Breaking ground for new Sailor’s Home
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COURSES OFFERED:

BSMT  BACHELOR OF SCIENCE IN MARINE TRANSPORTATION

BSMARE  BACHELOR OF SCIENCE IN MARINE ENGINEERING

BSMTE  BACHELOR OF SCIENCE IN MARINE TRANSPORTATION AND ENGINEERING

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MASTER OF SCIENCE IN MARINE TRANSPORTATION (MARINE SUPERINTENDENT)

MASTER OF SCIENCE IN MARINE ENGINEERING (TECHNICAL SUPERINTENDENT)

TESTING ASSESSMENT CENTER OF TESDA

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 Seafarer’s 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

Sailor’s Home has long served as our members’ temporary home while they are in Manila. To date, the two existing board and lodging facilities, which can accommodate more than 700 seafarers, have served thousands of members.

Opportunely, more seafarers will be able to enjoy this benefit in the coming years as we are set to construct the next building for the third transient facility following the recent groundbreaking ceremony which signals the rise of Sailor’s Home Annex II. The four-storey dorm that will also be built close to AMOSUP operational hub in Intramuros, is projected to accommodate 440 seafarers.

In this issue, we also give you details of the upgraded portions of our Seamen’s Hospital Manila main building. We can now serve our members and their dependents even better with the renovated and upgraded facilities at the hospital’s ground floor lobby, the emergency room, and the Department of Obstetrics and Gynecology.

We also bring you updates on the basic life support (BLS) training our medical experts at the hospital have conducted for seafarers who were trained as lay rescuers. Hundreds of our members have already undergone the BLS training, which they could use on board and in their communities ashore.

Still on healthcare, we are delighted to share the remarkable story of one of our patients who journeyed through the first-ever successful pregnancy of a hemodialysis in our medical facility. The successful delivery was achieved through the teamwork of our specialists and medical professionals, and by the grace of God.

We give you a glimpse at the future of manning as the industry sails through the advent of digitalisation in shipping. One of our key social partners from Norway reminds us that crewing competence is crucial in adapting to the new technology towards halving greenhouse gas emissions and autonomous shipping operation.

Our feature on seafarers will show you the unique and interesting role of a chief cook on board whose function is considered vital in maintaining the morale of the entire crew. We also share with you a veteran officer’s harrowing experience during one stormy night in the middle of the Pacific Ocean.

We put a spotlight on the role of the youth in the world of work as we give you highlights from the recently concluded ITF Youth regional workshop held in Manila. It was a three-day workshop aimed at establishing solidarity among the youth in the transport industry from different countries in the Asia Pacific.

We also proudly share with you the cross-cultural training in Japan undertaken by our cadets at MAAP and their Japanese counterparts. Early in the game of mixed manning, the cadets share their invaluable experience and pieces of learning while working in a diverse environment.

Happy Sailing Forward!

Dr Conrado F Oca
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Our Cover
President Dr Conrado Oca, along with ITF general secretary Steve Cotton and ITF youth officer Ms Baker Khundakji, at the groundbreaking ceremonies of Sailor’s Home Annex II (inset)
Hitch and joy of cultural differences onboard ship

No culture is wrong, some people might say. We just need to understand cultural differences and live with them. But oftentimes, what is common to one group may seem strange to another. For example, both Japanese and Filipinos love to eat noodles. But the former slurp it with distinct noise, acknowledging the cook that they are enjoying it. For the latter, however, it may be unethical and disgusting.

This may seem trivial on a smaller scale, but could lead to conflict on a larger extent dealing with major differences. Hence, it is important to resolve such concerns especially when experienced in a working environment like the ship, which is most likely composed of a multi-lingual crew of different nationalities and cultures.

Forty-nine Filipino cadets from the Maritime Academy of Asia and the Pacific (MAAP) recently met and interacted with their Japanese counterparts in a cross-cultural training in Japan on board the training ship MV Kapitan Gregorio Oca (KGO).

At the welcome ceremony in Hiroshima port, MAAP cadets imparted clips of their lives in the academy, while the Japanese cadets talked about their respective schools. “It was such a memorable visit and we considered it as an honour and significant to be able to welcome her (MV KGO) at the port of Hiroshima,” acclaimed Mr. Masahiko Tanabe, the vice governor of Hiroshima Prefectural Government in his speech, saying that the port is “trying to strengthen its global gateway function.”

As the KGO cruised between Hiroshima and Nagoya for the five-day exercise, the cadets had experienced to live and work alongside their foreign complements.

‘‘
During our free time, we got along well with topics about anime, food, and sports.

’’
Amazing sunrise

It’s the southernmost bay on the western coast of Fatu Hiva Island of the Marquesas Islands in French Polynesia. Arriving at the break of dawn on the island of Omoa and Hanave, a small town and valley at the head of the bay, will greet your cruise with this amazing sunrise (pictured). The bay of Omoa provides a good anchorage to ship visiting the area. It seems that every day symbolises a new beginning seeing this sunrise.

Striking and powerful, the archipelago’s charm lies in its extraordinary beauty. There are waterfalls flowing down the peaks, along with jagged cliffs sinking into the sea and lush vegetation. Omoa’s valley is well-watered and curves in a half-moon shape. The Norwegian adventurer and ethnographer Thor Heyerdahl was said to have reached the island’s central plateau that made him notable for his Kon-Tiki expedition from South America to the Polynesian chain of islands through a hand-built raft in 1947. (Text and image by Margie Daniot)

The training proper employed a buddy system of 2:1 mates, the ratio between Filipino and the Japanese cadets staying together in their respective cabins. From mealtime to watch-keeping duties they moved on to perform their respective tasks in navigation and marine engineering.

On the last training day prior to disembarkation, MAAP and Japanese cadets accomplished survey questionnaires for their feedback about their training experiences. Dr Jongdoc Park, the senior specialist for International Education and Exchange at NIT Oshima College and KGO chief officer Jeric Bacasdoon facilitated the surveys.

The survey results indicated that 99% of both Japanese and MAAP cadets had performed the programme with their buddies in harmony.

