the assistance of then Senator Richard J. Gordon to derail the passage of the law. Gordon managed to derail it for some time but when he got busy on the campaign trail when he run for the presidency, that's when RA 10022 was slipped and got signed into law.





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Scenic View Resort Offers a Relaxing Escape to Paradise

Paradise on the Hill' is how Scenic View Resort in the laidback town of Majayjay, Laguna is described by its owners as well as the many satisfied tourists, both foreign and local, who had the opportunity to experience and savour the relaxation and soothing effect it offers to the body, the mind or even the soul.

Scenic View boasts of an Olympic-size swimming pool, an adult and kiddie pool, several function rooms, bar and disco, hotel rooms, a magnificent roof deck that offers a magnificent view of the majestic Mount Banahaw, cottages and tree house, and a restaurant that offers even the most exquisite and exotic cuisines.

Albeit typical in most resorts of its kind, Scenic View however has the biggest and the most expansive in terms of size and accommodation facilities straddling near the border of the provinces of Laguna and Quezon, specifically in Barangay Ilayang Banga in the town of Majayjay, which boast of having one of the three oldest churches in the Philippines.

In addition, Scenic View has other indoor and outdoor amenities that provide guests added relaxation and recreational outlets including a basketball court, board games and darts, billiard tables, gift shop, camp site, videoke bar and live band, as well as a serenity spa.

Scenic View is also ideal for corporate activities as it has the appropriate function rooms and facilities that are capable of serving as a perfect venue for business conferences, training and seminars, corporate meetings, and teambuilding undertakings. It also has sufficient dormitory rooms to accommodate even numerous conference attendees, delegates or trainees.

Located in the hill that gives a vantage view of Mount Banahaw, Scenic View is everyone's gateway to a picturesque encounter with the environment. The greeneries that surround Scenic View would actually enable one to momentarily forget about the hectic city life, as it offers a refreshing look at nature at its most pristine that only a few people know still exist in Majayjay and its adjacent towns in Laguna.

Apart from being one of the most-talked about and sought-after resort destinations in Laguna, tourists coming to Scenic View

held every May is also a short drive away from the resort. The town of Liliw, known for its authenticallycrafted slippers, sandals and shoes, is also a short drive north.

How Scenic View Got into the Scene

It was actually through the hunt for a good relaxation place not far from Manila by Mrs. Loida P. Lagrimosa, wife of seaman Mr. Joemarlo B. Lagrimosa, that her footsteps led her to the path of Scenic View Resort, which was previously owned by a public official in Majayjay.

As a businesswoman engaged in the hectic and certainly stressful business of financial lending and realty, Mrs. Lagrimosa was already suffering from hypertension. She had in fact had numerous bouts with the effects of the illness that had her confined in hospitals for several times. Her doctor advised her to take a breather from her work to be able to unwind and free herself from rest. was still onboard a foreign ocean-going vessel.

It so happened that the public official who used to own Scenic View Resort came to her business doorsteps one day for a financial proposition while offering his place for Mrs. Lagrimosa to relieve herself of stress.

Giving in to the offer of the public official, she came to Scenic View were she was actually welcomed by a grand rondalla and a fiesta ambience complete with sumptuous food and fruits that she never imagined could be gathered all in one setting. She took time off to stay in Scenic View, making the most out of its swimming pool, its nature facilities, to do soothing walks, and occasional ballroom dancing, Mrs. Lagrimosa was able to indeed

PHI INDIVIDUAL DEL



and free herself from rest. Scenic View has the amenities and the natural surroundings to offer a Her husband at that time truly relaxing experience for any tourist.

was only too supportive of her decision and they have since been operating Scenic View Resort the way they perceive it originally – a natural escape to the hustle and bustle of everyday city life.

Expansion plans for Scenic View Resort are in the works at the moment including hosting the Basic Safety Training courses to be offered by Lucky Star Maritime Training and Allied Services, Inc., a training center which was just put up by Mr. Lagrimosa, to be able to give back something to the profession which have been good to him prior to deciding to retire from seafaring and concentrate as businessman.

Looking for a place to unwind that is not too far from Manila? Scenic View Resort is the

perfect spot. Interested guests can get in touch with its Manila booking office at the ground floor of Metrofund Building along M.H. Del Pilar Street in Ermita, Manila or through its telephone numbers 353-7678, 353-7701, 353-7674, or 524-4128. Simply look for Mrs. Loida Lagrimosa

and she would be more than willing to

Interested guests can likewise view the resort'swebsiteatwww.thescenicviewresort. com and get in touch online through the e-mail address: thescenicview_resort@vahoo.com.

Lucky Star

to Usher Own Training Brand to Filipino Seafarers

Anew player in the maritime training sector will soon be ushering its own brand of maritime training and skills enhancement to Filipino seafarers, emerging from the tourism enterprise of Scenic View Resort in Majayjay, Laguna.

Lucky Star Maritime Training and Allied Services, Inc. (LSM), which has just been granted permission by the Maritime Training Council (MTC) to offer maritime training courses, will soon be rolling out its red carpet to Filipino seafarers at its offices at the 2nd Floor of Lucky 888 Building along M.H. Del Pilar Street in Ermita, Manila.

Apart from offering very affordable tuition fees, LSM also has excellent training facilities and reliable instructors to ensure better knowledge assimilation of Filipino seafarers, vital in their professional development as well-trained and properly-skilled mariners.

A brainchild of Mr. Joemarlo B. Lagrimosa, who is also owner of the Scenic View Resort in Majayjay, Laguna and a grizzled mariner himself, his plan to establish LSM was put to the ground and immediately running with the partnership and support of Capt. Esmeraldo B. Arriesgado and Mr. Romeo D. Mahinay.

