AMOSUP: Celebrating 55 years of uplifting seafarers' lives
JSU - AMOSUP
MARITIME MUSEUM & SPORTS COMPLEX

SPORTS COMPLEX

MUSEO

MARINO

814 J. Nakpil corner P. Hidalgo Lim Streets, Malate, Manila
Telephone : +632 353 8180  E-Mail: museomarino@yahoo.com
“As AMOSUP really cares not only for its members but also with its social partners and the Filipinos, we chose to embark on the spirit of caring.”

Sailing into more than five decades of service for thousands of members and their dependents, while achieving the union’s goal of seafarers’ rights are no mean feat. Our founding president, Capt Greg Oca, who championed the cause of seafarers’ rights and just compensation, had shown us the way to attain and preserve such goal. Eventually we continued and built on what he had started.

Through our Tuloy ang Malasakit programme, we are helping to address pressing socio-economic issues by holding a major event each month to support our different advocacies. From Manila to Cebu and from Iloilo to Davao, the union and its employees have prepared – or have begun to perform -- a number of activities that make its caring agenda felt for the families, youngsters, their livelihood and the environment.

Beyond this series of activities, the union is in partnership with All Japan Seamen’s Union in carrying out school construction projects in typhoon-devastated towns in the Visayas in coordination with the Department of Education through its Adopt-A-School Program. Initially, five two-classroom school buildings have been finished in Bantayan Island in Cebu, Tacloban City and Catbalogan in Samar under the JSU-AMOSUP Seafarers Project for Emergency Assistance and Reconstruction (SPEAR).

Most of these school-beneficiary areas are hometowns of many JSU-AMOSUP members whose families and homes were affected by Typhoon Yolanda (Haiyan). Indeed, the generosity of our brothers from the Japanese union has not been limited to members, but extends to their communities as well. AMOSUP is thankful for such educational assistance and is proud of this joint endeavour with JSU.

Speaking of schools, we congratulate the administration, faculty and staff of our very own Maritime Academy of Asia and the Pacific (MAAP) for obtaining the highest weighted rank in the recent FindUniversity.ph evaluation of various colleges in the field of maritime education. Due to this development, MAAP now ranks as the number one merchant marine school in the Philippines.

Happy Sailing Forward!

Dr. Conrado F. Oca

Sailing Forward
JUNE 2015

6 JSU-AMOSUP builds schools for typhoon devastated areas
More school buildings are programmed for construction under the SPEAR in the coming year

8-11 JSU’s Morita: Strong friendship with ‘Big Brother’ assures Japan’s fleet of safe, stable operations

12 MAAP leads in PH marine schools ranking
Current standing replicates Philippine universities ranking that is based on relevant, updated and measurable data in maritime education

14 Seamen’s Hospital’s abstract chosen for poster demo in US surgeons’ confab

17 Members, dependents enjoy summer sports at AMOSUP Seamen’s Cebu
As part of its 18th anniversary, the union’s Cebu branch held various programmes and activities for members and dependents in the Queen City

Leandro G. Dalisay
Editor

Anna Liza Ibarra
Editorial Coordinator

Ros Valuz
Graphic Artist

Jun Danao
Photo Editor

Editorial Office
Seamen’s Centre
Cabildo cor. Sta Potenciana Sts.
Intramuros, Manila

Tel. Nos. 527 8491 to 98
Email: s_center@amosup.org

www.amosup.org

AMOSUP Board Officers and Members

Dr. Conrado F. Oca
President

VAdmiral Eduardo Ma. R. Santos, AFP (ret.)
Executive Vice President

Capt. Felixberto I. Rebutes
Vice President

Atty. Emmanuel E. Partido
Business Agent

Johnny M. Oca, Jr.
VP for International Affairs

Atty. Jesus P. Sale, Jr.
VP for Internal Affairs

Members (Officers)
Capt. Emilio T. Saavedra
Capt. Januario I. Lansang, Jr.

(Ratings/Unlicensed)
O/S Edilberto Tanayan
MTRMN. Joel T. Sevilla
O/S Emel P. Rodriguez
18 Seamen’s Hospital Cebu carries out summer workshop
The hospital has started their first leg of training their non-medical staff and ancillaries in a seminar conducted by the hospital’s in-house doctors and nurses.

20 Need for HIV, health action highlighted
The ITF has released a survey that highlights the continuing work on HIV/AIDS and wellbeing among seafarers.

22-25 AMOSUP readies 55th year bash

THE union lines up a series of ‘caring’ agenda, by holding major event for each month in support of its advocacies

26 FAME celebrates 40 years of ship manning
As one of the long-time social partners, AMOSUP also receives due recognition for its contribution to the crew managers group’s success.

27 Maritime administration adopts measures to boost PH register
The measures include regulatory agenda, technical assistance, and priority legislations that are essential to promote the expansion of the shipping register.

28-31 PH domestic ferry safety conference urges action to improve safety record

33 Research funded to support female seafarers welfare
The project focuses on gender issues arising from multi-cultural crews, isolation and to develop appropriate tools to help support women within the industry.

34 255 new MAAP graduates embark on seagoing career

38 YOU SAY
The cover: Images of Union activities over the years
JSU-AMOSUP builds schools for typhoon-devastated areas

Most of the beneficiaries are hometowns of hundreds of JSU-AMOSUP seafarers whose families and homes were affected by typhoon Haiyan (Yolanda) in November 2013.

AMOSUP and the All Japan Seamen’s Union (JSU) are jointly carrying out school construction projects in typhoon-devastated towns in the Visayas in coordination with the Department of Education (DepEd).

Known as the Seafarers Project for Emergency Assistance in Rebuilding Classrooms (SPEAR), the JSU-AMOSUP initiative entails the construction initially of five two-classroom school buildings with toilets and chalkboards. It will be furnished with teachers’ tables and chairs, armchairs and ceiling fans.

Two of the classrooms will be used for computers, multimedia projectors (with screen), printers, air-conditioners and computer tables and chairs.

The areas where public elementary school beneficiaries of the JSU-AMOSUP SPEAR project include Bantayan Central School in Bantayan Island and Oboob, Bantayan in Cebu, Basper Elementary School in Tacloban City and Cebalogan III Central Elementary School in Catbalogan, Samar.

More school buildings are programmed for construction under the SPEAR in the coming year.

Most of the beneficiaries are hometowns of hundreds of JSU-AMOSUP members whose families and homes were affected by typhoon Haiyan in November 2013, the strongest typhoon that ever hit land in the Philippines.

Construction of the school buildings was completed in May 2015. A memo of agreement signed between AMOSUP president Conrado F. Oca, JSU president Yasumi Morita and DepEd secretary Armin Luistro estimates a total cost of PhP13.5 million, which include construction and furniture and equipment for the school projects.

Under the agreement, DepEd will provide policy guidance and directions in coordination with AMOSUP to ensure proper implementation of the project. DepEd also provides proper management, maintenance and care for the improvement to be received by the beneficiary schools through the School Heads or Principals.

In funding the construction and furnishing of the project, AMOSUP and JSU are committed to engage the services of licensed architect and engineer to prepare the plans, designs and other specifications for the school buildings and contract out the construction to licensed contractors. AMOSUP will administer the efficient and effective implementation of the project, including coordination and execution of the Deed of Donation of the buildings.