When asked what kind of topic was easy to communicate, both agreed within the topics of hobbies. Moreover, MAAP cadets also answered the topic about the ship daily routine as easy, whilst the Japanese cadets answered culture.

“During our free time, we got along well with topics about anime, food, and sports. It was like an instant connection because Deck Cadet Yuki Kohno, my Japanese buddy was also fond of them,” said Deck Cadet Ivan Kenneth Conrado.

Filipino cadets found it difficult to tackle maritime subjects with each other, along with select general issues. On educational effects of the training, 89.7% of the cadets were motivated to study and practice Maritime English. Moreover, 100% of Japanese cadets and 89.7% of MAAP cadets said they became motivated to communicate with foreigners.

When asked if they were motivated to become an international ship officer and ship manager, 94% of MAAP cadets and 72.4% of Japanese cadets said so. (By C/O Jeric Bacasdoon)
Seafarers get basic life support training

Hundreds of AMOSUP members got a full-day training as lay rescuers in a series of workshops they’ve attended.

Basic life support (BLS) is the foundation in preventing death in any case of an emergency or a disaster. Any form of aid or assistance that could be rendered in such a situation is essential to save a life. In any emergency situation, it is necessary for a rescuer to have basic knowledge on how to properly execute the response system.

This is exactly what hundreds of AMOSUP members practically learned in a training programme organised by the Union’s medical arm. The participants acted as lay rescuers in a series of workshops they attended for free.

Through AMOSUP Seamen’s Hospital Manila, in cooperation with the Department of Health, the seafarers learned to apply and perform BLS on board ships, as well as in their communities ashore. This full-day training involved theory and practice provided ship officers and ratings practical knowledge on the importance of a competent rescuer in emergency care and BLS.

They were also taught about the dos and don’ts of CPR or cardio-pulmonary resuscitation using techniques and manoeuvres that a participant could do to bring the victim of a cardiac and respiratory arrest back to life. It was also discussed that CPR, whose assessments and interventions differ among adult, child, and infant, has its basic life support sequence that must be followed. Basically, they include verifying scene safety, introducing oneself as the rescuer, checking for responsiveness, activating emergency response system, and recognition of cardiac arrest and high-quality CPR.

Moreover, the participants learned to follow the algorithm or procedures in reviving adult and pediatric cardiac arrest victims. To further develop the trainees’ competence in reviving a patient, the participants were taught to operate the AED or automated external defibrillator, which is a sophisticated computerised device that can analyse heart rhythms and generate high voltage electric shocks.

Defibrillation is most likely to be successful if it occurs within minutes of collapse (sudden cardiac arrest). Defibrillation is the most effective treatment for ventricular fibrillation (VF), which is a common and treatable initial rhythm in adults. Causes of VF and cardiac arrest include near-drowning, burst lung, decompression illness, re-breather malfunction, choking and carbon monoxide poisoning. Bleeding, heart attack and drug overdose also cause VF and cardiac arrest that have to be defibrillated.

Through AMOSUP President Dr Conrad Oca’s commitment and the enthusiasm and dedication of Dr Frank Ang, chairman of the Continuing Professional Development Committee at AMOSUP Seamen’s Hospital Manila, the BLS Training Programme was a success.

As of October 2019, more than 800 ship officers and ratings have completed the BLS since it started in July—thanks to the expertise of 19 medical trainers from the Seamen’s Hospital who conducted the extensive and interactive training.

BLS training is being conducted every first and second Saturday of the month at the AMOSUP Seafarer’s House in Intramuros and on the third and fourth Saturdays at JSU-AMOSUP Maritime Museum in Malate, Manila. The programme has an average of 20-25 seafarers in attendance in each workshop.
This full-day training that involved theory and practice provided ship officers and ratings practical knowledge on the importance of a competent rescuer in emergency care and BLS.
‘Time to take action on box ship fires’

The International Union of Marine Insurers explains that firefighting capabilities onboard containerships are deficient, requiring to improve the safety of the crew, the environment, the cargo, and the ships themselves.

The spate of containership fires this year prompted marine insurers to call for an urgent improvement of firefighting systems onboard. The International Union of Marine Insurers (IUMI) said the alarming number of fire incidents such as those that struck the Yantian Express, APL Vancouver, E R Kobe, Grande America, and KMTC Hong Kong show the need to take action.

“Fire-fighting capabilities onboard containerships are deficient and we need to see more headway to improve the safety of the crew, the environment, the cargo and the ships themselves,” explained Helle Hammer, the IUMI chair of Policy Forum, in a statement. He said the absence of proper documentation and misdeclaration of cargo have serious safety implications apart from the root causes of the fire incidents.

IUMI strengthened its position on this global issue at a recent conference in Arendal, Norway, organised by the Norwegian marine insurer and P&I Club Gard. The said conference was attended by IMO, flag states, shipowners, salvors, class, and insurers.

“There is an agreement among experts that the current means of controlling a fire in the cargo hold are of little effect. The safety objectives set out in SOLAS do not seem to be met, and in light of the various recent casualties the time for action is now,” Hammer stressed.

During IMO’s 101st Maritime Safety Committee (MSC) meeting in June 2019, IUMI raised its concerns and received support from various groups, including the International Association of Classification Societies. Now, in partnership with the German flag state, IUMI is calling for additional support from flag administrations and other stakeholders to bring this issue to IMO’s agenda in 2020.

In 2017, IUMI published a position paper to raise a variety of safety concerns including inadequate fire detection and onboard firefighting systems both on deck and under; and the need to revise the SOLAS. IUMI said this position paper will provide the foundation for the IMO proposal.