Once LSM officially rolls out to the maritime training front, the three of them will be helping each other out in actively managing, operating as well as marketing the training center to interested Filipino seafarers.

For starters, LSM course offerings, as approved by MTC, include the Safety International Management (ISM) courses for officers and ratings, Security Awareness, MARPOL Ship I to VI, Shore-Based Fire Fighting, General Tanker Familiarization, Medical Emergency First Aid (MEFA), Ship Security Officer, Maritime English both for Officers and Ratings, Ratings forming part of Navigational Watch, Ratings forming part of Engineering Watch, as well as MARINA and TESDA courses

Seafarer-trainees shall also have an added bonus with LSM as they shall be given free T-shirt upon enrolment. Coffee and drinking water during training shall be free for all trainees.

Lucky Star is also planning to offer Basic Safety Training course with the off-site training site to be held at the expansive facilities of the Lagrimosaowned Scenic View Resort in Majayjay, Laguna.

Interested Filipino seafarers who wish to avail of Lucky Star's own and certainly competitive maritime training brand can go to its offices or contact it through Tel Nos. 524-4128, 353-7701 or 559-8526. Email address: lucky888_star@yahoo.com or lucky_888star.yahoo.com and look for either Capt. Arriesgado, Mr. Lagrimosa or Mr. Mahinay.







One of the many receiving rooms and some of the accommodations of Scenic View Reson

have the advantages of getting additional attractions in the process as the Taytay Falls is just a few kilometers away and the Majayjay Church is even less than a kilometer from the resort. The historically rich town of Lucban in Quezon province, where the famous Pahiyas Festival is being

relax her stressed muscles and was soon able to effectively control her hypertension.

So when the resort was offered to her by the public official, it was rather easy for Mrs. Lagrimosa to consider the proposition considering the contribution it made to her health and physical well-being. Her husband

"Welcome! This is Marlow Navigation!"

the air at the buildings and offices of Marlow Navigation Phils., Inc. (MNPI) in Malate, Manila on June 26. 2010 when the company served as a fitting extension to the Luneta Seafarer's Center during the 'Party in the Park' event hosted by the International Committee on Seafarers Welfare (ICSW) to mark 2010 as 'Year of the Seafarer.'

The event also served as an apt culmination for the International Maritime Organization (IMO) Diplomatic Conference on STCW Amendments held at the Philippine International Convention Center from June 21 to 25, 2010.

Quipped no less by MNPI officers and staff to every visiting Filipino seafarer and their families that day, the warm felicitation is MNPI's way of showing the kind of closely-knit ties that the company maintains within its confines as well as the above-par rapport that ! it is truly proud of between its office staff and its Filipino crew.

This excellent reputation of MNPI has actually reverberated in the local seafaring industry like ripples in a vast ocean and the company is now one of the most sought-after maritime employers by a great number of Filipino seafarers, both the aspiring and the grizzled ones.

The June 26 event gave other Filipino seafarers a once-in-a-blue moon opportunity to view MNPI as a company not just through a clear glass but actually right before their very own eyes with hardly any minute obstruction at all.

"We have been very transparent here at MNPI and the June 26 event was actually a perfect occasion to show to the Filipino seafarers and the local maritime industry what our company have and how our people work here, how we treat our Filipino seafarers, and how we provide them not just with shipboard jobs, but lifelong careers and opportunities," proudly states Mr. Antonio Galvez Jr., CEO for Administration of MNPI

"Many Filipino seafarers and the local maritime industry in general have been witnesses to the continuing growth of MNPI in the Philippines from its humble beginnings and calculated presence in the country through various representations not too long ago. Despite the many challenges, MNPI has truly come on its own and we are just proud that we have been part of the evolution of the company right from the beginning," says Capt. Leo Tenorio, CEO for Operations of MNPI.

"Of course, MNPI attributes its constant growth to the unwavering commitment made by Mr. Hermann Eden, Chairman of Marlow Navigation Co. Ltd. of Cyprus, to support the Filipino seafarers and the maritime industry in the best way the company can. That same commitment made by Mr. Eden is the foundation by which MNPI serves and works for every Filipino seafarer that comes into its doorstep and eventually becomes a









Ferried by a huge bus from Luneta right after the ICSW Party in the Park, throngs of Filipino seafarers, cadets, and their families came in droves at the offices of MNPI where they were warmly welcomed by Marlow Navigation officers and staff at the registration tables and ushered into the lobby to start the tour.

member of the Marlow family," cites Mr. Galvez

"Whatever progress or headway that MNPI has gained in this industry over the years, we owe it to our competent, dedicated and loval Filipino seafarers MNPI is only as good as its Filipino seafarers so we make it a point to honor them, pay tribute to their contributions, and recognize them at every opportunity we can get. The June 26 event was no exception," points out Capt. Tenorio.

A Trendsetter All its Own

Being one of the most dynamic and energetic manning companies today, MNPI is an existing proof that reputation in the maritime industry is gained through being reliable, dedicated, and a client-conscious organization.

Formerly known as Crewserve, Inc.



Filipino seafarers also got a crack at practical skills demonstration at the Marlow Navigation training center led by MNPI seafarers.

Marlow Navigation has been a leader in setting trends and standards in the maritime industry. Its Quality Management System is one of the first to comply with ISO 9001:2008 requirements, passing a strict audit by the American Bureau of Shipping Quality Evaluations (ABS

For being a top class agency, MNPI has already received various awards including the prestigious Top Performer Capt. Leo Tenorio (upper photo, left) ushers kids of Award from the Philippine Overseas consecutive plum of which the company were waiting to entertain them received only last April 29, 2010.

Last June 26, aside from joining thousands of Filipino seafarers and their families in the merry-making at the Luneta Seafarer's Center beginning at nine in the morning, MNPI also gave the revelers the chance to visit its offices in Malate, Manila all day long being the extension of the ICSW 'Party in the Park.'

