AMOSUP EXPANDS MEDICAL FACILITIES FOR SEAFARERS
# MARITIME ACADEMY OF ASIA AND THE PACIFIC

KAMAYA POINT BRGY. ALAS-ASIN, MARIVELES, BATAAN, PHILIPPINES  
TEL. NO. (02) 784-9100 FAX (02) 741-1006 MOBILE NO. (0917) 533-8263  
Website: www.maap.edu.ph E-mail: info@maap.edu.ph

## COURSES OFFERED:

<table>
<thead>
<tr>
<th>Code</th>
<th>Degree Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>BSMT</td>
<td>BACHELOR OF SCIENCE IN MARINE TRANSPORTATION</td>
</tr>
<tr>
<td>BSMARE</td>
<td>BACHELOR OF SCIENCE IN MARINE ENGINEERING</td>
</tr>
<tr>
<td>BSMTE</td>
<td>BACHELOR OF SCIENCE IN MARINE TRANSPORTATION AND ENGINEERING</td>
</tr>
</tbody>
</table>

## CENTER FOR ADVANCE MARITIME STUDIES

<table>
<thead>
<tr>
<th>COURSES OFFERED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>MASTER OF SCIENCE IN MARINE TRANSPORTATION</td>
</tr>
<tr>
<td>(MARINE SUPERINTENDENT)</td>
</tr>
<tr>
<td>MASTER OF SCIENCE IN MARINE ENGINEERING</td>
</tr>
<tr>
<td>(TECHNICAL SUPERINTENDENT)</td>
</tr>
<tr>
<td>TESTING ASSESSMENT CENTER OF TESDA</td>
</tr>
</tbody>
</table>

MAAP Profile

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 Officer's 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 Mariners Management Association of Japan, the Norwegian Seafarers' Union, the International Maritime Employers' Committee, the Danish Shipowners' Association, the Norwegian Shipowners' Association, and the Japan 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.
FROM THE PRESIDENT

Medical and healthcare facilities are vital components in the provision of welfare and benefits to our members and their dependents. In this issue we are proud to bring you the just concluded inauguration of our Seamen’s Hospital Manila-South Wing facility that will service the need of our members.

Although we don’t want our seafarers or members of their families to get sick, there is now an expanded facility that can treat them well further whenever the needs arise. It is a testament to our commitment to the Filipino seafarers in uplifting their health condition. However, this accomplishment could not have been brought into fruition without the help and cooperation of our social partners in the industry. We thank our donors for all the assistance that they have rendered in the realisation of this new milestone.

Indeed, the union’s concern to promote health and physical fitness among seafarers goes beyond the medical facilities that we provide. Relatively, we’ve also installed new fitness equipment in our Sailor’s Home Annex in Intramuros to allow members do their workouts. Those of you who are entitled to check-in can use the new equipment while you’re temporarily staying in the union’s inn.

We highlight an incident that could happen to any shipmaster whose vessel may encounter distressed migrants in the high seas. This rescue incident has shown our seafarers’ bravery and professionalism in the performance of their duties on board ships. No wonder the IMO Council has decided to confer a special certificate to the Filipino Captain and his crew in recognition of their bravery, professionalism and compassion in rescuing the more than mixed 300 migrants involved.

We take a look into the possibility of the availability of a social protection plan for all Filipino seafarers. Through a study being undertaken by a doctoral candidate at the UP Department of Social Work and Community Development, the hierarchies or grading among Filipino seafarers as consideration in designing social protection will be identified.

We continue to tackle the different experiences of our members who have succeeded in their career as merchant ship officers and ratings. While many of their experiences vary when they embarked on their first ships, you’ll find that they do have something remarkably in common when they chose to pursue seafaring as a profession.

Our focus on the POEA requirement to have foreign-flagged ships carry on board certificates of financial security is a welcome development. The provision of an expeditious and effective financial security system is needed to assist our seafarers to assure compensation for contractual claims in cases of abandonment and for the payment of contractual claims relating to death or long-term disability of seafarers.

Finally, we provide you the revised guidance on STCW 95 and 2010 Manila amendments. This guidance, which the ITF recently published, is essential that all seafarers intending to sail on all international vessels after 1st January 2017 are fully compliant with the STCW Convention and Code.

Happy Sailing Forward

Dr Conrado F Oca
DECEMBER 2017

8 Social protection study

9 Cebu renovation

10 Hamburg Bridge migrants rescue

16 Seafaring career Part 3

30 POEA requirement on financial security

31 App for wellbeing

32 Radiology Department: At pace with innovations in medical imaging technology

35 Promoting wellness among seafarers and their families

38 Revised STCW guide published

Cover: AMOSUP Opens new medical facilities
AMOSUP Sailor’s Home Annex in Manila has installed a new set of fitness equipment to allow members to do their workouts in the union’s inn.

Checking-in members who are preparing for embarkation to their ships or staying in to complete training requirements can proceed to do their fitness routine with the new equipment such as the S-drive, krak cycle, rower machine, and elliptical workouts.

The workout machines intend to enhance the trainee’s cardiovascular system, which the management chose to focus on due to rising complaints of heart-related problems among seafarers.

AMOSUP led the start of the Maritime Week celebration with the traditional holy mass, wreath laying and fluvial parade along Manila Bay last 18 September.

Union officials led by President Dr Conrado F Oca, Manila City Administrator Atty Ericson Alcovendis (representing Mayor Joseph Estrada) and AMOSUP VPVice Admiral Eduardo Ma R Santos joined hundreds of AMOSUP members and cadets from the Maritime Academy of Asia and the Pacific (MAAP) during the mass and kick off ceremonies.
New fitness equipment installed at Sailors Home

The aptness gears provide one of the easiest and most powerful tools for improving heart health.

A MOSUP Sailor's Home Annex in Manila has installed a new set of fitness equipment to allow members do their workouts in the union's inn.

Checking-in members who are preparing for embarkation to their ships or staying in to complete training requirements can proceed to do their fitness routine with the new equipment such as the S-drive, Krank cycle, rower machine, and elliptical workouts.

The workout machines intend to enhance the trainee's cardiovascular system, which the management chose to focus on due to rising complaints of heart-related problems among seafarers.

It's a fact that exercise improves the cardiovascular system by enhancing circulation and strengthening the heart muscle. It has cleansing and energising effect on the entire body. Through the new fitness equipment, it makes one of the easiest and most powerful tools for improving heart health.

Prior to the new gears, fitness buffs only tackled the existing treadmill, stationary bikes and the free weight and workout stations in Sailor's Home Annex. The new gym equipment (cardio work stations) and some of their features include:

S-Drive

The S-Drive performance trainer combines a self-powered treadmill, weighted sled, resistant parachute and harness system in one space-saving footprint. It offers an incredibly versatile high-intensity interval training solution that is easily integrated into virtually any circuit programme.

This self-powered fitness machine looks similar to a treadmill but is far more versatile, giving the benefits of exercise with a motorless treadmill, a simulated sled, resistance parachutes and a harness system. The S-Drive has adjustable resistance options and can be used at virtually any intensity level.

How does it work? First, a trainee can move forward, backward or laterally on the 60” x 22” track similar to when an outdoor track or field is the training venue. The machine responds to user motion, so immediate changes can be made in response to coaching.

Next, two special features can add resistance to cardio workouts:

1. A harness system can help replicate the feel of parachute resistance and let a trainee work on resisted sprint drills.
2. A sturdy handlebar in front of the track can be pushed and pulled to simulate sled exercise.

Braking for the parachute and sled have multiple settings to accommodate different needs and help trainees get results efficiently.
Krank cycle

Kranking is basically a cycling workout that you do with your arms instead of your legs.

Krank cycle is a stationary cycling machine powered by your arms, not your legs. It’s the brainchild of Spinning inventor Johnny G (aka Jonathan Goldberg), inspired by hand-cycles for wheelchair-bound athletes.

Elliptical

When most people think of working out on an elliptical machine, building muscle is rarely the first thing that comes to mind. Most immediately go to the cardiovascular benefits of the elliptical and its role as a great calorie-burner and fat-loss activity.

But if one of your goals is to add a little bit of muscle, the elliptical can still be a part of your fitness routine. This is also a great muscle-building activity for those that have joint pain and want more low-impact options. You may not build muscle as quickly as traditional weight-training activities, but you can certainly strengthen a number of muscle groups throughout your body, including:

- Quadriceps. The elliptical produces a significant amount of quadriceps utilization, making it a great exercise for building strength throughout the front part of the legs. It’s also a great way to balance out the legs as many people have a poor balance between the quadriceps (front part of the leg) and hamstrings (back part of the leg).
- Glutes & Hips. The elliptical and its unique motion is also a great way to build strength throughout the butt and hip muscles. This is great for runners and cyclists who often have a hard time isolating these muscles and often find them to be a weak-link.
- Upper Body & Core. When using an elliptical trainer that has the upper body arm option, you can easily incorporate some upper body strength. Your muscles of the chest, shoulders, biceps and triceps can all benefit from the upper body resistance.