IUMI’s position paper recommends that firefighting systems should be arranged to segregate the ship into fire compartments where the fire

<table>
<thead>
<tr>
<th>Date</th>
<th>Ship name</th>
<th>Capacity (teu)</th>
<th>Operator (parent company)</th>
<th>Location of incident</th>
</tr>
</thead>
<tbody>
<tr>
<td>09-Aug</td>
<td>APL Le Havre</td>
<td>10,106</td>
<td>APL (CMA CGM)</td>
<td>Off Indian west coast</td>
</tr>
<tr>
<td>25-May</td>
<td>KMTC Hong Kong</td>
<td>1,585</td>
<td>KMTC</td>
<td>Laem Chebang port</td>
</tr>
<tr>
<td>13-Feb</td>
<td>E.R. Kobe</td>
<td>5,754</td>
<td>Gold Star Line (Zim)</td>
<td>Off China coast</td>
</tr>
<tr>
<td>31-Jan</td>
<td>APL Vancouver</td>
<td>9,200</td>
<td>APL (CMA CGM)</td>
<td>Off the Vietnamese coast</td>
</tr>
<tr>
<td>29-Jan</td>
<td>Oiga Maersk</td>
<td>3,287</td>
<td>Hamburg Sud (Maersk Line)</td>
<td>On route from Panama to Cartagena</td>
</tr>
<tr>
<td>03-Jan</td>
<td>Yantian Express</td>
<td>7,179</td>
<td>Hapag-Lloyd</td>
<td>500 nm off Canada’s east coast</td>
</tr>
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</table>
can be isolated to prevent it from spreading. “Onboard systems could then cool the containers and allow them to burn out in a controlled manner,” IUMI’s paper stated.

Hammer noted that fixed monitors to adequately attack the fire and improved fire detection system are further measures, proposed to allow for an appropriate response mechanism. “Better prevention measures must also address the concerning rise in cargo misdeclaration. We are encouraged to see larger carriers already beginning to crack down on this problem,” Hammer added.

Hammer underscored the urgency of the matter at hand. “The sad reality is that we can no longer sit idle. Container ships are increasing in size and complexity and this will only exacerbate the problem. This is an issue that affects the entire maritime industry and IUMI is calling for all stakeholders to work together and encourage IMO to:

- Strengthen fire protection in the cargo area of container vessels;
- Amend SOLAS by explicitly including active and/or passive fire protection on board new container vessels; and
- Consider the need to address the firefighting equipment of existing container vessels.”

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**ONE stages crisis drill on simulated fire anew**

Ocean Network Express (ONE), the joint venture of Japanese container shipping giants Mitsui OSK Lines, NYK Line and ‘K’ Line, conducted another crisis management drill last 10 October 2019. This management drill on a simulated scenario of a fire and explosion on ONE’s chartered vessel was the second this year since the fire incident on one of its chartered containership, the Yantian Express, last January in the North Atlantic.

According to ONE, about 100 participants from its global headquarters (GHQ) in Singapore, ONE Japan in Tokyo and MOL head office were involved in executing procedures, reviewing possible responses and examining emergency measures.

The simulated crisis was a fire which broke out inside a container on board ONE’s chartered vessel at Ise Bay in Japan. Subsequently, it triggered an explosion despite firefighting efforts by the crew. The incident resulted in casualties and some containers fell overboard.

Upon receiving an initial urgent incident report, ONE stated to have readily assumed the following:

Set up a crisis management centre by ONE GHQ to handle first response tasks such as information gathering and communication flow process among related parties;

Assumed a crucial role, together with related authorities in Japan, the ship owner and the ship manager, to control and manage the situation; and

Conscientiously took appropriate measures to mitigate the negative impact on customers as well as the general public, cooperating with MOL and related parties, by publishing updates through media statements and advisories as the situation progressed.

Through the simulated drill, ONE stressed in a statement that its crisis management capability was “strengthened to be constantly ready to respond in times of emergencies.”
AMOSUP breaks ground for next Sailor's Home

President Dr Conrado Oca reckons the completion of Annex II will provide over a thousand bunk beds and other amenities to members.

A new lodging facility for AMOSUP members is set to rise at the union's base in the historic Intramuros, Manila. The new four-storey Sailors' Home, which will sit on a 750 sq m lot, will have its basement, parking area, office dorm and bunk beds that can accommodate 440 seafarers.

Once completed, the AMOSUP Sailors' Home Annex II will be the union's third accommodation facility allotted to members residing in distant provinces who need to be in Manila for their next flight away while in transit to their ships, or to those who just came home after signing off from their latest vessel. Other seafarers who check in at the Sailor's Home are those who follow up documents or attend trainings and seminars required by the maritime profession.

AMOSUP president Dr Conrado F. Oca expressed his excitement over the project. “This is a pet project for our transient seafarers who mostly come from the Visayas, Mindanao, and distant provinces of Luzon as well,” Dr Oca, who led the groundbreaking ceremonies, noted. Furthermore, Dr. Oca said Annex II will add up to more than a thousand bunk beds that AMOSUP can offer to the members. The main Sailors' Home and its first annex, which are just a mooring line's away on Cabildo St, can accommodate more than 700 seafarers.

International Transport Workers’ Federation (ITF) general secretary Stephen Cotton, who graced the groundbreaking as its guest-of-honour, applauded AMOSUP for yet another remarkable project for its members. “The new sailors' home is gonna be an amazing addition in keeping with the history and culture of Intramuros,” Mr. Cotton exclaimed.

In his message, Cotton said transport workers in the Philippines are a vital part of the global workforce. “The ITF considers the men and women of the Philippines as critical part of our future and how we work with you to have secured jobs and good salaries and have an opportunity for a bright future,” Mr. Cotton expounded.
He stressed that AMOSUP has the best seafarers’ facilities in the maritime industry. “You have to give credit to Capt Greg Oca who smoothly transitioned into Conrad’s leadership. It never stops and now has the biggest seafaring members in the world,” he added. The ITF General Secretary thanked the union “for the vision, the leadership and for taking care of the seafarers.

The groundbreaking ceremonies, held last 02 October 2019, was memorialised through the time-capsule laying, along with the blessing of the lot premises. AMOSUP’s Legal Officer, Atty Noli Partido, hosted the event.
New challenge in crewing competence

Norwegian Shipowners’ Association chief executive officer Harald Solberg takes a glimpse at the future of manning in the era of ship automation and green-house gas solution for the maritime industry, writes Andy Dalisay

Norwegian shipowners and operators have long relied on thousands of Filipino seafarers for their competence and skills. They are considered a vital component in shipboard personnel for the Norwegian fleet. Yet such crewing confidence faces a new challenge as the maritime industry sails towards its goal of autonomous shipping and reducing greenhouse gas emissions.