MNPI rented an air-conditioned bus which ferried Filipino seafarers and their families from T.M. Kalaw Street to its offices. Apart from merely touring their visitors its offices and state-of-the-art facilities at the Agency Building, at the Training Center, and its Seafarer Dormitory, MNPI actually gave them a dose of the special treatment that the company normally accords to its Filipino seafarers and their families, short of saying: "You're special here at MNPI!"

MNPI staff showed the kind of hospitality to their visitors and it was quite evident right at the company's entrance gate, which was adequately-decorated with balloons and welcoming banner. MNPI cadets were also there to greet and give their uncompromising



seafarer-families to the designated playpen at the Employment Agency (POEA), the third first floor of the MNPI building where two clowns

salute and smiles to the visiting Filipino seafarers and their families.

It was evident that MNPI was prepared for the occasion. Knowing that the June 26 is a family affair, the company even designated a play area for the kids of visiting Filipino seafarers so that they can also have fun on their own while their respective father and/or mother go around the MNPI offices and get a feel of the Marlow special treatment. Aside from fun. the kids were likewise treated to ice cream and cotton candies. There was also a clown in the play area to provide entertainment and amazing balloon tricks. Hundreds of assorted company give-aways like T-shirts, cuddly bears, umbrellas, goody bags, etc., were given out to seafarers, families and

Prior to the tour, the guests were initially given a brief presentation of MNPI and its unique facilities and the key persons in each department of the company.

Right from the onset, visitors could only surmise that MNPI is a top caliber

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manning company judging from how most of them were awed by its lobby alone not to mention the Smart Crowd Management System and the 40-inch LCD monitor, which provides not only information on appointments to visitors but also offers vital information useful to seafarers

The two MNPI receptionists also add a touch of glamour and satisfaction to the mix as they always have ready answers to queries of quests.

Also located on the ground floor of the MNPI Agency Building is the El Roi Medical Clinic, an accredited medical clinic for seafarers, so Filipino seafarers of MNPI who are required to undergo whatever medical tests do not have to go far or anywhere else to avail of such.

The next floor, which is called the first floor, hosts the offices of MNPI's sister company, Galant Maritime Services, Inc. (GMSI), an agency manning Marlow's managed passenger cruise ships..

For reporting officers, bringing their families to MNPI is no hassle as there is a dedicated family room on the first floor that serves as a waiting area for the seafarers' wives and kids. It is equipped with TV/ video for entertainment and Kiddie Tykes playpen for kids to play on.

MNPI's Operation Department is located on the second, third, and fourth floors where transparency and equality to all staff are must when dealing with seafarerapplicants. MNPI guarantees that no fees are collected from any Filipino seafarer in exchange for employment. Applicants are taken in not on who they know in the company but what they know about the job they are taking on. That policy applies to both shore-based and sea-based MNPI staff

The fifth floor is the Accounting Department and at the sixth floor is the Administration and Human Resources Offices, which are responsible for providing fast, effective, and efficient services through Information Technology. MNPI's Quality Assurance unit also ensures that its Quality Management System complies with the ISO 2008 Standard while the Human Resources Office ensures beneficial working environment and suitable number of managers and team members in the organization at any given time.

The Marlow Navigation Training Center and Dormitory

The Marlow Navigation Training Center (MNTC) has certainly added to the increasing reputation of MNPI in the local maritime industry. Though it is an independent entity, MNTC works in close cooperation with MNPI to upgrade Filipino seafarers' skills and ensure their employment stability.

Back in 1998 when it started, MNTC was only composed of a lecture room and a culinary training room but it expanded in 2004 because of the growing number of trainees it accommodates.

It was on September 2008 when MNTC had its own building equipped with the latest and state-of-the-art facilities for maritime and culinary training.

The MNTC building has a Full Mission Bridge Simulator, 8 mini-bridge simulators, PC-based Engine Simulator, Liquid



Filipino seafarers enjoy refreshment and a view of the Manila skyline at the Roof Bar of the Marlow Training Center Buildina

Cargo Simulator, GMDSS Simulator, and Four-Crane Simulators. It also has a yard for mooring and sea fastening training;

UNITOR Gas and Electric Welding shop, Lathe Machine shop, workstations for Computer-Based Training (CBT); Electrical and Electronics laboratory. Pneumatic and Hydraulic laboratory; classrooms with wide screen LCD monitors; and fullyequipped kitchen (galley) and dining area.

Other amazing features of the MNTC are the hotel rooms designed with different motifs and paintings. There is also an open lounge that can be used by quests and a European Training Kitchen designed to hone experts in European cooking. Guests

could also enjoy a great view of the Manila skyline at its Roof Bar.

With these high-end facilities and

equipment, it is no wonder why MNTC has become very popular in the local maritime industry as one of the best, if not the best, one-stop shop training ground for Filipino

TINIG NG MARINO

Adjacent to the Training Center building is the MNPI Seafarer Dormitory. An airconditioned facility built to house the cadets and trainees during their training, the MNPI Seafarer Dormitory has 44 rooms that can accommodate 318 persons at one time. The building also boasts of a Recreational Area with wireless Internet connection. There is also a common laundry area equipped with large washing machines.

MNPI continues to evolve as a manning agency and doing quite good at it. No wonder, it has become a haven for many Filipino seafarers all over the country who are out not just to look for employment but life-changing career opportunities.



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46 TINIG NG MARINO **JULY - AUGUST 2010**

ngayon?

salted fish.

ba ang lasa niyan?



YOUR PAPA DOESN'T KNOW

Son: Papa, I like that girl and I want to marry her.

Father: My son, don't marry that girl because she is your sister and your mother doesn't know.