Secretary Luistro said the JSU-AMOSUP group joins a long tradition of partnership with Japan in their contribution in providing
classrooms that would be built better than those schools devastated by typhoons.

“I think they (new classrooms) are built to last beyond another super typhoon,” he stressed, saying what is important is the friendship built between the two countries. It’s a “friendship of common experience in dealing with many disasters such as earthquakes and typhoons,” between the two countries.

“What you have built is not just schools but a sanctuary for our students during typhoons,” Secretary Luistro said. He pointed out that in the Philippines, schools are a shelter during natural disasters as DepEd now is taking on building structures on a level of standard that could withstand the onslaught of natural calamities.
JSU’s Morita: Strong friendship with ‘Big Brother’ assures Japan’s fleet of safe, stable operations

The JSU chief has been instrumental in the successful undertaking and maintenance of various seafarers’ welfare projects between the Japanese union and AMOSUP

Sometimes he prefers to address his leading counterpart in the Philippines as “Big Brother.” The All Japan Seamen’s Union (JSU) president Yasumi Morita may not be referring to “Big Brother Conrad” Oca, the AMOSUP president, in the literal sense of physical dimension.

But Mr Morita is really referring to the apparent big role AMOSUP plays as an active partner of JSU in their joint collective agreements with Japanese-owned or controlled vessels. He considers the huge importance of JSU’s strong partnership with AMOSUP in assuring the safety and stable operations of Japanese merchant fleet with Filipino seafarers.

Apart from this partnership, Mr Morita admits that the improvement of benefits and working and living environment for the members and their families also count in the continuing safety operations of Japanese ships. In such relationship, he has been instrumental in the successful undertaking and existence of a number of seafarers’ welfare projects in the Philippines between JSU and AMOSUP.

“Such long-term relationship has resulted in setting up a number of welfare facilities in the Philippines”
Welfare projects

“We should keep our good relationship to improve the working conditions, welfare, education and training of Filipino seafarers,” he said during a recent dinner in Manila tendered in his honour. Two large seafarers’ accommodation facilities and a museum cum sports complex in Manila were built with JSU’s cooperation.

These facilities include the Mariners’ Home, its Annex, and JSU-AMOSUP Maritime Museum and Sports Complex with Mariners’ Home Annex II presently under construction. He thinks that another facility may have to be built after finishing Annex II to accommodate more seafarers.

In education and training, JSU’s partnership with its shipowning and shipmanagement compatriots IMMAJ, contributed funding for the completion of the western campus of the AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP). Thus the Mariveles-based marine academy has now its MAAP JSU-IMMAJ campus in its name.

At a recent MAAP commencement rites where he served as its guest of honour the JSU president praised the Filipino seafarers for getting the highest assessment in their jobs which makes shipping companies in Japan and other countries to continuously seek their excellent services.

The friendship between the two unions began in the 1980s, when Japanese shipowners started to hire foreign crews for their ships in response to the dwindling members of domestic shipboard personnel.

As Japan’s mixed manning policy took effect in the late 1980s, recruitment of Filipino seafarers bound for Japanese ships surged as well.

And through a bilateral agreement, JSU’s Philippine affiliate had jointly negotiated agreements for Filipino seafarers working onboard Japanese controlled vessels. From a fleet of more than 700 vessels in 1988, AMOSUP-JSU now has almost thrice the number of ships covered by their collective agreements with Japanese owners. About 40% of AMOSUP members now work onboard some 2,800 Japanese-owned and controlled ships.

Such long-term relationship has resulted in setting up a number of

“There is still high demand for similar accommodation facilities for crews who travel to and from Manila”
About 40% of AMOSUP members now work onboard some 2,800 Japanese-owned or controlled vessels.

Shared vision and objectives

Mr Morita started with the JSU in 1993 as one of its officers. He then joined the Manila office as the union’s branch manager in 2008 and became the general director of JSU’s international bureau. His stint in Manila has marked a growth in the number of collective bargaining accords by JSU-AMOSUP with Japanese shipowners.

Japanese shipping companies always keep an eye on the progress and partnership between seafarers union in Japan and the Philippines,” Mr Morita recently told the Daily Japan Shipping News, saying that the “partnership between JSU and AMOSUP is based on the shared vision and shared objectives”. And as long as this shared vision continues, he believes there is “no concern that the relation will be broken. We work together with very good friendship.”

Morita-san was elected as the union’s VP in 2012, and led on to continue as the “Acting President.” And finally in November last year, JSU’s 75th Congress voted for his presidency. Currently, he also performs other functions in the international trade union activities that include his chairmanship of the ITF Asia Pacific Seafarers Regional Committee and the Asian Seafarers’ Summit Meeting, as being a member of the ITF Executive Board.
MAAP now leads in Ph marine school ranking

The current standing replicates Philippine universities ranking that is based on relevant, updated and measurable data in maritime education.

A search engine for Philippine colleges has now ranked the AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP) as the country’s number one institution in the field of maritime education and training.

The entry of MAAP, which obtained a weighted rank of 79.4%, was based on the aggregated passing rates of schools in all maritime board exams that its graduates have participated in, according to FindUniversity.ph.

The Mariveles-based marine academy was followed by Palompon Institute of Technology (in Palompon, Leyte) and Technological Institute of the Philippines which were ranked second (79.1%) and third (77.1%), respectively. Lyceum of the Philippines-Batangas (75.2%) and Philippine Merchant Marine Academy came in at fourth and fifth in rank.

“It is the first Philippine Universities Ranking that is based on relevant, up-to-date and measurable data” in maritime education, FindUniversity.ph said.

FindU is a directory of academic programs offered by colleges and universities in the Philippines that aims to provide the “most thorough and useful information for people who are looking for the right school.”

FindU aggregated the results from those board exams, ranked each school in each board exam, and then summed up the rankings for each school to come up with a "weighted board exam ranking” for each school.

For the methodology in coming up with the rankings, four board exams have been the basis of FindU. And only first timers were counted (those who took the exam for second and third times were disregarded).

They ranked each school in each exam, based on aggregated passing rates. For example: a school with an aggregated passing rate of 73% for the Mechanical Engineering Exam will be ranked higher than a school with 68% passing rate for the same exam.

Based on the methodology, schools that had a total of less than 10 examinees (first timers) for a particular board exam during at least past four exams were not ranked for that specific test.

They calculated the weighted position of each school in each board exam. For example: a school that is ranked first in the Mechanical Engineering Licensure Exam, gets a score of 100 for this particular exam. A school that ranks in the 10th percentile will get a score of 90 for that board exam, and so forth.

Finally, FindU calculated the average weighted position of each in all board exams that school was ranked in.