NSA CEO Harald Solberg underscored the importance of boosting competence and skills among officers and ratings especially as the industry approaches the digitalisation of ships. “We will establish interconnected ships, and this will increase the competence onboard and onshore that is very important for the manning side,” Solberg said. In a recent briefing in Manila, Solberg outlined the initiatives NSA pursues while heading towards zero emissions from ships and autonomous surface shipping, which both needs the adoption of new technology.

Talks about technology in autonomous shipping often connotes fear among seafarers since many think it will take away their jobs on board ships. “We don’t think that will happen, but we are sure those jobs will adapt to new opportunities and take new technology on board,” Solberg asserted, saying the development will go even faster in autonomous shipping.

NSA, whose members own and operate around 1,800 oceangoing ships, employs at least 20,000 Filipino seafarers. According to Solberg, the Philippines remains the “most important crewing interest” for Norway.

The Norwegian International Ship Register has seen growth in recent years with 610 ships as of 2018. Solberg is proud that the small Scandinavian state is in the top five ship owning nations (61.11 million DWT) in terms of its fleet’s commercial value as of January 2019. UNCTAD lists the top five ship owning countries, which represent 45% of the world total in 2019, are Greece, Japan, United States, China and Norway.

Oslo and Manila have maintained a long-standing cooperation in the maritime industry that began when Norway established the Norwegian Training Centre (NTC) in Taguig, Metro Manila in 1989. NTC has a training programme for both marine transportation and engineering courses designed by NSA, which the training centre claims as one of the best in the industry in promoting competence of Filipinos over the years. It has trained around 100,000 seafarers since NTC was set up in Manila 30 years ago.

“IT breakdown in June 2017, which reached Maersk’s global operations, affected all of its business units, including container shipping, port and tugboat operations, oil and gas production, and oil tankers. “We have to cooperate for new ways to secure our operations in the modern digital world. That is one of the IT breakdown at one of the world’s largest ship operators. The

The future of shipping is all about people. There will be the crew to man the ship. We need to build competence and skills,” Solberg stressed. The NSA chief executive officer said the new technology will obviously challenge the crew’s competence especially in the areas of communication, cooperation, and awareness on board.

Whilst digitalisation is bound to create a new arena for solutions in the maritime industry, Solberg said it could also open up possibilities for those with darker missions, such as computer hackers, and pose a threat to cyber security.

“We’re all aware of what happened to Maersk,” he said, referring to
the most important tasks we should cooperate on in going forward,” Solberg pointed out.

The other important challenge shipowners face is reduced emissions from ships that will push the industry to develop new technology. In total, 3.7% of man-made gas comes from the international shipping industry.

According to Solberg, there is a need to create new technology for carbon-capturing storage. “We can stick our heads in the sand and pretend that nothing happens in our industry. No country owns our emissions, anyway. But this will be a wrong approach,” Solberg said.

In Norway, he says NSA has started developing electricity and hydrogen-based ferries that they can use in the Norwegian coastline as a laboratory to develop zero-emission. It is pilot-testing a hydrogen fuel system for large ships.

Last August, Norway deployed the world’s largest battery hybrid ship, which runs between Norway and Sweden. The ship being a plug-in hybrid uses batteries that are recharged via power cable with green electricity from shore facilities.

While low sulphur fuel could solve sulphur emission from Norwegian ships, Solberg admits they also need new ways to solve their emission problem. “That’s where we need to focus our R&D (research and development) resources for zero-emissions from IMO down to national maritime authorities,” he said.

Though there is no solution yet for obtaining zero-emission for a ship sailing from Manila to the Netherlands or from China to the United States, for instance, Solberg believes developing it is obviously expensive. But he stressed it’s cheaper to operate an electricity-based vessel by 60%, in the ferry for example, than fuel-based vessel.

Solberg: Doing ‘our part in emission problem’

Harald Solberg took up the position as CEO of the Norwegian Shipowners’ Association from 1 January 2018. From June 2016 through 2017, he was Chief of the Royal Secretariat. Solberg served as Deputy CEO at the Norwegian Shipowners’ Association from 2015 to 2016, and from 2011 to 2015 as Director of Industrial Policy and Communication.

Solberg has previously held the position as CEO of Dagavisen, a daily newspaper in Oslo, and has also worked as executive director at Mentor Media (2005-2011), state secretary in the Ministry of Finance (2003-2005), political advisor to the office of the Prime Minister (2001-2003), and as political advisor in the Norwegian Parliament and deputy parliamentary representative for the Christian Democratic Party in Norway. Solberg holds a degree in political science from the University of Oslo.

He believes that shipowners have a role in “our environment and we need to do our part with the emission problem.” Solberg says: “Shipping is the most energy efficient means of transporting goods, but it nevertheless constitutes a major source of greenhouse gas emissions. We believe those who are best and fastest at finding solutions for low and zero-emission transport will be the winners of the future. The Norwegian maritime industry is uniquely positioned to meet this challenge.”
Sulphur 2020: Stakeholders prepare for a sea change

IMO Secretary General Kitack Lim calls for essential collaboration among key stakeholders for the smooth landing of the new regulation

Starting 1 January 2020, sulphur oxide emissions from ships will be reduced considerably under a forthcoming International Maritime Organisation (IMO) rule. This will have significant benefits for human health and the environment – but also represents a challenge for the industry.

The preparedness of all stakeholders for this significant change – as well as its challenges – were highlighted during a Symposium on IMO 2020 and Alternative Fuels, held at IMO, on 17-18 October. The symposium brought together a range of speakers, from Member Governments, shipping, refiners, fuel oil suppliers, as well as legal professionals.

“Collaboration among key stakeholders is essential for the smooth landing of IMO 2020,” IMO Secretary-General Kitack Lim (pictured) said, opening the symposium, which was attended by over 300 delegates. He highlighted the tremendous amount of work done by all stakeholders to prepare for IMO 2020 since the 2020 date was confirmed in 2016. The preparations included a series of communication for guidance and guidelines for shipowners, as well as flag and port States.