The next day.

Son: Mama, I want to marry that girl but Papa said no because she is my sister and you don't know.

Mother: My son, marry that girl because your Papa is not your real father and he doesn't know.



GENIE IN A BOTTLE

Genie: Bibigyan kita ng isang kahilingan.

Aling Dionisia: Talaga?...Gusto kong gumanda!

Genie: Buksan mo ang bote. Aling Dionisia: At gaganda na ako? Genie: Hindi. Babalik na lang ako sa bote.

GIRAFFE IS FREE

Pretty girl: How much is the tattoo of an animal just above my knee? Tattoo artist: PhP 1,000.00 for tiger, rabbit and lion. Free if it it's giraffe.



PALE-PALEHO LANG

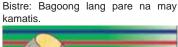
Sabi ng Intsik: Englis palepaleho lang. Ano englis bandila? Hindi ba plak? Ano englis palaka? Plak. Englis sa itim, plak, saksakan kulyente, plak din. Kaya huwak na tayo alal 'yan englis, sila lang ulo natin.

PASALUBONG

Reporter: Ngayong nanalo ka na naman ulit Manny, ano'ng pasalubong mo kay Jinkee?

Manny: Ibon syempre. Mahilig siya dun e.

Reporter: Ibon? Anong klaseng ibon? Manny: Yung mga lipstek, pang-mik up ba? Basta mga Ibon products! You know...



WOW, ANG SARAP! Andoy: Pare, ano ba ang ulam mo

Bistre: Sweet tomato with sparkling

Andoy: Wow ang sarap naman! Ano



PAGANDAHAN NA LANG

Pacquiao: Wala, talo ka na kahit anong gawin mo.

Hatton: Pagandahan na lang tayo ng nanav!

Pacquiao: Ah! Wala namang ganyanan. I mean you know...



WHAT IS LOVE BEEN THERE?

Is it a song? Is it a movie? Is it a poem? The answer is no. LOVEBEENTHERE is the favorite color of Aling Dionisia.

SEEDS

Aling Dionisia: Inday, akin na nga 'yung seeds ko.

Inday: Bakit po? Magtatanim po ba kavo?

Aling Dionisia: Anong magtatanim ang sinasabi mo? Nasisilaw ang mga mata ko kaya kailangan ko isuot 'yung seeds ko.

EGGPLANT

Pacman: Sabi ng titser ko, bakit daw ang eggplant walang egg?

Aling Dionisia: Sabihon mo sa titser mo, na pag me egg yun, turta na yun, TURTA!



KABAYO PALA

Reporter: Sir, anong masasabi mo na "dark horse" si Jejomar Binay.

Erap: Hah... Ang alam ko maitim lang si Jojo pero hindi ko alam na kabayo rin pala.

MORE PROOF

A woman was kidnapped. The kidnapper sent a piece of her finger to the husband and demanded money. The husband replied. That's not enough. I want more proof.



KANIN BABOY

Jimmy: Manong kunin ko na raw po ang kaning baboy sabi ni Itay. Mang Bert: Jimmy, ikaw na ba yan?

Ang laki-laki mo na?

Jimmy: Ako nga po.

Mang Bert: College ka na ba nyan? Jimmy: Opo.

Mang Bert: Wow, ano naman ang kukunin mo?

Jimmy: Kaning baboy nga po.



MAS NAIINTINDIHAN

Host: Sir, para saan po 'yung pinapagawa ninyong sticker na "Latang Pinoy?"

Erap: 'Yan ang bagong slogan ko ngayon. Tinagalog ko lang para mas maiintindihan. "The Filipino Can!" O di ba mas maganda?



ABS CBN

Babae: Kung alam ko lang, hindi na sana ako nagpakasal sa iyo. ABS ka.

Lalake: Anong ABS, aber? Babae: Alak, Babae at Sugal

Lalake: Ikaw CBN.

Babae: At ano naman yang CBN? Lalake: Chismosa, Bungangera at

Nagger.



DALAWA PALA

Mr: Doc, ipapatanggal ko ang appendix ng misis ko.

Dr. Hindi ba inalis ko na 'yun noong isang taon? Walang tao dito sa mundo na dalawa ang appendix.

na dalawa ang appendix.
Mr: Alam ko po. Pero mayroong tao na dalawa ang asawa.

THE DIFFERENCE

What is the difference between

- a. A girlfriend
- b. A call girl
- c. A wife
- d. A maid

The answer is so simple.

- a. Post paid
- b. Pre paid
- c. Unlimited
- l. Pasaload

PSYCHO, THE RAPIST

Bugoy went to the library and asked for the book "Psycho, The Rapist." The librarian searched for almost two hours. When she came back, she slapped him and said, idiot! The title of the book is Psychotherapist.



PEPSI LANG

Sa isang restaurant ..

Customer: Miss, ang tagal naman ng order ko. Bakit napakatagal ninyo magluto? Mayroon ba kayong cook? Waitress: Wala po Ma'am. Pepsi lang ang mayroon kami dito.





FILLET ALA EL NIÑO

Juan: Pare, ano ang baon mo ngayon?

Pedro: Fillet ala el niño.

Juan: Wow ang sarap naman! Ano ba ang lasa nyan?

Pedro: Sa madaling salita, tuyo ang ulam ko pare.

VETERAN

Titser: Use veteran in a sentence.

Manny: I ma'am, I ma'am.

Titser: Okay, Manny.

Manny: If you are caught by your wife having sex with your girlfriend, you veteran.

MAHIWAGA

Bakit ang tao kapag nakahubad ang tawag ay naked pero kapag manok dressed?