Different campuses of the same university have been ranked separately, since they differ in location, facilities, faculties and programs offered.
### Philippines Universities Ranking: Maritime

<table>
<thead>
<tr>
<th>SCHOOL</th>
<th>Weighted Ranking: MARITIME</th>
<th>Ranked In</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maritime Academy of Asia and the Pacific - Mariveles, Bataan</td>
<td>79.4%</td>
<td>6 Exams</td>
</tr>
<tr>
<td>2. Palompon Institute of Technology - Palompon, Leyte</td>
<td>79.1%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>3. Technological Institute of the Philippines - Manila</td>
<td>77.1%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>4. Lyceum of the Philippines University - Batangas City, Batangas</td>
<td>75.2%</td>
<td>5 Exams</td>
</tr>
<tr>
<td>5. Philippine Merchant Marine Academy - San Narciso, Zambales</td>
<td>74.9%</td>
<td>6 Exams</td>
</tr>
<tr>
<td>6. Asian Institute of Maritime Studies - Pasay City, NCR</td>
<td>71.2%</td>
<td>5 Exams</td>
</tr>
<tr>
<td>7. Misamis Institute of Technology - Ozamiz City, Misamis Occidental</td>
<td>66.3%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>8. John B. Lacson Foundation Maritime University - Molo, Iloilo</td>
<td>65.7%</td>
<td>5 Exams</td>
</tr>
<tr>
<td>9. Balinsag Maritime Foundation - San Rafael, Bulacar</td>
<td>53.3%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>10. PMI Colleges - Quezon City, NCR</td>
<td>52.0%</td>
<td>5 Exams</td>
</tr>
<tr>
<td>11. University of Cebu - Cebu City, Cebu</td>
<td>45.6%</td>
<td>6 Exams</td>
</tr>
<tr>
<td>12. Philippine Merchant Marine School - Las Pinas, NCR</td>
<td>43.2%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>13. Mariners Polytechnic Colleges Foundation - Legazpi City, Albay</td>
<td>41.6%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>14. PMI Colleges - Tagbilaran City, Bohol</td>
<td>41.0%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>15. University of the Visayas - Cebu City, Cebu</td>
<td>38.5%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>16. VMA Global College - Bacolod City, Negros Occidental</td>
<td>34.6%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>17. John B. Lacson Colleges Foundation - Bacolod City, Negros Occ.</td>
<td>34.6%</td>
<td>4 Exams</td>
</tr>
<tr>
<td>18. Pangasinan Merchant Marine Academy - Dagupan City, Pangasinan</td>
<td>34.6%</td>
<td>4 Exams</td>
</tr>
</tbody>
</table>
Seamen’s Hospital’s abstract chosen for poster demo in US surgeons’ confab

The clinical abstract is a case report on large tumour that was successfully managed with surgical assistance at the AMCSUP hospital in Manila.

ABSTRACT

The role of laparoscopic surgery in the treatment of adrenal conditions has been well-established. Its utility in the approach to the treatment of larger masses and adrenal malignancy however remains controversial.

This report aims to present an experience on Laparoscopic-Assisted Adrenalectomy for a huge, nonfunctioning adrenal tumor presenting as an adrenal incidentaloma with imaging features of a Giant Cavernous Adrenal Hemangioma. Final sections of the mass revealed a completely resected low-grade Adrenal Carcinoma.

INTRODUCTION

Since its recognition in the past decade, laparoscopic Adrenalectomy has become the standard form of surgical treatment for most adrenal conditions. The indications for utilizing minimal access surgery in these conditions; however, were generally limited to the benign entities and the relatively smaller lesions (<8-10cm) for concerns of technical difficulty and risk of malignancy for larger tumors, which would influence adequacy of resection.

We present our experience and technique on a minimal invasive approach to a giant, hypervascular, nonfunctioning adrenal incidentaloma and the outcome of the surgical treatment.

CASE

- This is a case of a 47-year-old male, Seaman, with an incidental finding of a huge right adrenal mass on the routine medical examination. Patient had no reported symptoms.
- Further work-up with CT scan showed a 15cm x 12.3cm x 12.5cm heterogeneous right adrenal mass with peripheral enhancement in the arterial phase, progressing to enhancing in the later phases and with unenhanced central portion. Consistent with an adenoma, the mass revealed a mass effect without involvement of the surrounding structures (Image A, B).
- On CT angiogram, a vascular supply from a branch of the R Hepatic Artery & direct branches from the aorta. A giant cavernous Adrenal Hemangioma was initially considered and patient underwent Angioplasty (Image C).
- Repeat imaging revealed only a slight decrease in the size (14.5 x 11.5 x 30.9cm) with more hypervascular areas representing neurotic changes. A repeat angioplasty was done prior to surgery.

Table 1: APPROACH

<table>
<thead>
<tr>
<th>APPROACH</th>
<th>Lateral Transperitoneal</th>
</tr>
</thead>
<tbody>
<tr>
<td>POSITION</td>
<td>Laparoscopic Lateral</td>
</tr>
<tr>
<td>SPECIFIC</td>
<td>Lateral Ligation</td>
</tr>
<tr>
<td>ADDON</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Table 2: OPERATIVE

<table>
<thead>
<tr>
<th>OPERATIVE</th>
<th>Exploration</th>
<th>Evaluation of Resectability</th>
<th>Initial Dissection</th>
<th>Control of Vascular Supply</th>
<th>Further Laporoscopic Dissection</th>
<th>Hand-Assist device placement and Dissection</th>
<th>Limited laparatomy: Final dissection &amp; Excision</th>
<th>Specimen extraction</th>
</tr>
</thead>
</table>

Table 3: STAGE OF PROCEDURE

<table>
<thead>
<tr>
<th>PROCEDURE</th>
<th>Laparoscopic Resection</th>
<th>Hand-Assist device + Laparoscopic Resection</th>
<th>Limited Laparatomy</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADVANTAGES</td>
<td>Magnified view of critical structures</td>
<td>Adequate resection</td>
<td>Specimen extraction</td>
</tr>
</tbody>
</table>

OUTCOME AND DISCUSSION

With pre-operative imaging features more suggestive of a Giant Right adrenal cavernous hemangioma and indeterminate for malignancy, (no local invasion, lymphadenopathy and metastasis), the patient underwent cycles of preoperative CT angiogram and subsequently a successful Laparoscopic-assisted Resection of the Right Adrenal gland mass measuring 15cm x 12cm x 10cm, weighing 1,838.8gms (Image D). This entailed a Laparoscopic Vascular control, a Hand-assist Laparoscopic dissection and an Open specimen extraction. There were no intraoperative or postoperative complications. Patient was discharged on the 4th hospital day with good pain control and early return to normal activity. The final histopathologic sections revealed a low-grade (low mitotic rate, no capsular and vascular invasion) Adrenal Gland Carcinoma with negative resection margins.

The role of laparoscopic Adrenalectomy in large adrenal tumors and in adrenocortical carcinoma remains controversial for reasons of possible tumor spillage and incomplete resection. With experience, proponents of laparoscopic resection found out that a laparoscopic approach offers an equal and even better chance of complete resection as the open approach. The oncologic outcomes of the laparoscopic approach for localized AC were comparable with those treated through conventional open approach. Furthermore, recurrence of the malignancy had more to do with the biology of the disease process than to the surgical approach utilized during resection.

CONCLUSION:

Laparoscopic-assisted resection of a large Adrenal gland carcinoma is a safe, feasible option and an oncologically acceptable approach to the surgical extirpation of the mass as the definitive form of treatment. With experience and careful patient selection, the large size of the adrenal mass and findings of malignancy should not be considered an absolute contraindication to any form of laparoscopic intervention, provided that principles of oncologic and safe resection are observed.

Seamen’s Hospital poster chosen for presentation in Nashville, Tennessee
The Society of American Gastrointestinal and Endoscopic Surgeons (SAGES) recently chose an abstract of one of AMOSUP Seamen’s Hospital trainees for poster presentation at the SAGES Convention in Nashville, Tennessee last 15-18 April 2015.