From 1 January 2020, the “IMO 2020” rule means that the limit of sulphur in fuel oil used on board ships operating outside the designated emission control areas will be reduced to 0.50% m/m (mass by mass) – while the limit will remain at 0.10% in designated emission control areas (ECAs). The current limit is 3.50%, hence, the change is considered significant. For most ships, this means a shift to new types of compliant fuel oils, such as the so-called very low sulphur fuel oil (VLSFO), or marine gas/diesel oil. The VLSFO blends are new to the market.

Member States speaking at the symposium, including representatives from Denmark, Japan, Marshall Islands and Singapore, said that they were ready as flag and port States to implement and enforce the sulphur 2020 limit. Stakeholder meetings were a feature in many countries, bringing together industry and government officials to ensure preparedness.

Also tackled at the symposium was the supply of the new fuel oil needed to meet the 2020 limit.

New source of seafarers’ stress

Seafarers expressed concerns that they might bear the impact of the sulphur cap in transition for compliance to the new rule. Though the latest Seafarers Happiness Index report paints a marked improvement in happiness level for those working at sea, the IMO 2020 cap appears to be a source of stress for many seafarers.

The report indicates that there is a widespread fear of blame for non-compliance, suggesting that seafarers don’t feel prepared for the cap, which comes into effect on 01 January 2020. Their concerns include discrepancies in data along with tougher inspection of ships that could result to seafarers facing prosecution by authorities.

Though the “IMO 2020” rule received much attention in terms of financial impact to shipowners, the report suggests the need for governments and shipowners to prepare seafarers for the change. The report indicates that companies investing more resources into training have happier crews. “This highlights the importance of seafarers feeling confident in their own abilities and with the responsibilities placed upon them by new regulations,” the report says.

The Seafarers Happiness Index report is done by the Mission to Seafarers and supported by the P&I club, Shipowners’ Club. The index, conducted every quarter, is a gauge used to assess the feelings and experiences of seafarers across the global maritime industry.
Delegates from IPIECA, representing the oil and gas industry, and IBIA, representing the bunker industry, confirmed that supply of the low sulphur fuel oil was expected to be readily available in most locations and is already available in some.

Many ships are anticipated to load compliant fuel oil before the end of 2019. However, there is an expected price volatility as supply and demand would have to find a new balance which could take time - especially given that this involves many different actors, from refiners, bunker suppliers, to ships and the shipping industry in general.

“It is all going to be about market dynamics - but supply and demand will get in balance. It will not be an easy transition, but we will get there,” said Eddy van Bouwel, marine fuels committee chair at IPIECA.

Speakers discussed the challenges new blends of fuel oil might bring, including potential quality issues that may pose challenges, in particular to the ship’s engineers. With this concern, the need for preparedness was reiterated, such as crew training and reviewing clauses in charter-parties.

Simon Bennett, deputy secretary-general of the International Chamber of Shipping (ICS) said the shipowner organisation was confident that IMO 2020 will be a success. “However, the huge enormity of such a regulatory game changer has never been attempted before and needs to be understood by all stakeholders,” Bennett noted.

A representative from the International Standardization Organization (ISO) outlined the recently-issued standard: ISO/PAS 23263:2019, which addresses quality considerations that apply to marine fuels in view of the implementation of the sulphur 2020 limit and the range of marine fuels that will be placed on the market in response.

Other speakers explained how scrubbers (which will be installed on around 4,000 ships) and - to a lesser extent - LNG, are being used to meet the sulphur 2020 limit as well as the potential to reduce other emissions from ships.

Summing up the first day, IMO’s Hiroyuki Yamada, Director of Marine Environment Division, reiterated the importance of cooperation among all stakeholders and encouraged Member Governments, shipping, refinery, fuel oil supply and relevant industries, as well as charterers, to finalize their preparations for IMO 2020. Yamada stressed that IMO will make every effort to support the consistent implementation of IMO 2020 on Sulphur limit. SF

(Retrieved from IMO Media Centre Press Briefings)
IMO 2020 marine fuel safety guide for crews

A joint industry project team says compatibility and good practice when comingling fuels are the key aspects related to on board fuel handling by the crew.

An industry guidance on safety and e-learning support for seafarers is being worked out for the entry into force of the IMO 2020 global sulphur cap limit.

The objective is to enable the safe and environmentally responsible implementation of regulation 14.1.3 of MARPOL Annex VI on a global basis and provide technical guidance at the operational level on fuel characteristics and potential fuel related issues. It also aims to provide guidance on supply, storage, handling and usage of 0.50% max Sulphur fuels.

A joint industry project team, consisted of multi-disciplinary experts within shipping, refining, supply and testing of marine fuels and participating organisations, presented the guidance at a recent forum on IMO 2020 sulphur cap that will take effect in the New Year. The guidance consisted of three main sections which include: fuel characteristics and properties, supply of maximum 0.50% sulphur fuels, and storage, handling and use of max 0.50% sulphur fuels.

Compatibility and good practice when comingling fuels are the key aspects related to on board fuel handling by the crew. It says compatibility, which refers to the suitability of comingling one fuel with another, should have “without precipitation or asphaltenic sludge”. Incompatible fuels result in formation of asphaltenic sludge, if comingled, despite being stable fuels individually.

Good practice when comingling fuels to the extent possible, it says, has to “avoid comingling fuels of different batches sourced in tanks, i.e. “segregation” and “perform compatibility checks (e.g. ASTM D4740)”.

While compatibility between fuels from different supply sources can be a concern in today's environment, assessing compatibility of 0.50%-sulphur fuels from different sources will be the key. Where practicable, according to the project team, fuel should be loaded into an empty tank. The available space for new bunker to be loaded should be taken as the capacity of the empty tanks to avoid comingling on loading.

It also advises ship operators and fuel suppliers to review operational practices to allow sufficient time to test for compatibility between existing and proposed bunker fuel delivery, especially if no “empty” dedicated storage tank is available on the vessel. Ship's crew need to know the fuel characteristics as loaded and be able to prepare the system for the receipt of the bunkers.

Fuel suppliers and purchasers have been advised to provide adequate information to the ship concerning the fuel as supplied to enable ship crew to identify and manage potential safety and operational issues associated with certain fuel properties and characteristics.