JULY - AUGUST 2010

HCPTI Libel Suit Vs. Ramirez Junked

he City Prosecutor of Manila has junked the libel case filed by Harbour Centre Port Terminal, Inc. (HCPTI) against Nelson Ramirez and five others in connection with the publication of the Open Letter to then President Gloria Macapagal-Arroyo early last year on *Philippine Star* that cited alleged irregularities in the conduct of the public bidding for the Manila North Harbor Modernization Project.

In a review resolution promulgated on May 17, 2010 penned by 2nd Assistant City Prosecutor Raymunda A. Cruz-Apolo, Chief of the Seventh Division, the HCPTI libel case lodged versus Ramirez, Luther Calderon, Gina Espinosa, Mildred Yamzon, Fe Nicodemus and Abolcair Guro, was dismissed for lack of probable cause.

Ramirez and the five others are leaders of migrant workers groups collectively known as the Philippine Association of Migrant Workers and Advocates (PAMWA) that cause the publication of the Open Letter to President GMA on February 6, 2009 at the *Philippine Star* to bring the attention of the national government on the issue of the bidding of the Manila North Harbor Development Project.

In their joint counter-affidavit, respondents denied the accusation hurled against them by HCPTI, asserting that the article which came out in the *Philippine Star* did not impute a crime, vice or defect against HCPTI. They also claimed that they were not

motivated by malice or ill-will against HCPTI but merely expressing a public opinion, belief, concern, or fair comment to the project, which is a matter of public interest.

Upon re-evaluation of the evidence presented by the complainant, the City Prosecutor's Office found no probable cause to indict the respondents for libel.

"A perusal of the open letter would show that the contents thereof pertain to certain provisions of the Terms of Reference and Contract of the project which respondents perceive as defective or anomalous. Their concerns about the total privatization of a government port and the supposed surrender of the government's power to levy tariff are perfectly valid issues of public concern," the review resolution stated.

"Consequently, being privileged, malice is not presumed and neither is malice in fact existent since it is not shown that respondents have a grudge against complainant. It appears that respondents are heads of different nongovernment organizations having to do with migrant workers and their expression of concerns over the project is the fact that one of the firms involved in the joint venture is the same firm that used the money of the Overseas Workers Welfare Administration for a previous project, thereby depriving the OFWs of the money intended for them," it added.

"The North Harbor, the modernization of which is the subject of the article in question,

is a public facility and is a property for public use. Undoubtedly, therefore, any comment or criticism regarding the prosecution of a project thereon is imbued with public interest. As a matter of fact, a perusal of the open letter would show that almost everything therein are discussions on matters of public interest and are not imputations of anything," the resolution further cited.

"As to the portion thereof which speaks of a rigging of the bidding, the same does not clearly impute it to the complainant, and in any event, an alleged anomaly in the conduct of the bidding of a public infrastructure project is a fair subject for public discussion. Wherefore, it is respectfully recommended that the complaint for libel against the respondents be dismissed for lack of probable cause," the review resolution concluded.

Ramirez lauded the decision of the City Prosecutor of Manila citing that he will not be cowed into submission by any big corporation over a threat of libel especially if he truly believes the cause that he is fighting for.

A similar libel case filed by HCPTI versus Ramirez and company was previously junked by the City Prosecutor of Makati.

"Manila North Harbor is the biggest domestic port in the country and giving it to the wrong hands may put the government and the public in the losing end of the modernization deal," Ramirez stressed.

UFS Hits PRC on New Service Requirements for Deck Ratings

FROM PAGE 37

this new ridiculous requirement," added Ramirez.

Ramirez even cited that he is positive that the new requirement is not provided for in the STCW Convention, as amended.

The UFS president even challenged the PRC leadership and the members of the marine boards to bring the matter to the IMO delegates during the Diplomatic Conference on June 21 to 25, 2010, even to the IMO Secretary-General if need be, to find outwhose argument or position is correct on the matter.

More than a month has passed since its second letter to the commission, the UFS and Engr. Ramirez have yet to receive a formal reply from the PRC leadership or the marine boards.

"We are still waiting for their action on the matter and the UFS would not hesitate in bringing the issue to the streets should we fail to talk them into reconsidering the imposition of this new seagoing service requirements on Filipino deck ratings," Ramirez stressed.



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ENTERTAINMENT

By ARIANNE BLANCHER, RODRIGUEZ

Bohol may be a small island in the Visayas but its people are larger than life.

The island paradise boasts of several talented celebrities, like Cesar Montano, Luke Mejares, Rich Asuncion, and Direk Maryo J. Delos Reyes, among others.

An addition to this roster of Boholano pride is Lailet te Geulen-Boiser, better known in local cinemas as Scarlet.

You might remember her in Aga Mulach's now defunct television show Oki Doki Dok and another teleserye Calla Lily or performing in ASAP and Magandang Tanghali Bayan.

She then went on a semi-hiatus, appearing in movies like "Bedtime Stories", "Magnifico" and "Ako'y Nagmamahal Sa Iyo".

Scarlet, a true Boholana went back to Bohol, choosing to help in their family business over her budding career, and then marrying the man whom until now she still talks fondly of, Jade Boiser.

Showbiz however must really be a hard habit to break as Scarlet is now back with a vengeance. She now plays Sister Bertha in the Regine Velasquez starrer "Diva," pitting vocal prowess with Eva Castillo, Pinky Amador, Radha and Mitch Valdes. She also appears in "Trudis Liit" and "Gumapang Ka Sa Lusak."

TNM: How were you discovered??

Scarlet: I was discovered by a talent scout for ABS-CBN. They then included me in the Star Circle Batch 9. Bale ako yung comedienne ng batch namin. I was then cast in Oki Doki Dok. Then sinasali-sali din nila ako sa mga kantahan sa ASAP kasama yung ibang matataba qaya ko.

TNM: What's your most difficult role so far?