The abstract presented by Dr. Tess Annette Serrato-Libron provided another opportunity for international recognition for the union’s hospital as it was picked among hundreds of submitted entries.

The abstract was a case report on a large adrenal tumour that was successfully performed by the attending surgeon, Dr. Miguel Mendoza, on an Able Seaman, with laparoscopic assistance at Seamen’s Hospital in March 2014. The 47-year old mariner was found having a huge right adrenal mass upon ultrasound during a routine medical examination.

Though, the patient showed no reported symptoms.

The report highlights the feasibility of laparoscopic procedure in local medical experience. Laparoscopic surgery, also called minimally invasive surgery (MIS) or keyhole surgery, is a modern surgical technique in which operations in the abdomen are performed through small incisions (usually 0.5–1.5 cm) as opposed to the larger incisions needed in laparotomy.

Dr. Mendoza, who is the director of Seamen’s Hospital MIS training programme, said no publication of such an experience has yet been made in the local medical profession.

The 2015 SAGES convention covered a variety of topics that included sessions on foregut, colorectal, abdominal wall, bariatric, and oncologic surgery. Highlights include seven postgraduate courses (including novel courses in robotic hepatobiliary surgery, the “Fundamental Use of Surgical Energy,” and career development); and panel sessions on lessons learned in 25 years of laparoscopic cholecystectomy and endolumenal management of GI surgery complications.

The programme for the 2015 meeting focused on relevant clinical problems that busy surgeons encounter every day in their respective practices, including management of complications, approaches for re-operative surgery, and laparoscopy in the acute care setting. New sessions were geared to surgeons in community or hospital based practice with information designed to be readily adopted into their daily practice. Sessions are structured to provide self-assessment CME credits, fulfilling Part 2 of the American Board of Surgery Maintenance of Certification (MOC) program.
A total of 160 students participated in different sports classes such as basketball, swimming, and table tennis.
Members, dependents enjoy summer sports at AMOSUP Seamen’s Cebu

As part of its 18th year anniversary, the union’s Cebu branch held various programmes and activities for members and dependents in the Queen City.

A

OMSUP Seamen’s Cebu continuously creates a holistic programme for its members, and their families. And as part of its 18th year celebration as an institution, it opened the 3rd Capt. Gregorio S. Oca Summer Clinic.

This year, a total of 160 students participated in different sports classes such as basketball, swimming and table tennis. To complement the holistic approach new classes were introduced, such as speech communication and guitar classes for kids. AMOSUP Seamen’s Cebu believes that kids should gain and instill the value of confidence and the passion to express themselves.

Summer clinic coordinator, coaches and the sports complex staff prepared themselves for various activities and events. Swimming class such as free-style relay for the teens, free-style solo and kick board competition were held for the kids.

They also joined to compete in table tennis, in double and single categories. And for basketball, players had to be divided into three teams (white, blue and gold teams) in two divisions (teens and kids division). Champion went to the White Team for the Teens, and Gold Team for the Kids.

The final games provided the highlight where families went on to cheer up for their teams. The White Team for teens, and Gold Team for the kids grabbed the crowns for the championship match.

The Speech Communication Class held a simple play as its finale, depicting the life of a typical seafarer’s family.

It was such an overwhelming experience for union members and their families as President Dr. Conrado F. Oca graced the culminating activity and witnessed the family day activity last May 29, 2015. The President acknowledged the members for supporting their kids and participating in the summer activities. He also stressed the importance of having an active lifestyle and family bonding.

Alagang AMOSUP

In celebration of its 18th year, the union also carried out activities under the ‘Alagang AMOSUP: Pangpamiliyang Marino Project’, which was also conducted in Cebu.

Fifty participants attended the Alaga seminar project. The project, which is a series of seminar workshops, provides slices of learning and appreciation among participants in the conduct of their daily lives. They include improvement in attitude and perspective in life, better understanding of parenting, strengthening family ties, better quality of marriage, and better skills in handling finances.

Some 50 participants attended the workshops last 28 May 2015 at the Multipurpose Hall. Resource speakers from Integrated Lifestyle and Wellness Center, composed of Dr. Ronaldo Motilla, Dr. Ma. Margarita Acosta, Ms. Olive Iliwan and Ms. Beatrix Aileen Sison carried out the seminar workshops with their own respective modules.

Engaging lectures and interactive sessions through the assistance of the speakers filled the whole day for the participating members and families. The participants also shared their views, tips, personal experiences and suggestions in the different modules, especially in the area of coping with loneliness.
Seaman’s Hospital Cebu carries out summer workshops for its staff

A MOSUP Seamen’s Hospital- Cebu has started their first leg of training non-medical staff and ancillaries in a seminar conducted by the hospital’s in-house doctors and nurses. The hospital’s department chairpersons and consultants took time out from their hectic schedule to impart their knowledge and skills on topics like breastfeeding last 25th and 27th of May.

Activities such as role plays, case study analysis and practicum assessment were part of the workshop. Fortunately, the participants actively participated, making the successful seminar livelier and interactive and a success.

One of the workshops was in supports and promotes breastfeeding. Upon the evaluation of the said activity, the hospital believes it is now poised to fully advance its breastfeeding advocacy.

The Baby-Friendly Hospital Initiative (BFHI) as a global initiative of the World Health Organisation and UNICEF aims to implement the ‘10 Steps to Successful Breastfeeding’ to give every baby the best start in life by creating a health care environment that supports breastfeeding as the norm.

With this initiative, a 20-hour course on Lactation Management in health care facilities was adopted to focus on the health workers knowledge and skills to help promote, protect and support breastfeeding. This is also in line with upgrading staffmembers’ knowledge and skills to care for mothers and infants in everyday practice.

Operation Tuli

Summer time once again! Aside from swimming and merriment, operation tuli (circumcise) is also popular in summer. AMOSUP Seamen’s Hospital Cebu conducts a yearly program called Operation Tuli as part of the hospital anniversary activity for the young boys from Barangay Umaphad, Mandaue City.

This event aims to offer safe circumcision to the residents of the village. The activity was held at the Barangay Hall of Umaphad, with Barangay Captain Nelson Rubio and his officials in coordination with AMOSUP Seamen’s Hospital Cebu headed by Dr. Teodosio F Alcantara and Mr. Lee Joseph Y Gonzales in giving free services and medicines. It marks a milestone for the boys as the community usher them into adulthood after the circumcision.

A total of 200 boys underwent the rite of manhood last May 15, 2015. The surgical mission was a great success through the collaborative efforts of the volunteer nurses headed by Mrs. Nurbeta N Mayol and the Department of Family Medicine doctors.
A 20-hour course on Lactation Management is adopted.
“We carried out this research to identify the needs and concerns of seafarers, and to show us how we can best address them within the ITF’s longstanding and pioneering HIV/AIDS programme”

Need for seafarer HIV, health action highlighted

Available at http://goo.gl/L8AWxH the report - A broader vision of seafarer wellbeing: Survey of ITF maritime affiliates on HIV/AIDS, health and wellbeing - queries 34 trade unions and 608 seafarers

The ITF (International Transport Workers Federation) has released a survey that highlights the need for continuing work on HIV/AIDS and wellbeing among seafarers.