You can also isolate the core muscles of the body if you skip using the arms or handrails and go hands-free. The balance factor and having to keep your body in good posture will do a great job of activating the core.

You don’t have to keep the same resistance throughout your entire workout! Vary the resistance to exercise different muscle groups at varying intensities to mimic using different weights. Similarly to weight training, form is important to get the most out of each exercise. Avoid slouching or over-extending your legs during your workout. CF
An attempt into the provision of social protection for all seafarers

Prof Lucia Tangi says there have been limited studies done in understanding the plight of Filipino shipboard personnel.

The availability of social protection plan for Filipino seafarers continues to gather its level of attention and interest from certain sectors. A study has been underway by a doctoral candidate at the UP College of Social Work and Community Development (CWS/CID) that looks into the possibility of introducing an industry-wide social protection programme for all shipboard personnel.

Prof Lucia P Tangi, of the UP College of Mass Communications also looks on “hierarchies as considerations in designing the social protection” for Filipino seafarers. This will mean to determine the types of risks that seafarers face during their work cycle and the percentage of protection and the types of protection do they enjoy.

It will also determine and lay down the types of benefits that should be proposed and included in the industry-wide social protection programme that put into consideration hierarchies or grading among Filipino seafarers.

Ms Tangi says there have been limited studies done in understanding the plight of Filipino seafarers. “They only land on the front page or television news programmes when they become victims of Somali pirates or victims of maritime accidents.

Many Filipino seafarers go through rough sailing in facing the various crises in their daily lives from the time that they start hunting for their principals, when they are on board and when they finish their contract or reach their retirement.”

By understanding the major risks of seafarers, the study hopes to suggest various forms of social protection that can be introduced or implemented to all Filipino seafarers. It claims to be the first study in the Philippines that seeks to find out the social protection coverage of seafarers and the various types of social protection programmes that they enjoy.

While the study also hopes to uphold the universal right to social protection of every seafarer as enshrined in the Universal Declaration of Human Rights, Ms Tangi intends to have its results a contribution "to help ensure the implementation of the Philippine government's obligation of providing a comprehensive social protection to seafarers under the Maritime Labour Convention.”

Existing framework used by the Philippine government and multilateral institutions such as the World Bank, Asian Development Bank and even the International Labour Organization look at people as blanket recipients of social protection schemes.

However the author says such approach fail to consider the hierarchies and inequalities in the seafaring industry. She notes that the study is the first to put into consideration hierarchies in proposing social protection policies for seafarers, considering hierarchies in social protection programs is a strategy in promoting social justice and redistribution of resources among seafarers. This framework can also be applied in drafting social protection programmes for other migrants.

"Most importantly, social protection is a human right which has been deprived from Filipino seafarers. The research is expected to pave the way for the fulfillment of such right," the proposed study says.

The study is limited to Filipino male, female and gay seafarers who work on board oceangoing vessels. This group of seafarers have contractual working relation with their foreign-based principal or employers and work under a highly globalised environment.

Ms Tangi says this working conditions make seafarers more vulnerable to risks compared to Filipino seafarers who work in local shipping companies. Seafarers who work in local shipping lines are already covered under Philippine labour laws and the mandatory membership to the social security system. 27
Cebu Sailors Home goes for renovation

The Union's Sailor's Home in Cebu has undergone improvement, with the repair and renovation of its facilities. It has temporarily scaled down operation to give way for the rehabilitation work on the sleeping area, toilets and baths on the third and second floors of the building that houses the facilities.

Roughly 30 sq m of the existing floor area has been allotted to a TV lounge and a separate study room in response to the requests of the members. A laundry/drying area is also being planned. The union's multi-purpose hall and the slop chest facilities located on the 1st floor of the building are also earmarked for renovation.

Sailor's Home Cebu reported a climb in the number of members utilising the facility due to the increase in the number of manning agencies that have opened branches in the city. There also has been an increase in members attending review classes for their Marine Board exams in Cebu rather than going to Manila.

The Sailor's Home is a dormitory facility being used for the lodging needs of members who are embarking, disembarking, attending to review classes and documentation requirements. It is available free-of-charge to AMOSUP members, with facilities located in Intramuros, Cebu, Iloilo and Davao.

Summary of Work

- Exterior works – repainting of walls and railings, repair of staircase
- Interior works - renovation and repainting of the sleeping areas on the 2nd and 3rd floors, renovation of the toilet and bath area including re-tiling of floors and re-piping of water supply on all three floors; including provision of laundry area, renovation and repainting of the Multi-Purpose Hall on the ground floor including the addition of a service door for catering and repainting of the Slop chest.
- Addition of the following facilities – 1) Air-conditioned TV room on the 2nd floor (near the staircase) approx. 15 sq m; 2) Air-conditioned study room on the 3rd floor (near the staircase) with cubicles provided with individual lights and electrical outlets good approx. 15 sq m; 3) Additional private guest room with toilet and bath good for three persons on the 2nd floor; 4) Beautification of the building frontage.
Excellence in seafaring is not just measured by the number of assigned tasks one has accomplished, but more than that of the seafarer’s willingness to go “above and beyond the call of duty even if it means risk and sacrifice.” Capt Augusto Buenaventura, Shipmaster of the ‘K’ Line-owned container ship Hamburg Bridge, echoes this creed as he recounts an experience of bravery, professionalism and compassion in their rescue of mixed migrants at sea.

It was supposed to be a “routine run” for the 9,040 TEU Hamburg Bridge as the vessel sailed in the middle of the Mediterranean Sea en route to an Egyptian port when the Captain received a telex from RCC Malta, a search and rescue contacts, one night on 24th of April 2016.

The message requested the ship to proceed to a certain position to render assistance to a boat with migrants in distress.

The same message was also dispatched to another ship near the Hamburg Bridge confirming its urgency. The Panamanian-flagged ship, which was fully laden with boxed cargoes, set its course towards the directed position of the distressed boat for the rescue. Later, the ship got a visual contact when it reached some 3nm distance from its target.

Owing to the darkness and considering the safety of the number of people to be rescued, the Master and RCC Malta decided to wait for the daylight before commencing the rescue operation, while they continued to follow the boat on a safe distance.

**Rescue briefing**

Some two hours before daylight the Master briefed the crew on the rescue plans specifically on the safety and security of the crewmembers and the ship. It was previously estimated that there were at least 200 people on the distressed boat. When rescue operations began, the migrants started boarding from the starboard ship side pilot ladder, with RCC Malta and the Hamburg Bridge ship’s captain getting informed of the progress. The procedure lasted no more than two hours as the crew cut the boat loose after the last of the migrants boarded the ship.

“It was a wonder how the refugees were able to cram into the red and white boat that measured about 25-30m with an estimated width of 8m.”

While administering first aid, the crew also responded to complaints of stomach ache, vomiting, dizziness and minor bruises. As the migrants settled on board, the next concern was where to bring those rescued. At this point, RCC Malta was coordinating with RCC Rome for the point of disembarkation. The Bridge was instructed to head for Sicily.

The crew temporarily sheltered the migrants on the ship’s B-deck, Tally office and gymnasium. But the strong winds and cold weather prompted the crew to move those at the deck to the indoor basketball court. Aside from medical attention, those rescued were given food, water and blankets.

On the second day since their rescue, the ship had requested RCC Malta for a naval escort, as the large number of ragtag migrants might compromise the safety and security of all on board. Trouble at this point was already brewing as the migrants were demanding to be discharged in Italy and released by Red Cross.
personnel. They were warning the crew of unrest if their demands were not met. The migrants calmed down when the Master spoke and assured them that they will be safely discharged in Italy.

Surely the migrants’ wish came true in the afternoon of that day as the vessel had been instructed to proceed to Taranto port in Italy, where medical and sanitary provisions awaited thereat. But at night the refugees became restless again, demanding proof that they were being transported to Italy, coupled with Red Cross aid. They wanted written proof of the course and a verbal confirmation from Red Cross, or they will stop the ship.

**Tension developed**

To address the increasingly desperate and dangerous situation, the Master consulted RCC Malta and the shipmanager regarding the developing tension and how to mitigate the situation. Master took photos from ECDIS, which shows where the vessel is heading, and showed them to the migrants’ representative. Also RCC Rome sent an email stating that Red Cross personnel were arranged in Italy to receive the migrants upon Master’s request, which helped diffused the volatile situation.

The next day the Bridge reported to RCC Malta that the migrants have settled down to sleep. The vessel then arrived at Taranto port just as the migrants had their breakfast. All lines were made fast to the Molto Politettoralie Terminal, and shortly, four medical team members were able to board. The migrants started disembarking from the vessel, with priority given to infants, children, elderly and the disabled.

Red Cross personnel were on hand to offer aid, while the police and a P&I representative came on board to assess the situation based on the demands and threats given by the migrants’ leaders. The latter were questioned by the police and separated from the group upon disembarkation. A sweep was made for suspicious items including drugs and other contraband on board.