Scarlet: You know, I've really been enjoying my roles na I don't look at them as difficult. Like now sa "Diva," kantaserye siya so talagang napasabak ako sa kantahan.

TNM: How do you prepare yourself for a role?

Scarlet: Simple lang. I was born to be an actress! Joke! I read my script siyempre, then I motivate myself. I put myself on my character's situation. Inaalam ko na kung ano'ng dapat na facial expression ganun.

TNM: You're also a great singer. If you have to choose between singing and acting, which would you choose?

Scarlet: Parang mas type ko ang acting. Acting kasi, you just have to learn your lines, konting emote, okay na. With singing, there are so many rules. Bawal uminom ng malamig, bawal mag-smoke, no gimmick at night blah blah blah...

TNM: How has being an actress changed your life?

Scarlet: Ako kasi ever since I got into

Scarlet: The Proud Boholana is Back in Biz with a Vengeance





acting, I've always looked at it as just my profession. If I'm at work, I'm at work. I'll be whoever the director wants me to be but

if I'm at home, I'm just Lailette.

TNM: What's your dream role?

Scarlet: I like being a contravida.

TNM: How about sa singing, which genre do you prefer?

Scarlet: I don't really limit myself to a particular genre. I love Bossa Nova, okay din ako sa love songs, jazz, disco. I guess in a way, I've been influenced by Afro music like sina Aretha Franklin and Angela Boffil. Sometimes when I sing, some people would comment that if they close their eyes, they'd think that I'm black because of my voice.

TNM: How do you handle fans?

Scarlet: I do well with them. They're like my friends din di ba?

TNM: What's it like being a Boholana?

Scarlet: Boholanos and Boholanas are very talented. Almost everyone can sing and dance. We're also humble. We're basically nice people. Way pabor-pabor.

TNM: You're one proud Boholana!

Scarlet: Yes! I always invite people to go to Bohol. I tell them it's a very beautiful place. Number one tourist spot nga siya ngayon, di ba? Aside from that, Boholanos are really very nice people, very hospitable. It's

also less expensive there.

TNM:Was there extra pressure being a Boholana in Manila? I mean personally, I've experienced Tagalogs looking down on people from the Visayas like we're low-class individuals.

Scarlet: I've always been proud of being a Boholana. I've always held my head up high and acted like they cannot belittle me because of where I'm from. I know I'm talented, I'm educated, I can sapeak English better than they. We can say we've experienced more than most them. Madaming people from Luzon





who haven't even experienced riding an airplane. It's ignorance that makes people belittle other people. I never made it kahiya that I'm from Bohol. Hoy! I'm proud of being from Bohol. I am worthy of their respect and I, in turn, will respect them too.

TNM: What's your message to Boholanos who also dream of entering showbiz?

Scarlet: First, they shouldn't limit themselves to Bohol. Even though Bohol is a gorgeous place, they should spread their wings and try out different things. Sayang 'yung talent nila kung papabayaan nila. It's better than inuman and drugs naman.

TNM: What's your message to all our readers?

Scarlet: To all Filipino seafarers, I appreciate all your efforts sacrificing, working abroad, doing everything just to give your families good lives. Love your job. Kahit anong trabaho mayroon ka, you should love it.

UFS' C/E Virtudazo Makes it as Finalist of The Outstanding Filipino Seafarers Award

FROM PAGE 9

While in school, C/E Virtudazo had his dream cut out for him. Early on, he vowed to share his knowledge and experience with his peers and his country as soon as he made it. And he did, with flying colors.

Born in the balmy town of Libona, Bukidnon, fate brought him however, to Bohol where he took up elementary education. A dizzying whirl of seemingly gypsy travels prompted him to move to such diverse locations as Cebu, Davao and Iloilo to pursue his studies, After which his career was typified by so many "firsts."

"Nothing great in the world has been accomplished without passion." This quote is very close to the heart of C/E Virtudazo who firmly believes that you have to care for your peers and your community before you can train your eyes elsewhere. This has guided him through the years and has brought him where he is now: circumnavigating the world in world-class ships, seeing places that he saw only in magazines and the movies; taking charge of a ship's engine department; supervising the construction of a newbuilding, and more. Not even his family and friends thought that this once lanky boy who idolized The Beatles would become the successful seafarer that he

That's because his father urged son, Rodolfo, to follow in his footsteps as an employee of Del Monte, one of the largest pineapple plantations in the world. He half-heartedly said yes to his father, knowing fully well that his fate called him out to sea. His batch at the University of Cebu was the first for that school and at the age of 19, he boarded an international vessel as a junior engineer, a first.

While in his first port of call in Jakarta, he excitedly sent postcards to his family and friends, but nobody believed him. It was only when he came home loaded with gifts and a valued must-have, a Sony radio-tape recorder, that they finally believed him.

Writing in his column, "Vast Horizon," for the March-April 2010 of *Tinig ng Marino* C/E Virtudazo says: "I have great faith in the Filipino seafarers. They will continue to make waves across the oceans as many shipowners believe in us. They say that we are qualified, skilled, hardworking, flexible and proficient in interpersonal communication compared to other foreign crewmembers. Besides, we also have the inherent quality of close family ties."

He adds: "We should live up to our image for which we are known all over the world. And this is being passionate, not only in love but also in our work in order to further our careers and

10 passers. This prompted him to work even harder, infusing his work with the passion that drove him to excel and top himself every single time. He transcended all his difficulties, hardships, challenges and loneliness onboard



C/E Virtudazo is shown at the engine control room of MV Asian Vision, shown at right berthed in port.

also to make the company that we work for, strong, solid and successful. Putting passion in our work will benefit us in the long run. As the company grows, we also grow, putting us on the map and making us shine in the world's seafaring market. It will make us world-class..."

How indeed, can anyone disagree with that?