The results may be surprising. Despite all the work that has gone into education about HIV/AIDS, many myths about its transmission remain – including in one labour supplying country where only 17 percent of respondents believed condoms are effective in preventing it, and 46 percent believe it can be spread in food and drink.

Other major findings came in response to the questions about general wellbeing, with many of those quizzed reporting worries about weight, depression and alcohol use. On average half of them were worried about their weight, while almost 60 percent experienced back/joint pain at work. In one labour supplying country 75 percent know workmates who are depressed.

The new report follows similar ITF surveys in the civil aviation and ports sectors, but for the first time includes questions on general health and wellbeing, so as to achieve a holistic overview of seafarers’ needs and concerns, and in order to ‘normalise’ HIV/AIDS as something within the broader health context, rather than a cause of stigma and fear.

ITF maritime coordinator Jacqueline Smith explained: “We believe this is the most exhaustive current investigation into this subject, and we offer its findings to everyone concerned with the welfare of seafarers.

“We carried out this research to identify the needs and concerns of seafarers, and to show us how we can best address them within the ITF’s longstanding and pioneering HIV/AIDS programme. The results speak for themselves, and we will – with the agreement of the ITF seafarers’ section, which sponsored this survey – plan a comprehensive programme of action accordingly.”

For more about the ITF’s HIV/AIDS work please see http://goo.gl/WhVe8k
Executive summary of the new report

The ITF has worked systematically, sector by sector, to survey the knowledge, behaviour and needs of transport workers in relation to HIV/AIDS and to set up relevant action programmes. It has now undertaken a survey of seafarers, but this time — instead of limiting the survey questionnaires to HIV and AIDS — the ITF has broadened its approach and included general issues of health and wellbeing.

This report is based on the replies to two sets of questions, one from affiliated unions and one from a cross-section of individual members of those unions. It also takes account of a selective review of the literature. Replies were received from 34 unions in 30 countries in all regions. They made it clear first of all that for most of them HIV was still a risk and they wished to strengthen their work in this area with the help of the ITF. The other health issues they identified as areas of concern were nutrition and exercise, because of the trend towards obesity; alcohol use; mental health including depression; and sexually transmitted infections (STIs) apart from HIV.

A total of 615 officers and ratings replied to the knowledge, attitudes and behaviour (KAB) survey of individual members: 100 from India (all men), 100 from Madagascar (20 women), 124 from the Philippines (two women), and 100 from Ukraine (one woman). There were also web-based replies from 191 seafarers in the ITF network (23 women).

The replies were very revealing and should help lead to action as soon as possible. The survey showed there are information gaps and, more worryingly, where myths and misconceptions have taken hold. It also showed high levels of anxiety about working with HIV-positive workmates, an attitude the ITF is committed to eliminating by ensuring that seafarers have correct information about HIV risk. There were also vastly varying attitudes to condom use, not always tallying with actual behaviour reported.

As for other health issues, significant numbers worry about their weight, lack of exercise and alcohol use. They also report feeling anxious and depressed on board, often or sometimes. Between six and 41 percent, depending on country, knew workmates who had considered suicide. The unions and the individual members requested the ITF to take further action on HIV and health for seafarers.

The report ends by offering a set of recommendations for future action by the ITF and its affiliates. The key recommendation is that the ITF should put in place an HIV/AIDS, health and wellbeing programme tailored to seafarers’ needs. More detailed points are made about the development of resource materials, such as the toolkits prepared for ports and civil aviation, about pre-departure training for peer educators, and about the development of a health and HIV module for maritime academies.

Partnerships with employers are recommended, as is collaboration with organisations such as the International Labour Organization (ILO), which has its own programmes for seafarers as well as relevant standards such as Recommendation 200 on HIV/AIDS and the world of work.
COVER STORY

AMOSUP readies 55th year bash

The Union lines up a series of ‘caring’ agenda, by holding major event each month in support of its advocacies
AMOSUP begins celebrating its 55th anniversary, with the recent launch of a programme consisting of a series of events in the run up to the culmination of the union’s actual foundation day this coming November.

In the presence of union members and a number of social partners in the industry, the initial commemorative activity last March was held, with the unveiling of the 55th year logo. It was followed by a mini-concert from a Beatles-inspired band that rendered many of the British group’s hits, and video presentation featuring “AMOSUP Cares: Tuloy ang Malasakit”.

The late Capt Gregorio Oca in 1960 led the union in enabling to provide the Filipino seafarer the right and just compensation, said Dr Oca in his message to members and guests at the AMOSUP Convention Hall.

“More than five decades later, we are able to redefine what the seafarer’s welfare is, by uplifting their lives and their families’ lives through more and more benefits,” Dr Oca stressed.

Now: the Union has reached year 2015, and the call to serve gets louder. He said the union is not only serving its members, “but we are lending our hands to more Filipinos outside the organisation.”

As its way of helping address pressing socio-economic issues, the union responds with “dedication and with burning hearts” through its “AMOSUP Cares: Tuloy ang Malasakit” agenda.

“We are determined to share the spirit of malasakit (caring) from this point forward,” said Dr Oca.

**AMOSUP’s Malasakit agenda**

Anchored on the continuing trust of the members, the faith of its social partners and confidence of allies in the industry and government, the union now marks its 55th year with the new act of service. As a union, as a family, and as Filipino servants, it expresses its sense of purpose through “AMOSUP Cares: Tuloy ang Malasakit”.

The union makes Malasakit felt by holding a major event every month to support its different advocacies. Malasakit para sa pamilya, malasakit para sa pagasaama, malasakit para sa kabataan, malasakit para sa kabuhayan, at malasakit para sa kalikasan.

It has kicked off its new campaign with a special event for members,
partners, and guests from the government, encouraging everyone to be one with the spirit of Malasakit every month.

In April, AMOSUP expressed “Malasakit para sa pamilya”. Sports fest was held in Seamen’s Village to serve as fun bonding activity for the seafarers’ families. In Davao, it went on to promote benefits of entrepreneurship through “Malasakit para sa kabuhayan” last May, as seafarers and their families were given a benefit showcase or introduced to small businesses and seminars by government agencies that serve as an eye-opener to income generating opportunity.

“We are determined to share the spirit of Malasakit (caring) from this point forward”

The union aims to strengthen the bond between the seafarer and his partner by sharing “Malasakit para sa pagsasama” in the month of June. In Iloilo, seafarers and their wives will have the opportunity to get married or renew their vows, recognising the importance of spirituality in a relationship. A renewed Christian or Catholic commitment strengthens the bond between the seafarer and his wife who have to be physically apart for a long time. The union aims to inspire through example in brotherhood for July. “Malasakit para sa kabataan”, in which students of the Maritime Academy of Asia and the Pacific in Batasan get to be a kuya (older brother) for a day to the residents of Manila Boystown.

In the month of August, AMOSUP expresses its gratitude and care for the sea that gave us life. Seafarers and their families in Cebu will send out messages of “Malasakit para sa kalikasan” as a contribution to the environmental conservation. Seafarers and their families will be releasing fingerlings to the sea then enjoy boodle fight and a concert. This celebration also aims to remind the community of the gifts of the sea.

After highlighting different advocacies in the previous months, the Union now gives an entertaining tribute to the seafarers through a singing competition called “Seakat Ka Ka-Marino”.