Fuel characteristics are expected to vary considerably between bunkers. The ship's crew is reminded to adopt a more proactive approach to fuel management. They will need to know the fuel characteristics as loaded and be able to respond to the requirements, especially in terms of on board temperature requirements and any comingling.
IKAW NA KAYA ANG SUSUNOD NA Milyonaryo?

Pag-IBIG DAGDAG-IPON RAFFLE PROMO

PART 3

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SAILING THE ROUGH SEAS

If there is one thing a seafarer hates about the job is whenever the ship passes through heavy weather. Chief Engineer Mark Philip Laurilla shares one of his harrowing experiences on one of the stormy nights in the middle of the Pacific Ocean.

The most difficult aspect of being a seafarer is crossing through rough seas. It doesn’t happen every day but it is an ever-present threat looming over the horizon. Since the early days when man discovered seafaring, rough seas have always been a danger to ship. Although modern vessels can now reasonably withstand its effects, passing through rough seas still present the same hazard today as it did thousands of years ago.

If there is one thing I really hate about this job is whenever our ship passes through heavy weather and encounters rough sea. Yes, it’s a part of our profession and old-timers used to say that “calm seas never made good sailors.” That may be applicable in the old days but in this day and age where the safety of life at sea is a priority, to be honest I’d rather not be called a good sailor if it means always passing through rough seas.

Some people might romanticise that this is the life of the sailor—passing through the rough seas is an adventure. But the thing is, whenever a ship gets through rough seas, it poses a real threat to the ship and the crew. There is a risk of the ship capsizing and getting damaged. And in case it happens during heavy weather, say in the middle of the Pacific Ocean, no one is going to get there on time to rescue you. Meaning, any incident while the ship is in rough seas makes it almost impossible for the crew to make it.

Since passing through heavy weather is more or less unavoidable, countermeasures have been designed to reduce the effects of the rough sea on ships: filling up the cargo hold with seawater to act as an extra ballast tank. The purpose of this is to get our freeboard a little bit lower so that the ship could move easier in case of a rough sea.
When the vessel passes through heavy weather and experiences extreme rolling, pitching and things flying around, it really presents a big challenge to seafarers because it’s not only uncomfortable, but it can also be frightening especially if your ship is crossing the Pacific in the middle of winter. If something happens to the ship - which forces the crew to abandon ship - chance of survival is very slim.

Onboard ships, you will normally see furniture, equipment and appliances secured either by lashing or braces. Sometimes these are even bolted to the wall. Obviously, this is to protect them from flying around when the ship starts rolling.

During my first voyage back when I was a cadet, even the slightest rolling made me seasick and run for the nearest bathroom to throw up. Over the years I’ve gotten used to it. Nowadays, a little rolling or pitching is nothing more than a slight inconvenience. If the ship’s movement continues just like rolling and pitching for the rest of our passage, things will be smooth just like a walk in the park.

Well, I guess smooth sailing is just too much to hope for when you’re passing through the Pacific Ocean in the middle of winter. At 02:00H with the weather turned quite worse as the ship is getting tossed around and the room - was quite a mess. During that time when the ship was passing through heavy weather, falling asleep was difficult because I kept being tossed around in bed. To be honest, I got scared. So, I preferred to just stay awake and keep alert just in case an emergency happens.

Even though this kind of situation scared me, I always found it useless to dwell too much on fear. For me, it’s always better to keep calm and manage a bit of a smile even during the toughest of times.

That night was very brutal, but thankfully at 05:30H the sea calmed down and I managed to get some sleep.

When the vessel passes through heavy weather and experiences extreme rolling, pitching and things flying around, it really presents a big challenge to seafarers because it’s not only uncomfortable, but it can also be frightening especially if your ship is crossing the Pacific in the middle of winter. If something happens to the ship - which forces the crew to abandon ship - chance of survival is very slim.

Rough seas cause the ship to either roll or pitch, or sometimes, a combination of both. And depending on the intensity of the winds and waves, the angle of these motions could oftentimes become extreme. This is when the crew starts getting seasick and to some extent feel demoralised - the severity of which depends on their individual fortitude. Sometimes it even gets difficult to eat and keep the food down in your stomach.

Onboard ships with Filipino crew, the chief cook usually prepares arroz caldo in this situation. It is basically chicken and rice porridge. It’s one of the most popular comfort foods in the Philippines. It takes a certain kind of courage to know that whenever you board a ship and work at sea you’re going to expect to get tossed around at least once or twice during your contract.

Eventually, the winds subsided and the waters started to calm down. The sun finally peeked through the clouds offering a ray of hope that for hereon things will get better. Heavy weather, rough seas and all the dangers that come with it are some of the few examples of what seafarers usually face every time they work onboard the ship.

But even knowing about this and expecting the dangers, they still willingly sign up contract after contract. Because for them the sacrifice that they make is still worth it if it means providing a good life not just for themselves but also for their family.
APEC Seafarers Excellence Network office opens in Korea

AMOSUP Executive Vice President VAdm Eduardo Santos graced the event as guest-of-honour and keynote speaker. He was also a presenter and panel member on Seafarer Welfare.

The APEC Seafarers Excellence Network (SEN) has opened its newly designated office in Busan, South Korea last 21 October 2019. As an organising body under the Asia Pacific Economic Cooperation with unanimous support from the 21 member economies, APEC SEN reaffirmed its continuous efforts and strong commitment to all seafarers in the Asia Pacific region.

The opening ceremony coincided with the APEC SEN’s first meeting, which is comprised of the Steering Council and Expert Group’s meetings. The event was organised and hosted by the Korea Institute of Maritime Fisheries Technology (KIMFT).

With 60% of the total seafaring workforce worldwide, APEC SEN sees seafaring playing a critical role in the APEC economies. From this perspective, it is evident that their capabilities as key maritime professionals present a direct link to the sustainable future growth and prosperity of APEC economies, keeping in mind that more than 90% of all international commerce is moved by ships whilst seafarers operating the ship are at the heart of all transactions.

According to APEC SEN Secretary General Dong Jae Lee, the meeting paved a way for positive interaction and productive discourse among all the parties involved. “The Council Meeting became a great opportunity for all of us in sharing our perspectives and ideas on the mutual development and active operation of APEC SEN,” Sec. Gen Lee said.