His career started in 1972 when he was hired as junior engineer by CF Sharp. In 1976, it was United Brands in New York and from 1979 to 1980 he worked for Uniterwyk Corp. in Tampa, Florida. In 1981, he was 2nd assistant engineer for UPL. Then he went on to become assistant engineer for Naess Shipping in 1984, also as 2nd assistant engineer.

It was at Torvald Klaveness & Co. of Oslo, Norway where he showed his extreme passion for work. The following year, he was promoted to first engineer, marking another first. In the 15 years of service in this company, he gained the respect of the shipowners and his colleagues for his unquestioned ability in relation to technical know-how and his skills in running his department.

In March 1989, he was promoted to chief engineer without a license, still another first. The technical superintendents in Norway had great faith in him and his passion for his job that they had no second thoughts in promoting him to the position. It was such a great honor that created a stir within the company and the seafaring industry. No one thought that he would be one of the first chief engineers in a Norwegian-dominated sector. Truly a commanding feather on the Filipino seafarer's cap!

The same Norwegian officers encouraged him to further his career by taking the licensure examinations for chief engineers. As expected, he placed No.4 among the Top

by responding to a spiritual calling, completely entrusting his fate to God.

Because of his passion and leadership, coupled with his technical knowhow, he was appointed technical consultant for Dennholm and Klaveness in Manila in 1989.

Another big surprise came in the form of an appointment to the position of deputy operations and crewing manager for Klaveness in 1991.

From 1995 to 1996, he was appointed newbuilding supervisor for Hyundai Shipyard in Ulsan, South Korea, an honest-to-goodness quantum leap in anyone's career. Many firsts came as seemingly easy accomplishments to C/E Virtudazo whose every achievement he dedicated to the country and his peers as well. He simply believed that somehow his laurels could become an inspiration to many aspiring seafarers.

From Klaveness, he moved to Southfield in 1999, joining its LPG fleet as chief engineer and in the following year he signed on as one of the first Filipino engineers on Hyundai Merchant Marine's bulk carriers.

To his surprise, he became Training Manager for Southfield.

In April 2003, another surprise package came in the form of a promotion as technical superintendent for Patt Manfield, Southfield's Hong Kong-based principal which strictly employed only British masters, chief engineers and electricians. He also occasionally does some work for the PCTC fleet of Wilhelmsen Ship Management based in Korea and the LPG fleet of SWAN Shipping Corporation.

Among his countless awards and citations that give tribute to his accomplishments, the following are some of those closest to his heart:

 The first Filipino to be designated as technical superintendent for Patt Manfield & Co. Ltd., a Hong Kong-based principal of Southfield Agencies that employed only British nationals.

• The only Filipino in the entire Klaveness fleet to be promoted to Chief Engineer (onboard MV Banta) without a chief engineer's license in July 1989.

One
 of the first
 Filipin o
 engineers of
 Klaveness

to be appointed as newbuilding supervisor, particularly for the 161,000 DWT capsize bulk carrier, *MV Bavang* at the Hyundai Shipyard in Ulsan. South Korea.

• Bagged 4th place among the top 10 passers in the licensure examinations for chief marine engineers given by the Board for Marine Engine Officers in July 1989.

 Honored with the Outstanding Seafarer of the Year Award in September 1998 during the 3rd National Seafarers Day.

 Conferred The Most Outstanding Marine Engineer for 1998 by *Tinig ng Marino*.

•Awarded The Outstanding Marine Engineer for 1999 by the Professional Regulation Commission.

C/E Rodolfo B. Virtudazo's passion for work excellence has made him caution his peers against complacency. He constantly reminds newcomers to the industry to be extra hardworking and diligent. "Armed with that, you can do your job well and even excel in whatever you do," he explains.

These exhortations are well ingrained in his family. Devoted wife Myrna of 34 years; children Mierolf, who is an AB of the Saga fleet, now 33; Joeurbett, 27; Ferrelii Marybeth, 25; Mark Kristoffer, 17; Jo Ann Marie, 15, and , Maria Loren, 13, all testify to the chief engineer's devotion to his work and his family. All else, he entrusts to God, they chorus.

C/E Virtudazo finds time, and makes time, for his and his family's spiritual needs. He is an active member of a prayer community and the Special Ministry of the Holy Eucharist at the Our Lady of Annunciation Parish in Quezon City.

Indeed, passion for work and career, devotion to family, and an inexhaustible zest for life, are the perfect formulas for success.



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PRC Making Life Difficult for Ship Officers Applying for COCs and COEs

Good day to you and to all your staff at *Tinig Ng Marino* whose influence has spread far and wide due to your pioneering maritime newspaper and radio program. I hope you still remember that I sent you an email regarding the renewal of certificates of competency (COCs) and certificates of endorsement (COEs).

I filed for my COC and COE on April 20, 2010 and based on the claim slip given me, these were to be released on May 18, 2010. I just want to share with you all the

trials and tribulations I suffered while working on these certificates. I found out that you have to be at the PRC before dawn to be able to get a number so that you could be served. My friend and neighbor told me that he had been at the PRC for two days and still nothing happened. In fact, he had been there before 2:00 AM each day.

My friend finally got the number 55 but when he got inside he was

brusquely told numbers given outside PRC the offices were not honored Fortunately, his fellow mariners respected and honored the numbers was not to be fixture at PRC



outside. And this plying for COCs and/or COEs has become a regular was not to be fixture at PRC.

the last stage in that very torturous process.

On May 17, 2010, one day before my claim date, I texted PRC to follow up on my application. I was told that my application was not scheduled for release and was told to call another number instead on May 19th. I did call that number and spent 30 minutes to get connected only to be told that my application would be released on the 24th

I asked them why the delay and the seemingly endless problems, they replied that they ran out of paper. Out of paper???!!!! Why? How much does that particular paper cost?