On its 55th anniversary, the union is planning for a grand celebration of the AMOSUP spirit that gets stronger each year and now able to serve more and more Filipinos. At SM MOA Arena and Concert Grounds on November 11, 2015, we will all together experience our union as a family and encourage our members and more partners to continue supporting AMOSUP Cares. We also symbolise this new milestone with a ship wheel human formation. We will witness amazing talents of the singing seafarers “Seakat Ka Ka-Marino” grand finals. The winds of change blew us to the direction of care. We now look forward to a 55th year with more milestones achieved and more lives touched.
FAME celebrates 40 years of ship manning

As one of the long-time social partners, AMOSUP also receives due recognition for its contribution to the crew managers group’s success.

The Filipino Association for Mariners’ Employment (FAME) recently celebrated its 40th year in the business of manning the world’s merchant marine fleet.

An “Appreciation and Recognition Night”, the culminating event of the celebration held at the Manila Hotel last 19 March, highlighted the association’s year-long celebration of four decades of existence as the country’s leading group of crew managers and manning agents.

In that exceptional event, FAME presented worthy recognition to local and international social partners who have given loyal, exemplary and extraordinary contribution to the association and the industry’s success in the past 40 years.

Top government officials, foreign principals and shipowners, and local and international maritime stakeholder-representatives attended the occasion. FAME also recognised both FAME’s long-time members and long-serving leaders.

AMOSUP, through its president Dr Conrado F Oca -- one of FAME’s major social partners, received due recognition during the culminating event. Fellow maritime union leaders such as PSU president Michael Mendoza and All Japan Seamen’s Union president Yasumi Morita were also honoured for their respective contributions to the success of the crewing organisation.

“FAME has contributed to the attainment of the Philippine market standing as a major supplier of seafarers”

He said it has gone a long way as an organization that sought to unite ship manning agencies towards the goal of establishing a foothold as a supplier of qualified and competent seafarers to the world’s shipping industry.

“Through its pioneering leadership and sustained commitment to high standard and professionalism in the ship manning business, it has contributed to the attainment of the Philippine market standing as a major supplier of seafarers,” he added.

Department of Labour and Employment Undersecretary Reydeluz D Conferido, who was the guest of honour during the recognition night, said: ”FAME was undeniably one of the potent agents of good changes in the maritime industry”.

Musical and superb performances by the locally and internationally acclaimed El Gamma Penumbra and the Manila String Machine quartet entertained FAME members and guests during the evening.
Maritime administration adopts measures to boost PH Register

Dwindling fleet and absence of new acquisitions by overseas shipping operators push MARINA to find ways for reforms and attract new tonnage.

The Maritime Industry Authority (MARINA) has adopted several sets of measures needed to strengthen the Philippine Registry in an effort to initiate reforms and attract added tonnage to the dwindling national flag fleet.

The measures include regulatory agenda, technical assistance, and priority legislations that are essential to promote the expansion of the shipping register.

MARINA Overseas Shipping Office said one of the priority legislations it pushes is a review of Republic Act No 7471, entitled, “An Act to Promote the Development of Philippine Overseas Ships and for Other Purposes.” Other measures are a review of possible amendment to the mortgage law and work for the signing of the draft Executive Order that opens the Philippine Registry as a “flag of choice.”

MARINA has also lined up a technical assistance project to develop an on-line application to its registration scheme, processing and issuance of certificates and to take part in IMO and other international meetings.

Some of the regulatory agenda the shipping body eyes to implement are the ratifications of IMO Conventions, namely the AFM 2001, Marpol VI, Load line Protocol 88, SOLAS Protocol 78 and 88, SAR 79, SAR BWM and Bunker Convention.

Apart from legislative and regulatory measures, MARINA proposes to implement administrative functions in populating the Register such as the establishment of MARINA attaché, honouring international commitments made in international and regional fora, and to address VIMSAS findings such as the 1) national maritime strategy 2) supervision of ROs 3) and periodic inspection of Philippine registered vessels.

Declining fleet

The decline of Philippine-flagged vessels trading overseas and absence of new acquisitions by Filipino overseas shipping operators deem it necessary for the maritime administration to formulate a number of measures to prop up the registry.

From 427 ships in 1988 the Philippine Register now has less than 100 ships remaining under the bareboat charter arrangement that are run or managed by 65 accredited companies. There are only seven ships that are fully owned by Filipino operators in the overseas trade. The bulk carriers, at 40%, dominate the type of ships registered under the Philippine flag, followed by general cargo vessels, at 21%, and tankers at 10%.

The Philippines ranks 29th among the registries, with 0.44% of total deadweight (DWT) of the world fleet. The top 10 registries in terms of DWT are 1) Panama, 2) Liberia, 3) Marshall Islands, 4) Hongkong, 5) Singapore, 6) Greece, 7) Malta, 8) Bahamas, 9) China and 10) Cyprus.

Apart from the declining trend in the country's overseas fleet, the MARINA Overseas Shipping Office says the major concerns affecting the Philippine Registry include: time-bounded and less attractive fiscal incentives, antiquated and unresponsive ‘Ship Mortgage Law’, lack of financing scheme to fund ship acquisition, and limited foreign equity participation (40% maximum requirement).

Some of the common characteristics of the top 10 Registries that the MARINA noted the Philippine Registry does not possess are the non-nationality requirement on crew, no nationality requirement in ownership and on-line processing system.

By contrast, the Philippine Registry requires 40% foreign equity participation, 100% Filipino crewing, and physical presence of applicants.
Ph domestic ferry safety conference urges action to improve safety record

IMO secretary-general Koji Sekimizu says the public expects safety standards on coastal passenger ferries to be as strong as those on international vessels.

The International Maritime Organisation (IMO) Conference on the enhancement of safety of ships carrying passengers on non-international voyages, held in Manila last April has adopted guidelines to aid the process of reducing the mounting toll of accidents involving such vessels by addressing safety concerns.

The "Manila Statement", adopted by the Conference, acknowledges the urgent need to enhance the safety of ships carrying passengers on non-international voyages in certain parts of the world and urges States to review and update national regulations in relation to their passenger ferries and to apply the guidelines, to address the continuing unacceptable loss of life and damage to the environment and property due to marine casualties and incidents involving such vessels.

Speaking at the closing session of the Conference, which was hosted by the Government of the Philippines, IMO Secretary-General Koji Sekimizu said that domestic ferry operations played a crucial role in the movement of people and goods, and sometimes represented the only possible and/or reasonably affordable means of transport.

"The public expects safety standards on domestic passenger ferries to be as strong as those on international vessels," Mr. Sekimizu said. "The perils of the sea do not distinguish between ships engaged on international or non-international voyages and the protection of life at sea is a moral obligation. Those travelling by domestic ferries should enjoy the highest practicable standard of safety irrespective of their citizenship."
The Manila Statement highlights that the safety of domestic ferries is a shared responsibility between and among governments, local authorities, shipowners, ship managers, ship operators, shipboard personnel, maritime education and training institutions, classification societies and organisations. Domestic ferries are surveyed and certified for compliance with the applicable laws, regulations and rules. Insurance providers, port authorities, port terminal owners and operators, and the public and civil society as users of the services provided.

“Casualties and incidents involving domestic ferries can be avoided if adequate laws, regulations and rules are developed and effectively implemented and enforced,” Mr. Sekimizu said.

The Conference was attended by representatives of 13 Member States as well as observers from international organisations.