The vessel left the port immediately after the disembarkation and headed for its original destination: Port Said in Egypt. A dispatch to the ship later reported that 310 migrants came on board with 118 men, 65 women, and 127 children. 149 of them were from Egypt, 71 from Eritrea, 49 from Sudan, 16 from Somalia, 20 from Comoro Island, four from Ethiopia and one from Guinea.

The accomplishment has led to a recent IMO Council's decision to confer a special certificate to Capt Buenaventura and the Hamburg Bridge crew. The citation recognises their “bravery, professionalism and compassion in rescuing and assisting 310 migrants from a boat in distress in the Mediterranean Sea.”
AMOSUP expands medical facilities

Seamen’s Hospital Manila-South Wing’s opening further enhances the delivery of healthcare services to union members and their dependents.

AMOSUP has expanded its medical and healthcare facilities to service the needs of its growing membership and dependents. The blessing and inaugural opening of the union’s four-storey Seamen’s Hospital Manila-South Wing has signaled further enhancement in the delivery of medical services to the union’s concerned recipients.

AMOSUP president Dr Conrado F Oca, along with ITF general secretary Stephen Cotton, led the ceremonial ribbon cutting of the newly-constructed facilities. Transport Department secretary Arthur Tugade and Mrs Mercedes Oca, widow of AMOSUP founder and former president Capt Gregorio Oca, also participated in the momentous inaugural ceremony last 09 November.

“This (new facility) is a testament of our commitment to the Filipino seafarers,” Dr Oca said. AMOSUP, he stressed, “is committed in uplifting the life of the Filipino seafarer in terms of health, education, training and their other needs so that you will have a very happy seafarer who will be joining the ship. A happy and healthy seafarer is a productive seafarer.”

Dr Oca thanked its donors such as the ITF, the All Japan Seamen’s Seamen’s Union, International Maritime Management Association of Japan, the Norwegian seafaring unions, the German union Verdi and owner Stolt Nielsen. He also extended his gratitude to the shipowners and shipmanagers, which have been a partner of the AMOSUP in funding the family medical and dental plan of their seafarers.
Representatives of the union's social partners in the industry such as foreign shipowners, crew managers, transport and maritime unions, and government officials, graced their presence and gave congratulatory messages for this milestone.

Cotton of ITF, the inauguration's guest-of-honour, said he was teeming with pride upon reaching and seeing the newly built hospital. "I was filled with pride when I came here and walked through its floor," Cotton declared in his brief message during the ceremony's programme.

Cotton said that a man of vision who came from humble beginnings as Captain Oca who started it, "has built the biggest ITF-affiliate for seafarers." He stressed that the London-based union, through the ITF Seafarers' Trust, would commit for the refit of Seamen's Hospital Manila.

AMOSUP's social partner, the International Maritime Employers Committee (IMEC), specifically engraved its congratulatory message in the form of a plaque that IMEC chairman Rajesh Tandon handed to President Conrad Oca. The plaque reads: "IMEC congratulates AMOSUP for its continued initiatives in supporting the welfare and wellbeing of Filipino seafarers and their families."
AMOSUP Seamen's Hospital
South Wing facilities and equipment

Ground Floor

- Oncology Unit has 8 reclining chairs to accommodate more patients undergoing chemotherapy (from 4 chairs)
- Hemodialysis Unit can accommodate 10 patients per session. It has 10 Fresenius
- Dialysis machines and 10 reclining chairs (from 5 chairs)
- Blood Draw area with 4 extraction chairs
- Drug Testing area has its own waiting area
- 15 individual Doctors' Clinics providing privacy from other patients
- Pre & Post Employment Medical Examination Office

Second Floor

Operating Room/Recovery Room Complex with dedicated room for:
- General Surgery
- Minimally Invasive Surgery
- Ophthalmology
- Urology
- Orthopedics
- OB-Gyne Room
- Labour Room with 3 beds
- Delivery Room - 2 beds
- Recovery Room - 4 transport beds
- Pre-anesthetic Room - 4 transport beds

Each operating room is furnished with state-of-the-art Dual-head Trumpf LED operating-room lights, operating tables, spacelab anesthesia machines, patient/cardiac monitors, suction machine, cautery machines.

Third Floor

Pathology Department, Pathologist's Office Sections:
- Clinical Chemistry & Immunology
- Histopathology
- Bacteriology
- Hematology & Blood Bank
- Drug and Alcohol Testing
- Clinical Microscopy

Intensive Care Unit

7 rooms with 2 Isolation Rooms and a central monitor. Each cubicle is equipped with cardiac monitor, mechanical ventilator, suction machine, electric bed, bedside cabinet and mobile dining table.

Fourth Floor

Lecture Hall, All equipment/machines and furniture sets are new

South Wing facilities

The Seamen’s Hospital Manila-South Wing, which was conceived and completed under the leadership of Dr. Oca, demonstrates the union's enduring commitment and the legacy of its founding president Capt. Oca whose vision has been inscribed on the right wall of the hospital’s entrance that says: “This extension facility is dedicated to all hardworking Filipino seafarers and the social partners who have untringly cooperated towards the development of the Philippine maritime industry.”

The new South Wing facility, which sits on a 780 sq m lot, is located right beside the main building of the old Seamen’s Hospital Manila on General Luna St at the historic walled city of Intramuros.

Seamen’s Hospital medical director Dr. George Pio gave a rundown of the new building that houses the four-level facility.

The ground floor of the new building provides members with a spacious and conducive area for
consultations with the doctors that includes an oncology unit, which has a more comfortable area to accommodate more patients for chemotherapy, and a new dialysis unit that can treat 10 patients at a time. The area is now twice its number from the previous facility.

The South Wing building also offers members and dependents an access to a new operating room complex on the second floor, which has six dedicated operating room theaters fully equipped for each surgical specialties, a separable labour and delivery room and a complete pre-anesthetic and recovery room. The third floor contains the Intensive Care Unit (ICU). The seven-bed section runs its own cardiac monitor and mechanical ventilator. A newly installed central monitor will also give the nurses in the ICU the ability to monitor all the patients simultaneously.

The rest of the third floor area houses the Pathology Department with the different sections for Clinical Chemistry & Immunology, Histopathology, Bacteriology, Clinical Microscopy, Hematology & Blood Bank, and an area for Drug and Alcohol Testing. All of which are equipped with state-of-the-art laboratory equipment.
Seafaring makes career, family better

Amidst the hazards and sacrifices of working away from families and friends, many seafarers have succeeded in their careers including the realisation of dreams for their next of kin. Sailing Forward talks to AMOSUP members in a series of interviews as they share segments of their stories.

They professed to have the common experiences many a seafarer has endured working on board ships: the loneliness and dangers entailed by a career at sea. But certain things most seafarers are thankful for in the choice of their career: the professional growth and financial rewards.

Once a siren’s call for the youth to pursue and “see the world for free”, the job has lured many into maritime studies and eventually landed into seafaring. Their massive influx fueled the country’s maritime education and training system, yielding a large surplus of ratings and a shortage of competent officers. But that’s another story.

Today the Philippines has not been called the world’s crewing capital for nothing. In 2015, the POEA processed 358,898 officers and ratings that recorded a contribution of more than $5.8 billion in remittances to the economy.

Filipino seafarers love their jobs. Amidst the hazards and sacrifices of working away from families and friends, thousands of seafarers continue to work hard for the sake of careers and support for families.
Kenneth Belario, Second Officer: Teaching makes an alternative job ashore

He loves teaching. The fulfillment of sharing knowledge with future seafarers gives Kenneth Belario the satisfaction of being a maritime training instructor.

He has used his experiences as a seafarer to teach maritime subjects at colleges and shipping companies. “It’s kind of a fulfillment that I can impart what I’ve learned to my students who came from various parts of the archipelago,” he says.

Kenneth gets involved as an instructor each time he’s on vacation as a shipboard officer. He has used a lot of his time ashore to teach since he takes short-term contracts on board ships—like three or four-months in a year. Such long respite from the sea means opportunities to do other business ashore, he points out.

Kenneth started to teach at STI West Negros College in 2003 and at the Visayas Maritime Academy in 2011. He had also been a shipboard training officer on call for the defunct local shipping line Negros Navigation Company. A long layup, for instance, came after their ship caught fire that allowed him to teach basic training courses.

At sea, Kenneth has been a well-experienced Third Officer since he started work both in the domestic and overseas shipping companies. He finished a BS in Marine Transportation and another course with Certificate in Marine Engineering in 1995 and 1996 respectively at the J B Lacson Maritime Foundation University in Bacolod.

When he went to Manila to look for a job, Kenneth had a hard time finding one in crewing agencies that led him to engage in other odd jobs for six months. He then met his classmate who was working at the defunct state-run PNOC Shipping & Transport Corp (PSTC) who gave him opportunity to try as a cadet in one of the ships of the oil major. Kenneth did apply and pass the company’s exam that gave him a break at sea in the domestic trade on board PSTC’s tanker mv General Luna. When he finished his apprenticeship he sat for the Marine Board exam and obtained his Certificate of Competency in 2000.