Participants of the meeting were diverse, composed of government representatives, seafarers unions and delegates from maritime education.
and training of participating APEC economies.

AMOSUP Executive Vice President VAdm Eduardo Santos graced the event as guest of honor and keynote speaker. He was also one of the key presenters and panel member of the Seafarer Welfare. During the session, he was joined by Capt. Anwar Buftain of Kuwait Oil Tankers Corp (whose fleet employs more than 1,000 Filipino seafaring AMOSUP members), and by Mr. Young-Sam Park of Korea Special Seafarers’ Union.

In a session chaired by Ms Josephine Olaso of the Maritime Industry Authority (MARINA), VAdm Santos shared MAAP’s innovative initiatives in maritime education and training.

MAAP director Angelica Baylon presented the issue on “Empowerment of Women in Maritime” with three other women delegates. Presca Lee Lugo of MARINA presented in a session on “Teachers’ Trainer” where she was elected chair of Seafarers Welfare Expert Group 2 and, while Dr. Baylon was elected as vice chair of Expert Group 3 on Recruitment Career Pathway and Job Transition of Seafarers.

The three-day meeting also tackled a number of APEC SEN projects such as ‘on board training to foster competent young future maritime global leaders,’ ‘Maritime English Communication package’ and ‘Train-the-trainer course.’ Other issues presented and discussed were ‘Cooperation with international bodies,’ ‘Seafarers better welfare,’ and ‘Empowering Women in maritime industry.’

APEC SEN was established in close cooperation among APEC economies, the shipping industry, maritime education and training institutions and seafarer-related entities. The Network aims to come up with efforts to meet the industry’s growing need of a highly educated, well-qualified and efficient maritime workforce through programs for seafarers that ensure the highest standards of professionalism, ethical conduct, and commitment to excellence.

Images: Angelica Baylon

INCHEON HIGH’S FORMER MAAP SCHOLARS’ SPONSOR. Incheon National Maritime High (INMH) School’s new principal Mr. Kim (pictured, right) is so happy to see and greet Vice Admiral Eduardo Santos during the opening ceremonies of APEC Seafarers Excellence Network. He invited VAdm Santos to visit INMH. MAAP director Angelica Baylon (left) recalled that INMH sponsored six Grade 10 Maritime Academy of Asia and the Pacific (MAAP) scholars as pilot students for the K to 12 studies and cultural relations for almost two years at INMH (Ref: MOU between MAAP and INMH on March 1, 2014 in the presence of DepEd and CHED officials at MAAP campus). The MAAP president submitted the post activity report and K to 12 curriculum to DepEd as reference for the 2016 nationwide implementation of K to 12 in the Philippines with INMH as possible international model school.
Seamen’s Hospital Manila upgrades facilities

AMOSUP members and their dependents can avail of improved healthcare and medical services in the newly renovated areas of the main building.

A MOSUP Seamen’s Hospital Manila completed the upgrade of major portions in the main building. The building’s ground floor lobby, the emergency room, and the Department of Obstetrics and Gynecology now have improved features and enhanced facilities.

The Department of Obstetrics and Gynecology, which took up the vacated room of the Outpatient Department, now commands a bigger space accommodating the department’s office, residents’ call room, and clinical consultations for 10 doctors at a time. The department has acquired new examination beds, new 3D ultrasound machine and six new units of fetal monitors with LCD display.

The emergency room became more spacious as it occupied the former OB-Gyne clinic area. The room can take in three patients at a time at the cubicles and isolation area. The department acquired new examination beds, transport stretchers, cardiac monitors, and OR light for minor procedures. A bigger counter for patients’ admission and staff work is also accessible.

The ground floor lobby was renovated to adapt to the new look of the other offices in the building while maintaining its classic Spanish-inspired concept and design. The reception area is now fully air-conditioned, making it more comfortable for patients who are waiting to be served by the respective departments.

The lobby’s reception area features new padded benches where patients can sit and wait. They may also watch TV shows or monitor.
their queues on the bigger screens installed.

The Seamen’s Hospital’s renovated and modernized facilities was inaugurated last 02 October 2019. The ceremonial ribbon-cutting was led by AMOSUP president Dr. Conrad F. Oca, with ITF general secretary Stephen Cotton as the guest-of-honour. The project is part of AMOSUP’s commitment to upgrade the hospital’s capabilities to be able to improve the quality of healthcare services delivered to the union’s general membership and their legal dependents.

The upgrade follows the similar improvement made in other facilities such as the Neonatal Intensive Care Unit (NICU) and the Maternity Section, which were inaugurated in February 2019. SF
New study reveals causes of seafarers’ poor mental health

The research urges cargo shipping companies to provide greater support for workers to help prevent conditions such as anxiety and depression.

Long working hours, lack of decent accommodation and instances of bullying and harassment by superiors and colleagues sent many seafarers at the onset of psychological disorders. According to a recent study, this is due to the lack of policies to address the mental health of the crews.

More than 1,500 seafarers answered a questionnaire on their experiences for the research conducted by Cardiff University’s Seafarers International Research Centre (SIRC). The study also involved face-to-face interviews with a small group of seafarers, employers, maritime charities and other stakeholders.

Results showed that lack of internet access, long periods away from friends and family, poor accommodation and food were among the leading causes of seafarers’ anxiety and depression.

“Between pressure, workload, no days off and you are a gazillion miles away from home with limited communication, what do you think is going to happen?”, said a seafarer when asked in an interview about suffering from mental ill-health.

“Three months on land is nothing. You can’t see your kids grow up, you can’t see anything. You are just like an uncle coming and going,” shared another respondent.

Professor Helen Sampson, who led the study, said there is evidence that recent-onset psychological disorders are increasing among serving seafarers, yet more than half (55%) of employers said they had not introduced any policies or practices to address mental health for a decade.

Professor Sampson, Director of Cardiff University’s SIRC, based in the School of Social Sciences said, maritime workers’ concerns usually go unresolved. “It is all too easy for seafarers working out on the deep ocean to be invisible to those ashore. Their remoteness allows for abuse to go undetected. Sometimes seafarers are subjected to bullying and harassment by superiors and colleagues on board,” Sampson noted.