The Manila statement strongly recommends the use of the Guidelines on the safe operation of coastal and inter-island passenger ships not engaged in international voyages. The guidelines address issues relating to: the purchase of a second hand ship intended to enter into service as a domestic passenger ship; a change in operating limits; the conversion or modification of a ship before the ship enters into service as a domestic passenger ship; passenger counting and voyage planning. The guidelines can also be used to check the operation of ships which are already providing passenger services and the ones relating to passenger counting and voyage planning in their daily operations.

The statement also urges States who need technical assistance on matters relating to the operation of domestic ferries to seek such assistance from IMO or from other States.

The outcome of the Philippines Conference will be reported to IMO’s Maritime Safety Committee, Technical Cooperation Committee and Sub-Committee on Implementation of IMO Instruments.

The Conference was organised in the context of an ongoing programme conducted by IMO, through its technical cooperation programme, to improve the safety implementation of a national pilot project in Bangladesh, including the development of specific training programmes.

The Conference on the enhancement of safety of ships carrying passengers on non-international voyages was attended by representatives from Australia, Cambodia, Canada, China, Indonesia, Japan, Malaysia, New Zealand, Norway, Papua New Guinea, the Philippines, and the Republic of Korea; the Secretariat Of The Pacific Community; observers from the International Chamber Of Shipping (ICS), the International Association Of Classification Societies (IACS), Interferry and the Worldwide Ferry Safety Association (WFSA); and observers from the World Maritime University (WMU) and the University Of Strathclyde, United Kingdom.
IMO Sec-gen visits AMOSUP

IMO secretary-general Koji Sekimizu recently visited AMOSUP in Manila where he spoke before Union officers and members about the importance of Filipino seafarers in international shipping. He also conferred with Philippine maritime officials and leaders of the shipowning and crew management industry.
The ITF Helpline

As you are aware the ITF and its affiliated unions work together to fight for the rights and standards for all seafarers from around the world. To support seafarers the ITF has a global network of inspectors who are on the spot to go on board and deal with any problems that seafarers may have. For those areas of the world where we do not have inspectors available the Maritime Operations team (MOPs), based in the ITF office in London, will deal with the seafarers problems.

In the past a seafarer may not have known the contact details of the local ITF inspector or they may have tried contacting the ITF out of office hours and found no one was available. However, since July 2012 the ITF has operated a 24-hour Helpline service for seafarers, but it seems that some seafarers are not aware of it.

The ITF Helpline operates a 24-hours per day, 365-day per-year, multi-lingual service and can be contacted by telephone, email or SMS text.

Contact details are:

Telephone +44 207 940 9280
Email help@itf.org.uk
SMS Text line +44 7950 081 459

Please make a note of these contact details in case you need them at some time.

When you contact the Helpline the operators will ask you a number of questions including your contact details, the ship’s IMO number, name, type, and the flag it is registered under. They will ask about your location where the ship is going, your nationality and they will need a brief explanation as to what the problem or problems you have.

The Helpline Operators will then either refer your case directly to an inspector or to the MOPs team and they will contact you back as quickly as they can.

The ITF Inspectors, MOPs team and the ITF Helpline are all here to help protect seafarers’ rights and standards worldwide, please feel free to contact them whenever you need to.
Research funded to support female seafarers' welfare

The project focuses on gender issues arising from multi-cultural crews, isolation and to develop appropriate tools to help support women within the industry.

Funded to carry out research in examining why so few women choose a career at sea has been granted to a university in the UK.

The £70,000 fund the ITF Seafarers' Trust handed over to Southampton Solent University would let its researchers examine the factors regarding the condition and the enthusiasm needed for women to enter a career at sea.

"There are a plethora of factors that influence the wellbeing of seafarers. With only a tiny percentage of the seagoing workforce made up of women, identifying and properly exploring these factors is urgently needed – both so that women are encouraged to become seafarers, and so that female seafarers feel safe, valued and respected while at sea," according to Kimberly Karshoek, the head of ITF Seafarers' Trust. The Trust is therefore delighted to sponsor this timely research, she says.

Currently, only 2% of the world's seafarers are female and of these women 94% work either on cruise ships or passenger ferries. The research project, led by Southampton Solent in collaboration with the University of Greenwich, China Maritime Centre, aims to examine seafarers' welfare, focusing on gender issues arising from multi-cultural crews and isolation and develop appropriate tools to help support women within the industry.

Dr Kate Pike, Senior Research Fellow at Southampton Solent and research lead on says, "This project aims to improve the welfare and working conditions on-board for all crew by empowering and supporting women who may be experiencing discrimination and harassment. It will identify gaps in current knowledge and raise awareness of the wider issues surrounding multicultural crews so that women can play a fuller role on board ships and beyond."

The research will draw on unique access to data from current and former students from Solent University's world-leading Warsash Maritime Academy, as well as comparable data from China's Shanghai Maritime University and Nigeria's National Maritime Academy.

The data will help to establish patterns relating to the welfare of seafarers, particularly women, and how they are treated in today's multi-cultural working environment. It will seek to identify welfare issues that prevent women from continuing their training, leaving the industry early or not entering it at all.

The final phase of the project will look at utilising a variety of methods to share the research findings with those who have the greatest potential to bring about change in the industry – e.g. policy makers, maritime educators and future students.
255 new MAAP graduates embark on seagoing career

With shipowners continuing preference for Filipino seafarers the academy’s new graduates have been pressed to work even harder once they began signing onboard.

Some 255 senior cadets at the Maritime Academy of Asia and the Pacific (MAAP) have marched down to receive their diplomas at the AMOSUP-run school in Mariveles, Bataan last 23 May.

The latest batch of finishers who will embark on their seagoing career consists of 130 deck and 125 engine midshipmen who hurdled four years in B.S. in Marine Transportation and B.S. in Marine Engineering courses. Apart from the cadets, six candidates from the academy’s graduate programme through the Centre for Maritime Studies received their master’s degree diplomas.

The president of All Japan Seamen’s Union (JSU) Yasumi Morita, who graced the occasion as the commencement exercises guest of honour, told the graduates that they should work hard once the graduates start to sign on board their ships so as to maintain the good seafaring reputation that their seniors have had shown.

“I hope you will grow further, and start contributing to the safe operations of Japanese merchant fleet so that MAAP students will follow your footsteps,” Mr Morita reminded the graduates, saying that their senior colleagues’ efforts in making safe operations of ships reflects the Filipino seafarers “excellent reputation” as the
Mr Morita said that since Filipino seafarers are “given with very high evaluation (for their jobs), shipping companies in Japan and other countries are continuously seeking the (services of) excellent Filipino seafarers.”

As new technologies are developed and new ships are delivered yearly, the JSU chief said “it is impossible to make use of those high performance vessels and operate them safely without competent seafarers.”

Valuable contributions

Shipping is a global industry that is full of life and dynamism, moving more than 90% of the world trade. And the significant contribution of Filipino seafarers to the country’s economy has already made a record remittance of $5.6 billion last year.

“As we commend the graduates,” AMCSUP president Dr Conrado F Oca said, “we also promote awareness about the maritime industry and recognise its valuable contributions to international trade and commerce.”

“The past four years, you have demonstrated that you are worthy of the scholarship grants bestowed to you by AMOSUP and your respective sponsoring companies,” Dr Oca told the graduates.