The new Third Officer continued to work patiently in other domestic lines, such as Starlite Shipping and Motenegro Shipping Lines. He also rejoined to work at his former company PSTC. The continual stint with local lines apparently paved the way for Kenneth to establish future links for an alternative career as a training officer.

Sailing Forward 17
But Kenneth is no exception among Filipino seafarers who have looked for a better career in oceangoing ships. So when the opportunity knocked he grabbed the offer as an Able Seafarer (AB) for a job in an anchor handling tug that was based in Iran and the UAE.

Unlike his previous jobs in local lines, his first stint overseas was a knotty one. “Halos wala kaming tulungan doon. Kalawangan at mainit ang tubig. Doon ako nagumpisang malaibot” he says. (We found no time for us to sleep thereat. The water was rusty and hot. It’s there where I started to get my head bald.)

He laments that his first try overseas was quite upsetting. Apart from the appalling situation on board the anchor handling vessel, he noted the unsafe conditions at work such as when they do painting jobs.

“I’ve achieved a lot being a seafarer, such as being an instructor and doing counselling work to other crewmen who need advice in the profession. But it’s a very tough job. The 500 GT vessel was constantly getting swayed by strong sea current. That’s why if one of the main cables hits you (while doing a paint job onto a ship), you’re dead.” Kenneth seems to have loathed his startup job overseas. Despite that, however, he survived his first 11-month contract without encountering any untoward incident.

After such a horrible experience, it was soft sailing for the string of contracts that followed. Except for tanker, Kenneth says he has worked on various types of ships as a Third Officer in which he spent seven years in the role.

He has moved up a rank higher though, when he disembarked from the 177,736 DWT bulk carrier Sapienza last March. The Second Officer trainee now says the maritime profession has given him a wide room to grow up professionally over the last 10 to 15 years.

“Marami na rin akong nagawa sa pagiging marinong tulad ng...”
I'd like my children to grow up as professionals in the country where we can see each other regularly. I had a difficult experience as a seafarer and I wouldn't want them to suffer the same experience.

Kenneth, 40, is now applying for a job in a new agency as a Second Officer for his next ship. At present he has set aside his instructor duties to prepare for his next ship. He says he had also engaged in business when not at sea. He has used many of his savings to fund commercial ventures like small restaurants and resale business of select consumer products.

He plans to sit for the Marine Board exam for his Chief Officer ticket, and eventually aim for the highest rank of the profession. He also wants to publish a book on navigation which he wrote during his teaching stints.
As next in command, Chief Officer (C/O) Julius Rondario thought he was unprepared for the top rank of a Shipmaster or Captain when he joined his latest vessel. But when a terrible event occurred on board, he was forced to rise up and take the helm in command of the ship— even just for a few days. The reason: his Captain fell ill and died.

Julius says it was a tough and trying times when their Captain succumbed to serious illness and met sudden death in the middle of the sea. It made his hands full with responsibilities when the shipowner directed him to assume command of the ship and continue to perform the C/O role.

The biggest challenge of his career began when their ship, the 83,611 DWT Ultra Tiger, was sailing in the middle of the South Pacific Ocean one day last February 2017. Some 14 days after the Panamanian-flagged ship left Australia the Master requested for a breather as he wanted to take a bath.

He says the captain also complained of fever and wanted to take a rest as he took his medicine. Julius would occasionally visit the Captain’s cabin and ask for his condition. And the Captain assured that he’s getting well.

However, three or four days later since he became ill, Julius relates, the Captain’s condition “went serious as he became so weak, had to be helped in taking his meal and unable to converse with the attending crew.” They called up the nearest hospital in Chile to airlift the patient for an emergency treatment. But the ship’s location rendered it impossible to pick up the patient. Julius and the crew had to rely on a hospital that relayed instructions in administering the patient’s medical needs.

As the new Captain of the ship, Julius had to take dual roles. He was also doing some watch keeping. “Nanibago ako sa situation namin on board kasi ako ang pinuputak ni tawag sa opisina (dahil sa nangyari) at bilang captain,” he says. (The changes on board made me feel strange with our situation as I’ve been pestered by calls from the office [because of what happened] and my role as the captain.)

“I was advised by the office that I can perform the role. It was an unexpected promotion,” he stressed. But it left him restless due to the extraordinary situation on board the ship. He had been reminded by the office too “to show my leadership with the crew that I can manage everything well in my new role.” This despite losing sleep, he says.
He and the crew were advised how to take care of the body prior to discharging it. “Na trauma nga ako, Pagdating sa Chile inakyat kami ng quarantine officers and port police, mga walong malalaki na may mga baril. (It’s kind of shocking. When we reached Chile quarantine officers and port police boarded our ship with some eight burly men with guns.) He says he and the crew were interrogated about what happened, noting: “They asked me a lot of questions as if to insinuate foul play. Although, the shipowner provided us a lawyer who reminded me not to answer all of them.”

The owner also sent a new Master, another Filipino, who joined the ship to relieve Julius, which he believes as the right move. It’s his first ship with the Copenhagen-based Ultra Bulk Group. Then he got his C/O post back. “Biglaan ang nanyari. Pero naayos ko ang lahat bago dumating ng Chile,” he says. (What happened was unexpected. But I was able to manage everything well before we reached Chile). While anchored in Chilean harbour, the sleepless Julius heaved a heavy sigh of relief as the new Captain sent by the company joined on board. “Inalalayan na ako ng bagong Kapitan at s’ya na ang suriingo ng ibang mga tanong mula sa authorities.” (The new Captain assisted me and he answered some of the remaining questions from authorities.)

Instructed by the office to deliver the corpse at a port in Rio de Janeiro, Julius says the ship was prevented to dock when they arrived at the Brazilian harbour.

- and was allowed only at the anchorage. There was an assigned agent to receive and process the body for repatriation. However, they were subjected to a new round of inspections and questionings. Even rubbished gauges used for the corpse were sorted out from the trash bins. And finally, the body was taken from the ship.

Julius has proven to be a well-experienced seafarer. He got on board his first ship as a deck cadet after he graduated in BS Marine Transportation at Feati University in Manila in 1985. At first, his father would not let the young Julius pursue his career at sea due to the hazard of the profession. His father, a geodetic engineer, employed him instead in their surveying company - working similar to a draftsman and sometimes a driver.

But he made up his mind to pursue his career as a mariner after five years. Julius relates: “Pag itinuloy ko ang trabaho ko sa father ko, wala akong mapapala sa career ko deh! Hindi naman ako geodetic engineer.

Ang pumpirma lang sa mga plano ay mga kapatial ko na geodetic at civil engineer. Ibig sabihin magiging utusan lang ako at wala ako ibang pupuntahen kasi sila ang nakalinya sa ganoong propesyon.” (If I will continue my job with my father, my career will go to nowhere since I’m not a geodetic engineer. Those who approve the plans are my brothers since they are the geodetic and civil engineers.)

So, he began to push for his career in marine transport by knocking on the doors of a number of crewing agencies in Manila, asking for a deck cadet slot in preparation for his Certificate of Competency.

Through the years he worked into a number of rating’s roles on different ships before becoming a ship officer. Julius says except for occasional fits of throwing up and homesickness when he started work on board the ship, his career at sea sailed smoothly.

A musical enthusiast, he plays the guitar and other percussion instruments in which he won friends on board the ships. They would join him to sing their favourite songs during break from duties.

Julius is preparing for his next embarkation. He insists he would not want to assume the role of the Master right away as he needs to acquaint himself with the duties of the ship’s highest rank. He says: “The recent spot promotion was just a necessity, and I don’t want to force myself to the demands of the job all of a sudden without readying myself for it.”
Arnél Untal, Second Officer: New role, new challenge

The good news came in when he got accepted to a new job into the next ship of a new employer. But the excitement would soon fade into loneliness when Arnél Untal bids goodbye to his family.

"Nakaka miss din kami. Mas lamang pa ang itinatagal ko na malayo sa pamilya kay sa nakakasama ko sila," says Arnél. (It's kind of missing them a lot too. I've been staying longer away from my family than used to be with them.)

That's why Arnél, 45, plans to retire much earlier even if he can still able to work further. "Maybe a few more years will do. Gusto ko rin makasama ng matagal ang pamilya ko pag nagretrato ako. (I want to be with my family for quite a while once I retire from work.)"

Arnél just got on board the 77,053 DWT bulker Christina last November when he joined the Hamburg-based Alster International Shipping vessel as a Second Officer. It's his first vessel for the role.

He has boasted to have gotten on some 14 ships since becoming a seafarer. He has been a Third Officer since 2010 and just got promoted when he embarked on his latest assignment. Except for tanker and livestock carrier, Arnél says he has served on all types of oceangoing merchant ships.


(It will be many challenges and co-operation with fellow crewmen. As they say if you can't make it, you need to make it. Safety is of utmost importance. Just one mistake means the end of a career. So it's a must to do the job well to gain the trust of the shipowner.)