Me and my friends were all aghast at their response. You see, when you file an application for COC and COE, you pay PI,000 up front which means you need to cough up P2,000 because you are filing for two certificates. With 130 applicants per day paying P2,000 each, that translates to P260,000 a day. In five days (Monday to Friday) that's a total of P1,300,000! Simple arithmetic. And you run out of paper???!!!! How? And why?

It's not only that. It's the way they treat the applicants, we, who do nothing but try to help our families and our country. They treat us like garbage and even with contempt. Do we deserve to be treated this way? They invent all sorts of problems just to give us a hard time. We want to know why.

I think it's high time that this function should be transferred to a department, something like a National Seaman Administration that will take care of all documentation that seafarers need. I think this should be something like a one-stop shop for all seamen's needs.

I hope that the new administration will take this matter seriously and straighten up PRC and their erring personnel who treat seamen like beggars and criminals. Through the *Tinig ng Marino*, I hope that these issues will be addressed and improvements can be made soonest. Thank you and more power! – *Capt. Leo L. Magdaluyo*

We are pretty sure that thousands of Filipino ship officers are lauding your courage in bringing up this nagging issue to the public. We have been privy to this shabby treatment of seafarers applying for COCs and COEs at the PRC and have in fact personally brought the matter to the attention of PRC Chairman Nic Lapeña just recently. Let's give the commission time to digest the matter or even probe if it so desires but if we don't see any improvements in the next couple of months, we will raise the bar of our opposition a notch higher, perhaps a protest rally again in front of the PRC offices. We are just hoping that the affected Filipino seafarers, just like you, would be men enough to come out in the open and join us in our protest actions. - Editor



Proud UFS Boy Sails On

Isang magandang araw po sa lahat ng tagasubaybay ng No. 1 seafarers' newspaper, ang *Tinig ng Marino*, lalong-lalo na sa Executive Editor nito na tinatawag naming 'Tatay' na walang iba kundi si Engr. Nelson P. Ramirez.

Sir, kamusta na po kayo at ang inyong maybahay na si Ma'am Marilyn? Lagi ko po kayong ipinapanalangin sa ating Poong Maykapal na sana'y bigyan pa kayo

ng malakas at malusog na pangangatawan u p a n g

Some of the crew of MV Pacific Carrier manned by MST Marine Services (Phils.) Inc. including UFS Boy Paul Lazarga, shown second from left proudly holding a copy of Tinig ng Marino, along with his fellow shipmates (standing, from left) D/C Neil Samosing (TSM Cadet Program Batch 6) OS Libni Abello (soon to be married), 2/O Ronnel Gico, E/C Arnold Camhit and C/O Kim Hyeong Bo (Korean).

marami pa kayong matulungan at mabigyan ng magandang aral, lalo na sa mga baguhang marino na katulad ko.

Kung hindi dahil sa mga payo at pangaral ninyo sa akin noong nariyan pa ako sa UFS bilang isang cadet volunteer, hindi ko na mai-improve ang aking sarili bilang isang tao at bilang isang marino. I'm really proud to say that I'm part of UFS!

Sa mga kapatid o kapwa kong cadet volunteers na naririyan pa sa UFS, "Don't ever lose hope guys. Always trust in God and be contented that you are part of UFS. Isipin niyo na mapalad tayo na nakilala natin si Sir Nelson at nakapasok tayo ng UFS dahil tinitiyak ko sa inyo na hindi niya kayo pababayaan. Basta gawin lang ninyo nang mabuti at nang maayos ang inyong mga trabaho diyan at darating din ang punto na makakasakay din kayo. Pagdating ng puntong iyon, malamang mga liham naman ninyo ang ang mababasa dito sa *Tinig ng Marino.*"

Sa kasalukuyan Sir ay nandito po pala kami ngayon sa Richard's Bay sa South Africa, loading po kami ng coal pabalik ng Taiwan at pagkatapos naman ay sa Newcastle, Australia. Isang bulk carrier po ang nasakyan kong barko na may bigat na 77,458 GRT. Dalawampu't apat po kaming

crew dito - apat ang Koreano at 20 kaming mga Pilipino.

Nais ko rin pong ipaabot ang aking pasasalamat sa MST Marine Services (Phils.) Inc. and TSM Group of Companies lalo na kina Capt. Alfonso del Castillo, Sir Ian Garcia, Capt. Benjie Katipunan, Capt. Mamaril, C/E Santos, at sa aking crewing officers na

Former UFS cadet volunteer Paul Lazarga proudly shows a copy of Tinig ng Marino along with three other young Filipino crew of MV Pacific Carrier including O/S Libni Abello, D/C Neil Saramosing (TSM Cadet Program Batch 6) and E/C Arnold Camhit.

sina Ma'am Erlie Esguerra, at Ma'am Thea Limlingan pati na rin po kina Sir Eddie Andaya, Ma'am Monalisa Gervacio, Rhoda Carungi and Ma'am Razel Malab.

Muli, maraming salamat po Sir Nelson. More power to UFS and *Tinig ng Marino*. Please extend my regards to Ma'am Che and Ma'am Maricar, UFS-CBA department, the MST Boys and to my colleagues at Room 812 of Plaza Tower.

– O/S Paul Lazarga, MV Pacific Carrier

Natutuwa kaming malaman Paul na nagagamit mo ngayon sa barko ang mga payo at pangaral na natanggap mo noong ikaw ay naririto pa sa UFS. Nagagalak din kaming marinig ang iyong payo sa mga kasalukuyang cadet volunteers na naririto pa sa ating opisina dahil sipag, tiyaga at determinasyon naman talaga ang mga susi sa pag-asenso sa buhay. Keep up the good work. - Editor





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