As the union endorsed the cadets to the maritime community, the AMSUP chief endorsed his confidence that the academy has “adequately equipped the cadets with the required knowledge, necessary training and relevant experience to fuel your career development and professional growth.”
“Casualties and incidents involving domestic ferries can be avoided if adequate laws and rules are developed and effectively implemented and enforced.”

Mr. Koji Sekimizu, International Maritime Organisation secretary general Addressing the IMO Conference on the enhancement of safety of ships carrying passengers on non-international voyages in Manila

“What you have built is not just schools but a sanctuary for our students during typhoons,”

Armin Luistro, Department of Education secretary On the JSJ-AMOSUP school building projects at typhoon-ravaged towns in the Visayas

“No publication of such an experience has yet been made in the local medical profession”

Dr. Miguel Mendoza, Seamen’s Hospital Manila training programme director for Minimally Invasive Surgery On the chosen clinical abstract that was chosen for poster presentation at the recent SAGES conference in Nashville Tennessee

“We believe this is the most exhaustive current investigation into this subject, and we offer its findings to everyone concerned with the welfare of seafarers”

Jacqueline Smith, International Transport Workers Federation (ITF) maritime coordinator On the ITF survey that highlights the need for continuing work on HIV/AIDS and wellbeing among seafarers

“More than five decades later, we are able to redefine what the seafarer’s welfare is, by uplifting their lives and their families’ lives through more and more benefits”

Conrado Oca, AMOSUP president On the commemorative launch of the Union’s 55th founding anniversary that will culminate in November

“Since Filipino seafarers are given with very high evaluation (for their jobs), shipping companies in Japan and other countries are continuously seeking the (services of) excellent Filipino seafarers”

Yasunori Morita, Al Japan Seamen’s Union (JSU) president On his message at the May 2015 graduation rites of the Maritime Academy of Asia and the Pacific
Maritime Academy of Asia and the Pacific - Kamaya Point
Associated Marine Officers' and Seamen's Union of the Philippines - PTGWO-ITF

Kamaya Point, Barangay Alas-asin, Mariveles, Bataan, Philippines
Tel. No. (02) 784-9106
Fax No. (02) 741-1006
Mobile No. (0917) 533-8263
URL: www.maap.edu.ph
E-mail: info@maap.edu.ph

Welcome Aboard!

Courses Offered:
- BSMT - Bachelor of Science in Marine Transportation
- BSMaE - Bachelor of Science in Marine Engineering
- BSMTE - Bachelor of Science in Marine Transportation and Engineering

Geographic destiny has given the Filipino the innate talent to be an excellent seafarer. To enhance this natural skill, the Maritime Academy of Asia and the Pacific (MAAP) was established on January 14, 1998. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan.

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), founded by the late Capt. Gregorio S Oca, capitalized and developed the Academy. The new AMOSUP President, Dr. Conrado F. Oca, heads the Academy's board of governors. The board is comprised of representatives from the private sector, the International Transport Workers Federation, the Filipino Association of Maritime Employers, the International Transport Workers Federation, the All Japan Seamen's Union, the International Mariners' Management Association of Japan, the Norwegian Seafarers' Union, the International Maritime Employers' Committee, the Danish Shipowners' Association, the Norwegian Shipowners' Association, and the Japanese Shipowners' Association.

MAAP conducts shipboard training aboard T/S Kapitan Felix Oca, a 5020 DWT dedicated training ship capable of accommodating 180 midshipmen and 9 instructors in 30 air-conditioned cabins and six berths.

MAAP Seamen's Training Center
- Full Mission Bridge Simulator
- Full Mission Engine Simulator
- Full Mission Bridge Simulator on Motion Platform
- Japanese Compact Ship Handling Simulator

Our Curricula
- MAAP students are all scholars who are entitled to free tuition, board and lodging. They receive a comprehensive, up-to-date and well-rounded education that fully complies with the requirements of STCW 95 and the Commission on Higher Education (CHED). To ensure the highest standards of quality, MAAP adheres to a Quality Standards System that has been certified to comply with ISO 9001 version 2008, the Det Norske Veritas (DNV) Rules for Maritime Academies, and the Productivity and Standard Board (PSB) of Singapore.
- The Academy offers three main programs: the Bachelor of Science in Marine Transportation (BSMT), Bachelor of Science in Marine Engineering (BSMaE) and the Bachelor of Science in Marine Transportation and Engineering (BSMTE).
- The curricula for the three courses were designed with the help of the United States Merchant Marine Academy at Kings Point, New York. Courses are four-year courses with sea phases scheduled in the third year.
- The BSMT curriculum requires a total of 192 units: 152 at MAAP, 40 practicum/shipboard units on board T/S Kapitan Felix Oca and/or a shipping company sponsorship.
- The BSMaE curriculum requires a total of 193 units: 153 at MAAP, 40 practicum/shipboard units on board T/S Kapitan Felix Oca and/or a shipping company sponsorship.
 Associated Marine Officers’ and Seamen’s Union of the Philippines
(AMOSUP-PTGWO-ITF)

1967: SEAMEN’S HOSPITAL - Manila
1993: SEAMEN’S VILLAGE - Manila
1994: SAILOR’S HOME - Manila
2006: SEAMEN’S HOSPITAL Annex - Manila
2006: SAILOR’S HOME & SLOP CHEST - Cebu
2009: AJSU-IMMAJ CAMPUS at MAAPBataan
1967: T/S KAPITAN FELIX OCA - MAAP Pier - Bataan
1983: AMOSUP SEAMEN’S CENTER
Hub of Operations
1998: MARITIME ACADEMY OF ASIA
AND THE PACIFIC - Bataan
2000: SEAMEN’S TRAINING CENTER
MAAP Campus - Bataan
2003: PROFESSIONAL CAREER
DEVELOPMENT CENTER & SLOP CHEST - Manila
HOSPITAL - Manila
- Manila

CONTACT TELEPHONE NUMBERS

AMOSUP SEAMEN’S CENTER
(+63 2) 5278491-98 / 5273535
Seamen’s Hospital – Manila
(+63 2) 5278116-20
Slop Chest – Manila
(+63 2) 5272109
Seamen’s Village
(+63 46) 9730370
Sailor’s Home – Manila
(+63 2) 5273505
Sailor’s Home Annex - Manila
Seamen’s Hospital – Cebu
(+63 32) 3462598
Sailor’s Home – Cebu
(+63 32) 2369928
Slop Chest – Cebu
(+63 32) 2369928
Maritime Academy of Asia and the
Pacific
(+63 2) 7411024 / 5272110
Seamen’s Training Center
(+63 2) 7411024
Seamen’s Hospital – Iloilo
(+63 33) 3213523
Professional Career Development Center
(+63 2) 5272110 / 5260954
G.O.R. Seamen’s Hospital – Davao
(+63 82) 2347185

OTHER WELFARE FACILITIES IN PARTNERSHIP WITH AFFILIATED UNION

JSU-AMOSUP MARINERS’ HOME – Manila (+63 2) 5215180 / 4000461 / 4000463 / 4000464
JSU-AMOSUP MARINERS’ HOME ANNEX
JSU-AMOSUP MARITIME MUSEUM & SPORTS COMPLEX
AMOSUP – JSU
MULTI-PURPOSE CENTER – Davao
(+63 82) 2347185