He asserts that the overall critical role of a Second Officer is creating the passage plans of the ship, which are a comprehensive step-by-step description of how the voyage is to proceed from berth to berth or one port to another. It also includes the proper log keeping and updating of the various safety equipment.

Arnél says it has been his ambition to enter the seafaring profession because he then believed that the job offers better wages. So, when he entered college he enrolled in BS Marine Transportation at Agro-industrial College Foundation in Davao. After getting a degree in 1991 he sailed as a mess man for two years with Holland Americia.
Line's cruise ship Statendam, as a quartermaster for three years before getting promoted to Third Officer.


(You need to have humility. Firstly to other Filipino crew whom you just met whose character traits you're not aware of. Also you need a lot of patience and co-operation. Apart from it, the hardest part I experienced was the storm. You can't sleep.)

---

**It will be many challenges and co-operation with fellow crewmen. As they say if you can't make it, you need to make it**

Arnel says seafaring has helped him and his family so much. Apart from uplifting their economic condition in life he has put his children and her sister to college. He has also acquired a "mini farmland" with fruit-bearing trees. "Kung sa lupa akin nagtrabaho palagay ko hindi ko kayang yun." (Had I stayed in jobs ashore I could not have probably made it.)

The Second Mate plans to retire by going into business and enjoy some of his savings. He says he can afford to retire early as long as he continues to save for the future. "Kelangan din mag-i-pon dahil hindi habang bulah malakas ang katawan natin," he says. (There's a need to save because we won't be strong enough to work all the time.)

He also plans to set up his business like a carinderia or small restaurant in the province when he retires and drive a passenger vehicle for an extra job."
Melitito Conde, Chief Cook: From fishing to shipping

His frustration from not getting a job after completing a degree in college has been rewarded with a stint in an allied profession.

That's how Melitito Conde describes his fate as a seafarer who has been serving as a Chief Cook of various merchant ships for nearly two decades now. Conde, or Melit to friends, went to Cebu Technological University (CTU) where he completed a four-year course of BS in Fishery Education in 1986.

Melit got confident when he graduated and went to Manila to find work in the field of fisheries. But months and years passed by, Melit could not find a job that matched his field. He got impatient. His search ended up as a guard through a security agency where he lasted for four years. When he quit he landed on a fishing boat as a crew for a short period.

His frustration in the big city led him to try a new job he thought could be "somewhat related" to fisheries - merchant shipping. He approached a neighbour and a good friend who had been an officer on a merchant ship for advice about the basic requirements to be a crewmember on an ongoing ship. He knew he made the right decision as he had complied with the requisites - from getting a passport to having a seaman's book and a few training courses.

Luckily, his friend's employer needed somebody who had knowledge or experience in fisheries for the company's principal that operates tuna reefer ships. Melit says, although they were not involved in catching fish, their reefer ship hauled the catch from the fishing boats.

So, he got on board a reefer ship as an Ordinary Seaman (OS) in a Japanese shipping line in 1996. "Kinakarga namin tontonelada ng malalaking tuna mula Madagascar, Capetown at Indian Ocean papuntang Japan. Pagbalik namimahalala ng barko ang mga pamamid o pagkaing isda na ginagamit upang makahuli namang malalaking tuna," explains Melit. (We haul tonnes of big tuna catch from Madagascar, Capetown and Indian Ocean for transport to Japan. Then our ship returns from Japan and Taiwan with a cargo of fish as baits or food being used to catch the big tunas.)

He had experienced the arduous tasks on his first ship such as work that should not be performed by the ship crew, but by the stevedores. "Mahirap ang trabaho, kailangan pagtulungan ikamsada sa bodega ang mga tuna na tumitimbang ng 300kilo ang bawat isa. Manual naming pinagtutulungan ang pagbubuhat upang ikamsada ang mga isda, points out Melit. (The work was very taxing as I and other crewmembers would have to manually lift the fish to arrange the tunas which weigh at least 300kilo apiece.)

Although they used to do the stevedoring part, Melit says the company used to give them extra pay for the task. "Pero grabeng hiap ng katawan ang dinanas ko sa unang trabaho ko noon sa unang sekay ko ng barko," he points out. (But it's the hardest task I've gone through when I first boarded my first ship.) He stayed in the Japanese company for three contracts as an OS - hauling and tending tuna.

Melit got promoted to Chief Cook in 2000 on his third ship. He says he got it by chance, when their Chief Cook fell ill while they were in Madagascar as there was no way then for immediate replacement from Manila. He volunteered to take over the galley since he has knowledge in cookery, which Melit
learned from his late father who was a former Cook in an offshore vessel. He says the Captain seemed to have been satisfied in his cooking, placing Melit permanently in feeding the crew.

When he disembarked he took short courses in culinary for various types of Asian and European dishes to level up his skills in the kitchen. However, when the Japanese Line's reefer ships started to dwindle Melit was forced to scout for a new job in other company. This time he had been applying his experience and expertise as a Chief Cook. Since then he has served various types of ships under the role.

As a Chef, Melit has some distasteful experiences in the galley too, such as when provision gets shortened. "Minsan kung kokonti ang ulam, pinaparte-part ko na lang. Kasi he noticed that only Filipino crew got fond of nitpicking on the food that he prepared. He continues: "Seguro dahil iba't iba ang pinaggalingang probinsya ng mga crew, iba't iba rin ang gusto nila sa lasa ng hinahandang pagkain. Kung mag-order ka nga sa restaurant hindi mo basta masabing ganito dapat ang lasa ng inhain sayo. Halimbawa, meron gustong mild ang anghang, meron din naman gustong sobrang anghang." (I think it's because the crews come from different provinces, they also differ in the taste of food being served. But when you order it in a restaurant you can't just say the menu that they prepared must be like this. For instance, there are those who liked their food just mildly spicy, while others want it strongly spicy.)

Last November, Melit embarked on to his next ship, the Glovis Golden the last two decades had he not put his best on the job. He has also made some of the good things that a father could give to his children such as education and home for the family. Two of his four children have finished college while the two are in secondary school. Melit has no plan to retire yet, from his job, saying "I can still work as long as the company needs me."
Romulo Dalmacia, AB
Seafarer: When basic means continuous job

He has a lot to thank for the basic seafaring course he took when he was young while in search for a future career.

Although he had his own ambition, Romulo Dalmacia, or Bong to friends, followed the desire of his parents for him to take up a shorter course, so he could earn promptly and help the family. His parents believed basic seamanship, which was then a trend, could be the key for an immediate employment.

He found a training school in Philin Maritime Institute in Sta. Mesa, Manila and completed the intermediate yearlong course in basic seamanship in 1989. Not long enough Bong found an employer that took him on board oceangoing ship as a junior ordinary seaman.

It was a big challenge when he first joined the ship, according to Bong. Since he was a newbie, he recalls: "Hindi ko kabisado ang trabaho. Mukhang malayo sa teorya kaysa sa aktwal nang nasa trabaho na ako. Natuto na lang ako sa barko. Bukod pa sa nahirapan akong makisama sa mga tao." (I was not familiar with the job. It seemed theory was far to apply on the practical side as I realised when I was already working. I only learned them on the ship. Apart from the hard time getting along with people.)

Bong started working on one of the largest merchant ships in 1990s, the 380,038 DWT New Explorer, a turbine tanker owned by the Hong Kong-based Ming Wah Shipping Company. He still remembers the hardship of his working experience when he was struggling to work on his first vessel.

He describes what he had gone through in the first few months of his job. "Apat o lima kaming nagpapala ng latak ng langis sa loob ng mga compartment tansang dalwag buwan, kung saan mapapaiyak ka sa fumes pag nalanaghap mo." (We’re four or five men doing the mucking of sludge)
inside the compartment tanks for almost two months, where your tears will fall due to fumes.)

He says the VLCC that he worked on had 19 compartment tanks. Each of these tanks was larger than Quiapo Church in which the sludge was as thick as the level of the working boots they wore that had to be mucked. "Pasalamat nga at buhay pa ako. May kasama ako ng bahala sa tatak sa unang barko pa lang namin na muntik naa namamatay." (I'm thankful that I'm still alive. I had a fellow crew who fell from the tank in our first ship who almost got killed.)

Bong has become a regular crewmember of Ming Wah Shipping, where he has served for almost 25 years now. He has boarded some 14 or 15 of its ships continuously. He says he rarely ran out of jobs on board the company's ships. Three months could be the longest stay ashore when he used to disembark for a vacation.

He unexpectedly came home last June after an injury while at work from another VLCC, the 298,972 DWT New Spirit. Bong was pulling a bulky rope when his right foot tripped. It swelled and he was in pain thereafter while the Spirit was moored in an Iranian port, prompting the Captain to send him home for medical treatment. He underwent a series of therapy for his foot at the AMOSUP Seamen's Hospital.

Bong, 49, has three children, with two of them about to finish college next year, while the youngest is in secondary school. Apart from sending them to college, he has a lot to thank for due to seafaring. He says they were able to buy their own house, acquired some properties like a 1.9 hectare of farmland and some savings for the future.

Professionally, he learned a lot on the job since he started working. "Halos karamihan ng mga hindi ko natutunan sa lupang pagdating sa trabaho kung susumahin ay natutunan ko sa barko," he stressed. (Overall most of the things that I haven't learned ashore I learned them on the ship.)

As his injured foot got restored, Bong was dispatched last November to another vessel, the 285,733 DWT VLCC New Victory. He is giving himself at least five years before contemplating retirement. "Pag natapos na ng college ang dalawang anak ko next year seguro maghihinay-hinay na muna ako sa pagsakay," he points out. (Once my two children finish college next year I might opt to go slow in pursuing jobs on board.)

Bong states that they have a special child that he wants to look after. He wants to be the one to bring the child going to and from the school. "I will surely be a big nanny," he declares with a smile. ©

Sailing Forward 27
Ronald Magallanes, Second Engineer: No regrets for the job

It's not his choice of a career after taking up a maritime-related course in preparation for a job in the future. But Ronald Magallanes never regretted becoming a seafarer after many years of working on various vessels.

He says he could have taken the course that he really preferred such as Criminology, for instance, if money hadn't been a problem. “Wala naman kami gastos para sa degree course noon, kaya napunta ako ng-enroll sa vocational,” he says. (We didn't have the money to pay for a degree course at the time, so I went on to enroll in a vocational course.)

He listed up in a two-year course called Stationary Marine Engineering at Technological University of the Philippines (TUP) after finishing high school in 1984. He says it was the trend at the time as many youngsters like him chose seafaring as a future career.

The midshipman immediately got on board on a domestic tanker and got promoted to a full time rating’s role thereafter. “Wala pa nga apprenticeship noon para sa engine department sa barko kung saan ako nang apply, pero natanggap ako. Hanggang naging oiler ako. (There was no available apprenticeship being opened for the ship where I applied at the time, yet they accepted me. Until I became an oiler.)

Ronald went on to work for a couple of contracts in the coastwise trade before hurling his first oceangoing experience. Working hard as an oiler, then as a wiper with several employers, he complained of the difficulty getting promoted overseas.

He sat for the Marine Board exam in 1994 and obtained his Fourth Engineer ticket to begin his long journey for the officer level in the Engine Department. “Mahirap ang promotion noon kahtin deserving ka, kasi mga puti o Europeans ang priority para sa mga opisyal,” he says. (It’s difficult to get promoted on board even if you deserved it, since Europeans used to be the priority among officers.)

Like many seafarers, he had suffered what many have gone through while working away from families: the unending spells of longing for loved ones and the difficulty of getting along with fellow crewmembers.

“Ang mapalayo pa naman sa pamilya ang isa sa kahinaan ko,
domestic shipping company in the Philippines, to let him work in one of its ships locally.

Getting along with some "delinquent crewmembers" on board, he says, could be a problem too, especially the disobedient and stubborn ones. "Nang unang sakay ko sa overseas nahirapan din and I knew I was really right. Like one time I censured someone on duty who's a bit drunk. We ended up in an argument to put him in his proper place."

Ronald is now a Second Engineer, and has taken a number of training courses for his next post.

He has prepared for his new role on board after disembarking from his last vessel, the 35,510 DWT bulk carrier Swiftnes of the Bergen-based Jebsen Group. He also took lessons in IMO Model courses 6.09 and 6.10 for instructors. In case there is no ship to work on, Ronald is ready to take on some instructor's job in a training school. But his priority is to work on board the ship.

He says seafaring has provided him a comfortable life even if he never preferred it. "Who would regret pursuing a career that gives you better wages? Talo nga lang dahil laging malayo sa pamilya." (Although the drawback is that you're constantly away from your family). Ronald concedes that he learned a lot from the job for his professional improvement and came to know the various types of people's characters at work."
Foreign-flagged ships required to carry proof of financial security on board

The certificates or other documentary evidence will contain information required in Appendices A2-I and A4-I of MLC, 2006 to show proof of compliance by the shipowner with the amendments.

Foreign-flagged ships enrolled by the POEA have now been required to carry on board valid certificates or other documentary evidence of financial security issued by a financial security provider. The new requirements are contained in POEA memorandum circular No 7, series of 2017 which took effect last 16 September 2017.

The provision of an expeditious and effective financial security system is needed to assist seafarers in the event of their abandonment and to assure compensation for contractual claims in the event of death or long-term disability of seafarers due to an occupational injury, illness or hazard, according to the Philippine Overseas Employment Administration.

The financial security may be in the form of a social security scheme or insurance or a national fund or other similar arrangements. The POEA says each copy of the certificates or other documentary evidence of financial security covering abandonment and compensation for contractual claims should be posted in a conspicuous place on board where it is available to the seafarer.

Where more than one financial security provider provides cover, the document provided by each provider will be carried on board. Enforce of the new rule is in compliance to the Code implementing Regulations 2.5 and 4.2 and appendices of the Maritime Labor Convention, 2006 on Financial Security for Foreign Flag Ships adopted by the Special Tripartite Committee.

POEA has been requesting licensed manning agencies wishing for enrollment of foreign flagged-ship to submit a copy/copies of the certificate of financial security or other documentary evidence of financial security covering owners of the ship. The certificates or other documentary evidence of financial security will contain information required in Appendices A2-I and A4-I of MLC, 2006 to show proof of compliance by the shipowner with the amendments.

For existing enrolled vessels, the POEA requires licensed manning agencies to submit within 60 days from the enforcement of the memorandum, a copy/copies of the certificates of financial security or other documentary evidence. Otherwise, the processing of request for crewing for the subject vessel/s without the valid certificates will not be allowed.

For newbuildings, the licensed manning agency will either issue:

A. An Affidavit of Undertaking to submit to the Sea-based Employment Accreditation Division, a copy/copies of the valid certificates of financial security or other document provided by the shipowner or principals, or P&I of the vessel within 60 days after vessel’s delivery and a corresponding Affidavit of Assumption of Responsibility for the deployed seafarers in relation to the items required to be covered by the
financial security, will likewise be issued by the manning agency, or
B. A copy of the valid certificates of financial security or other documents. The financial security will not cease before the end of the period of validity of the financial security unless the financial security provider has given prior notification of at least 30 days to the competent authority of the flag State. The principal and the licensed manning agency shall execute an Affidavit of Undertaking ensuring the continuing validity of the financial security coverage of the crew.

The POEA says assistance provided by the financial security system will be granted promptly upon request made by the seafarer or the seafarer’s nominated representative and supported by the necessary justification of entitlement in accordance with Paragraph 2 of Standard A2.5.2 and meet the requirements on compensation for contractual claims under A4.2.1.

The provisions of Part III (Placement by the Private Sector), Part V (Recruitment Violations and Disciplinary Actions cases) of the 2016 POEA Revised Rules and Regulations Governing the Recruitment and Employment of Seafarers, and other pertinent issuances shall apply for failure to comply with the memorandum circular.

App for crews’ wellbeing

An ITF wellbeing app is now available that can be downloaded for both android and iOS devices.

The wellbeing app, which is free for download from your app store or from ITF Seafarers’ website, contains information and advice on the six issues seafarers have told the ITF as one of the most important parts to their health and wellbeing: HIV/AIDS, sexually transmitted infection (STI), tuberculosis, malaria, the zika virus and managing stress.

Each section contains basic information on facts about the disease, its symptoms, how it is transmitted, treated and prevented. The app sets out the most common myths about all six issues and the truth. For some people, for instance, using two condoms is safer to prevent HIV and STI, or that TB is hereditary. Neither is true.

The HIV/AIDS page includes contacts of networks of HIV positive workers. Positibong Marino Philippines is providing support to HIV positive workers and empowering them. You can contact Jebsen Gamido, the PMPI chairperson: jrgamido@gmail.com or pmpi.marino@gmail.com.

The ITF global HIV and wellbeing coordinator Dr Syed Asif Altaf said: “Seafarers once out of home for a long time, their working nature and condition makes them vulnerable to a number of health conditions. It is important that they have easy access to factually connect up-to-date information about health issues they may experience while they are on board ship.”

The app was developed in cooperation with AMOSUP and other maritime stakeholders including Magsaysay Maritime Corp. It will be promoted by the ITF Seafarers Trust and its global team of more than 120 inspectors during their ship visits.

“We have launched this app to help seafarers and their families to be healthy and happy,” said Dr Altaf.

Just download it from your app store or from ITF Seafarers’ website. In 2018, the app will be available in a number of languages that include Tagalog, Spanish, Russian, Ukrainian, Hindi and Bahasa.
Radiology Department: At pace with innovations in medical imaging technology

The Radiology Department of AMOSUP Seamen’s Hospital offers an array of diagnostic imaging procedures using modern facilities and skilled personnel that ensure reliable results for easy diagnosis of diseases while continually focusing on quality of patient care.

The radiologist consultants of the department are: Dr. Edwin Ferdinand C. Distor, Chairman; Dr. Abigail Lopez, CT-MRI Section Head, Dr. Januario Paulito Tactacan, Interventional Radiologist; Dr. Irene Bandong, Head-Breast Clinic, Dr. Berlin Melissa Go, Dr. Reginald Santos and Dr. Marky Jod Pandes.

General Diagnostic X-ray

To keep pace with the advancing technology in diagnostic imaging, the hospital has shifted from screen film radiography (SFR) to digital radiography (DR) and acquired two digital x-ray imaging system and a computed radiography system for mobile radiography and mammography. The acquisition of these systems coupled with the PACS or picture archiving communication system has remarkably increased the quality and quantity of x-ray examinations done in the main section of the department.

In digital radiography the primary image recording is accomplished through the use of x-ray sensitive electronic detectors instead of phosphor screens or silver halide x-ray films. The image is displayed in digital format or printed on a film upon request. The quality of the image can be enhanced to improve the ability to detect diseases that will contribute to faster, easier diagnosis and greater treatment plan which means the patient will receive a better level of care. In digital radiography the x-ray images are instantly stored and ready to view in the computer which saves time resulting in greater productivity. The risk of losing important x-ray images is also eliminated because images are stored in the hard drive of the computer with a backup system.

Ultrasound

Ultrasound, also called Sonography, is an imaging method using high frequency sound waves to produce images of structures within the body captured in real time. Unlike x-rays, there is no ionizing radiation associated with ultrasound imaging so it does not have the same risks as other imaging technique that uses ionizing radiation.

Abdominal ultrasound, which is done in the department, averages from 30-40 patients daily and the result released immediately after the examination.

Breast ultrasound is done to study breast tissues. It can help determine if an abnormality is solid which maybe a benign lump of tissue or a cancerous tumour; or fluid-filled such as a benign cyst; or both cystic and solid. Doppler ultrasound is done to assess blood supply in breast lesions. The department has created a Breast Clinic section under Dr. Irene Bandong which is dedicated to the diagnostic study of the breast by means of a mammogram (x-ray) and breast ultrasound.

Vascular ultrasound also called a Duplex study is a non-invasive ultrasound method used to evaluate arteries and veins of the circulatory systems which includes the neck,
abdomen, arms and legs to help identify blockages and blood clots. A Doppler ultrasound study is part of this technique to evaluate blood flow through a blood vessel. Dr. Marky Jod Paces performs the procedure and makes the interpretation of the examination. 2D Echocardiography, commonly referred to as cardiac echo, is a sonogram of the heart using high-frequency sound waves and is routinely used in diagnosis, management of patients with any suspected or known heart diseases. A certified trained 2D Echo technician of the department performs the procedure while a Cardiologist makes the interpretation.

**Interventional Radiology** is a subspecialty of radiology encompassing procedures performed using imaging guidance such as fluoroscopy, CT scan and ultrasound to diagnose and treat a wide variety of medical conditions. The most common procedures done at the department are CT and Ultrasound guided biopsies and ultrasound guided needle placement.

**Extracorporeal shock wave lithotripsy (ESWL)** is a technique for treating kidney stones and ureteral stones that does not require surgery. High energy shock waves are passed through the body to pulverise the stone so that they can pass from the body along with the urine. It takes 30 mins to 45 mins to complete the treatment. After treatment, some patients may still have stone fragments that are too large to be passed as revealed in the ultrasound exam. Treatment may be repeated if symptoms persist. Although this procedure is under the surgery department, a trained radiologic technologist performs the procedure under the supervision of the attending physician.

**CT Scan and MRI Section.** The CT scan section of the department has continued to keep pace with advancing technology with the acquisition of the 160 slice Toshiba CT Aquilon Prime, speeding up workflow and reducing exposure dose to the patient. Equipped with cutting edge technology for dose reduction and gantry bore of 78cm, the innovative CT Aquilon prime defines the next generation of CT Scanners. The average number of procedures done was increased and the results released within 24-48 hours after the completion of the examination. MRI examination of the head, neck, spine, shoulders and knees with and without contrast media are also performed.

In 2016, the Radiology Department served a total of 26,550 in all its sections, lower than the 29,247 recorded in 2015. The department under the dynamic leadership of its chairman Dr. Edwin Ferdinand C. Distur will continue to keep the mission of the department “to provide and sustain quality patient care in the medical imaging field” and support AMOSUP Seamen’s Hospital’s vision of becoming a leading recognised maritime medical centre.
MAG-IPON, MAG-UPGRADE AT MANALO NG

P1 MILLION
at marami pang malalaking papremyo!

Pag-IBIG DAGDAG-IPON RAFFLE PROMO

PART 2

Paraan ng pagsali:

Mag-UPGRADE at Mag-IPON lamang ng hindi bababa sa Php 600.00 kada buwan mula July 1, 2017 hanggang March 31, 2018.

Bisitahin ang www.pagibigfund.gov.ph at mag-rehistro gamit ang iyong Pag-IBIG Membership Identification (MID) Number* at iba pang kaukulang impormasyon.

*Ito ay dapat na kalatad sa Pag-IBIG MID Number na gamit sa pag-remit ng iyong upgraded Pag-IBIG i savings.

Mga Papremyo:

1 winner of 1 MILLION PESOS at the Grand Draw
2 winners of PhP 500,000.00
2 winners of PhP 250,000.00
9 winners of PhP 100,000.00
and 54 lucky winners of Smartphones

Para sa kumpletong raffle mechanics bisitahin ang Pag-IBIG website: www.pagibigfund.gov.ph

HOTLINE: (+632) 724-4244 (Pag-IBIG)
www.pagibigfund.gov.ph
raffleHELPDESK@pagibigfund.gov.ph
contactus@pagibigfund.gov.ph
Like us on Facebook PagIBIGFundHDMF
At least 100 seafarers and their dependents attended a wellness workshop organised by the Department of Family and Community Medicine of Seamen’s Hospital Manila at the Luneta Hotel last 10 September 2017. The hospital’s “Seafarer’s Summit” tackled various issues of wellness and vitality for Filipino seafarers family particularly in maintaining good relationship.

The full-day event began with enlightening talks and engaging activities about strengthening relationship among couples and their children. Dr Leilanie Nicodemus, Department of Family Medicine chair, tackled the importance of communication, while Dr Marlene Checa discussed the value of intimacy among couples. Helping children get over failures also played a significant part in running a family, whose topic Dr Aileen Pascual covered the issue.

As the workshop moved to lunch time, participants heard presentations that inspired seafarers and their wives on how to take care of their finances. Ms Peachy Marasigan provided tips and advice on the importance of savings and other issues to have financial wellness. For that part, a seafarer’s wife also narrated her story on how she defied the odds despite difficulties of being a seafarer’s wife and became successful in her own chosen field of entrepreneurship.

Participants also enjoyed an interactive session, where they learned to make some do-it-yourself projects at home such as ribbon weaving and snow-globe making. Ms Cheska Mendoza followed it through with her discussion on home-based business ideas. Seamen’s Hospital nutritionist Ms Diana Ross Fajutagan gave ideas with her piece on healthy meal preparation, where she also made a demonstration.
AMOSUP leads kickoff rites for Maritime Week 2017

AMOSUP led the start of the Maritime Week celebration with the traditional holy mass, wreath laying and fluvial parade along Manila Bay last 18 September.

Union officials led by President Dr Conrado F. Oca, Manila City Administrator Atty. Ericson Alcovendez (representing Mayor Joseph Estrada) and AMOSUP VP Vice Admiral Eduardo Ma R Santos joined hundreds of AMOSUP members and cadets from the Maritime Academy of Asia and the Pacific (MAAP) during the mass and kick off ceremonies.

Rev Fr Ely Santos led the AMOSUP staff and officers in giving thanks to the country’s maritime industry, particularly the Filipino seafarers for connecting the world through their profession. Fr Santos also prayed for the Union’s continuing service it provides to partakers from various sectors in the maritime industry. At the same time, the NSD had also gained support from government and private organisations, including maritime academies, unions and NGO.

The Cuneta event ended with the announcement of the result of the annual search for the Ten Outstanding Maritime Students of the Philippines. The annual search was ably supported and sponsored by Western Union and has steered it into one of the biggest and a major event in the maritime calendar. This year’s winners include students from John B Lacson Bacolod, John B Lacson Molo, University of Cabu, Asian Institute of Maritime Studies (AIMS), Philippine Merchant Marine Academy (PMMA) and Maritime Academy of Asia and the Pacific (MAAP) who got the biggest haul for four cadets getting the coveted title.

NSD History

The Maritime Week, which also comes part of the National Seafarers Day (NSD) celebration, began in 1996 on the initiative of the Apostleship of the Sea, which fixed it on the last week of September of each year. The celebration, which was first held at the Quirino Grandstand in Manila, proclaimed and saluted the unique role and heroism of Filipino mariners in nation building. The occasion mustered around 600 participants.

The annual festivity grew over the years as programmes extended to various activities that attracted more participants. By 2005, the celebration recorded about 8,000 inspiration in his art. While most participants used the usual oil pastels and water colour in their master pieces, midshipman 4th Class Wendell Recolcolin, also of MAAP, applied coffee to his art work. John Emmanuel Gonzales of TIP also showed a unique talent in his piece.

In the oratorical competition, each cadet showed their prowess in tackling this year’s theme. Danna Arca, for instance, got her inspiration from her father, who is also a seafarer for about 20 years now, in the piece she delivered.
Air, floating asset drills

The Philippine Coast Guard (PCG) and PCG Auxiliary (PCGA) showcased its air and floating assets during the occasion. PCG, which has been instrumental in fulfilling its mandated functions within the maritime domain for search and rescue (SAR), carried out drills and sea review.

Among the participating PCG and PCGA assets were the 56m SAR vessel BRP Pampanga (SARV-003), multi-role response vessel BRP Sultan (MRRV 4406), CG Aviation Force helicopter 1636, the fast craft vessels, small boats, rubber boats, and rigid hull inflatable boats.

The fleet of air and floating assets demonstrated counter-terrorism, search and rescue, and fire-fighting drills that aim to further enhance the inter-operability in responding to maritime incidents and further strengthen the agency’s capability in the performance of its mandates.

As part of its culmination the event also saw the participation of Balangay boats (replicas of the ancient Philippine wooden boats) headed by its expedition leader Arturo Valdez and the PCG Dragon Boat Team, which has garnered a number of medals through local, national and international competitions.
The International Transport Workers’ Federation (ITF) has produced a revised guidance on STCW 95 and the 2010 Manila amendments, incorporating all the changes and revisions since 2010.

The recent guidance was made in conjunction with the Nautilus Federation. The ITF has produced previous guidance for seafarers under STCW 95 and the 2010 Manila amendments, which reflect the necessary qualifications and experience of a seafarer dependent on their role and type of ship they are employed on.

It is essential that all seafarers intending to sail on international vessels after 1 January 2017, the ITF says, ‘are fully compliant with the STCW Convention and Code and trust the guidance will be a useful aid to ensure a trouble free transition for all seafarers.’

**New amendments**

The STCW certification requirements from 1 January 2017, for both Deck and Engine, provide that “all seafarers must demonstrate that they have met their administration requirements with regards to HELM training. Seafarers should contact their administration directly for more information.”

For Deck, Electronic Chart Display and Information System (ECDIS) Simulator training course is required for service on ships fitted with ECDIS.

For Engine, high voltage certificate or qualifying sea service for operational level; Management level high voltage certificate for second or chief engineer, otherwise a negative endorsement.

To serve an Electro-technical Officer (ETO), certification is required. Those seeking ETO certification should contact their administration for information on any exemptions or grandfather clauses that may apply.

In addition, there are sea time requirements for revalidation - 12 months in preceding five years or three months in preceding six months plus valid medical certificate.

In appropriate tanker endorsements, revalidation is required. Refresher training is also required every five years for certificates held.

The chief engineer and second engineer competencies now include engine resource management and require leadership, teamwork and management skills.

**Ratings**

Ratings assigned to watch-keeping duties should meet the competence requirements stated below. These do not apply to ratings on ships of below 500 gross tonnages.

**You must be able to:**

1. Steer the ship and comply with helm orders issued in English (covers the use of magnetic and gyro compasses, helm orders, change over from automatic pilot to hand steering device and vice-versa).

2. Keep a proper look-out by sight and hearing (covers the responsibilities of a look-out including reporting the approximate bearing of a sound signal, light or other object in degrees or points).

3. Contribute to monitoring and controlling a safe watch (covers shipboard terms and definitions, use of internal communication and alarm systems, have the ability to understand orders and to communicate with the officer of the watch in matters relevant to watch-keeping duties, be familiar with the procedures for the relief, maintenance and hand-over of a watch, the information required to maintain a safe watch and basic environmental protection procedures).

4. Operate emergency equipment and apply emergency procedures (covers knowledge of emergency duties and alarm signals, knowledge of pyrotechnic distress signals, satellite EPIRB’s and SARTS, avoidance of false distress alerts and action to be taken in the event of accidental activation).
STCW certification requirements from 1 January 2017

1. **DECK: Update to STCW 2010**
   - From 1 January 2017 all seafarers must demonstrate that they have met their administrations requirements with regards to HELM Training. Seafarers should contact their administration directly for more information.

2. **ENGINE: Update to STCW 2010**
   - From 1 January 2017 all seafarers must demonstrate that they have met their administrations requirements with regards to HELM Training. Seafarers should contact their administration directly for more information.

3. **ETO: New certificate**
   - To serve as an ETO certification is required.

4. **ECDIS**
   - Simulator training course required for service on ships fitted with ECDIS. Contact administration directly for more information.

5. **HIGH VOLTAGE**
   - High voltage certificate or qualifying sea service for operational level. Management level high voltage certificate for second or chief engineer, otherwise negative endorsement. Contact administration directly for more information.

6. **ETO**
   - Those seeking ETO certification should contact their administration for information on any exemptions or grandfather clauses that may apply.

**IN ADDITION:**
- Seatime requirements for revalidation — 12 months in preceding five years or three months in preceding six months plus valid medical certificate.

**IN ADDITION:**
- Appropriate tanker endorsements — subject to revalidation.

**REFRESHER TRAINING** — required every five years for certificates held.
### List of certificates or documentary evidence required under the STCW Convention, Section B-1/2

Revised in 2016 at the 96th session of the Maritime Safety Committee

<table>
<thead>
<tr>
<th>Regulations</th>
<th>Type of certificate and brief description</th>
<th>Endorsement attesting recognition of a certificate</th>
<th>Registration required</th>
<th>Revalidation of certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>II/1, II/2, II/3, III/1, III/2, III/3, III/6, IV/2, VI/1, VI/2</td>
<td>Certificate of Competency. For masters, officers and GMDSS radio operators</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>II/4, III/4, VI/2</td>
<td>Certificate of Proficiency. For ratings duly certified to be a part of a navigational or engine-room watch</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>II/5, III/5, III/7, VI/2</td>
<td>Certificate of Proficiency. For ratings duly certified as able seafarers deck, able seafarer engine or electrotechnical rating</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>V/1-1, V/1-2</td>
<td>Certificate of Proficiency or endorsement to a Certificate of Competency. For masters and officers on oil, chemical or liquefied gas tankers</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>V/1-1, V/1-2</td>
<td>Certificate of Proficiency. For ratings on oil, liquefied gas tankers</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>V/2</td>
<td>Documentary evidence. Training for masters officers, ratings and other personnel serving on passenger ships</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>V/3</td>
<td>Certificate of Proficiency — training for masters, officers, ratings and other personnel on ships subject to the IGF Code</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>V/4</td>
<td>Certificate of Proficiency — training for masters, officers, on ships operating in polar waters</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>VI/1</td>
<td>Certificate of Proficiency — Basic Training</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>VI/2</td>
<td>Certificate of Proficiency — Survival craft, rescue boats</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>VI/3</td>
<td>Certificate of Proficiency — Advanced fire fighting</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>VI/4</td>
<td>Certificate of Proficiency — Medical first aid and medical care</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>VI/5</td>
<td>Certificate of Proficiency — Ship security officer</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>VI/6</td>
<td>Certificate of Proficiency — Security awareness training or security training for seafarers with designated security duties</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>
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.
"I was filled with pride when I came here and walked through its floor."

International Transport Workers' Federation general secretary Stephen Cotton. On his feeling while delivering a message at the inaugural and blessing ceremony of the newly opened AMOSUP Seamen's Hospital-South Wing facility.

"They only land on the front page or television news programmes when they become victims of Somali pirates or victims of maritime accidents."

Prof Lucia P. Tangi of the UP College of Mass Communication, on limited studies done in understanding the plight of Filipino seafarers.

"Just one mistake means the end of a career. So it's a must to do the job well to gain the trust of the shipowner."

Second Officer Arnel Unial, on the utmost importance of safety that is placed on the role of the new Second Mate.

"This [new facility] is a testament of our commitment to the Filipino seafarers."

AMOSUP president Dr. Conrado Oca. On his message at the inaugural rites of the AMOSUP Seamen's Hospital-South Wing.

"It was a wonder how the [300 plus] refugees were able to cram into the boat that measured about 25-30m with an estimated width of 8m."

Hamburg Bridge shipmaster Capt. Augusto Buenaventura, upon overseeing the rescue of the 310 mixed migrants onto his ship from a small boat in the Mediterranean sea.

"What happened was unexpected. But I was able to manage everything well before we reached Chile."

Chief Officer Julius Rodolfo, on his brief stint at the helm of the bulker Ultra Tiger following the sudden illness and death of their captain.
JSU - AMOSUP
MARITIME MUSEUM & SPORTS COMPLEX

SPORTS COMPLEX

MUSEO

MARINO

814 J. Nakpil corner P. Hidalgo Lim Streets, Malate, Manila
Telephone: +63 2 353 8180  E-Mail: museomarino@yahoo.com