She added that it is the responsibility of employers to ensure the quality of seafarers’ working and living conditions. “Many employers also mistreat seafarers by failing to provide decent and humane living conditions which promote good mental wellbeing,” Sampson said.

“Seafarers working on cargo ships experience very little happiness on board and suffer the consequences of social isolation, stressful working conditions, fatigue, and monotonous institutional environments. It is time such issues were properly addressed,” she stressed.

The research, funded by the Institution of Occupational Safety and Health (IOSH), urges cargo shipping companies to provide greater support for workers to prevent conditions such as anxiety and depression. It also suggested provision of on-board amenities like Internet access, improved accommodation and recreational activities.

The report concludes that the provision of free Internet access would make the most significant contribution to improving the mental health and wellbeing of those working on board ships. Other areas for focus include better terms and conditions of work, relationships with colleagues on board, accommodation and recreation.

Duncan Spencer, head of advice and practice at IOSH, said seafarers working in remote areas should be given attention. “Lone workers or those working in small crews in
remote areas often work without close interaction with other employees or family members. They face a unique set of challenges and are particularly vulnerable when it comes to their mental health,” he said.

“Organisations employing remote workers need to shift their approach to follow similar standards that are being implemented in other industries. Poor leadership and culture in the organisation, excessive pressure, bullying and harassment are factors that have the potential to negatively impact workers’ mental health and wellbeing. It is crucial that these are seriously considered and given a proportionate approach,” he added.

Specific recommendations from the researchers include:

At least one activity on-board, such as basketball, squash or swimming;
At least four activities from table tennis, darts, barbecues, karaoke, bingo, and card and board games;
A gym with at least three pieces of equipment;
At least two facilities from a sauna, a book and DVD library, satellite TV with cabins and a library of interactive video games;
Comfortable mattresses and furnishings within cabins;
Shore leave at every opportunity for all ranks;
Varied, good quality food.

In addition, organisations are urged to provide self-help guidance on improving mental resilience, provide contracts that balance work and leave time, introduce and enforce anti-bullying and harassment policies, train officers on creating a positive onboard atmosphere and set up confidential counselling services.

Support for seafarers in need launched

A new initiative that could bring some financial relief to seafarers and their families was launched.

International Seafarers Welfare Assistance Network (ISWAN) in partnership with the international maritime payment solutions provider ShipMoney, announced the launch of ShipMoney Cares. The initiative is available to seafarers and their families – including parents, spouses, children, and siblings – who can demonstrate that they or their family are experiencing some form of hardship that impacts their livelihood or income.

ShipMoney Cares will be managed by ISWAN and is designed to provide one-time financial grants to seafarers in need, which could include medical or educational support. ShipMoney, along with its strategic remittance partners, will make a sizeable annual donation to the programme, which has a maximum grant of $500 and seafarers can apply once a year.

ShipMoney president Stuart Ostrow expressed his excitement about the initiative. “As a company, it’s very important that we give back to the community that supports us. It’s ingrained in our ethos and as one of our core values states - ‘It’s always about the crew’. They work for our clients and we work for them. Together with ISWAN, we will be able to make a real difference in the lives of seafarers who need a helping hand,” Ostrow said.

ISWAN project manager Caitlin Vaughan, explained that the initiative will provide a welcome safety net for seafarers in the Philippines. “It differs from our other welfare funds because it is for basic individual grants of $50 – $500. Seafarers, or their family members, in need of an urgent small grant will receive a ShipMoney prepaid card allowing autonomy as to how the money is used to best alleviate their hardship,” Vaughan added.

ShipMoney and ISWAN introduced the assistance scheme at the CrewConnect Conference in Manila held at Hotel Sofitel last 18th November 2019.
Depression, anxiety and suicide risk among seafarers

A Yale University study finds worrisome facts on crews’ mental health condition in international shipping that are linked to the likelihood of injury and illness on board.

Many are dreaming to work onboard a ship sailing overseas, mainly for the adventure, the excitement of unlimited travel, and better wages. But in the confines of a ship, a different level of mental health conditions persists among world’s seafarers.

A Yale University study has found that depression, anxiety, and suicidal thoughts have been prevalent among seafarers, prompting suggestion that stakeholders should aim to reduce mental health conditions and their consequences. Commissioned by the ITF’s charity arm Seafarers’ Trust, the study drew on a sample of more than 1,500 seafarers representing different regions of the world, types of ships, and ranks.

The study found that those surveyed suffered bouts of depression (25%), anxiety (17%), and suicidal ideation or thought (20%). It was revealed that depression, anxiety, and suicidal risk were associated with increased likelihood of injury and illness while working on board the ship. Determinants of such mental health conditions included environmental factors such as a non-caring company culture and violence at work, low job satisfaction, and existing medical conditions.

The research identified seafarers from the Philippines and Eastern Europe as the most likely to report exposure to workplace violence that includes bullying and other forms of aggressions. The work-life cycle onboard was associated with the high risk of mental health issues, most notably during the extension of a voyage, the Yale study pointed out.

Though the results of the study are worrisome, the good news is that there are measures stakeholders can do to address mental health issues amongst seafarers. Maritime training institutions, the study recommends, should train their students for resilience, whilst companies should “consider mechanisms to increase support for cadets and new recruits.”

Mentoring schemes, employee assistance programmes, and promotion of awareness around mental health in the workplace are some of the suggested methods. The study also endorses the provision of a “clear and effective complaints procedures and measures against bullying, harassment and workplace violence.”

“Shipowners and P&I clubs have been interested in reducing the likelihood of health claims and companies would have an economic interest in avoiding the potential additional costs of replacement crew, delayed schedules and medical treatment. Therefore, it appears the moral and economic imperatives are aligned to prioritise strategies to mitigate the risks of poor mental health outcomes,” the study stated.

The study concludes that poor mental health has a dramatic impact on injuries and illness which in turn gets an impact on broader human and operational issues. It urges the maritime industry to strive to de-stigmatize mental health matters and to foster an inclusive, supportive environment in the maritime workplace.”
‘Not fit to work PEME’?

Seek second opinion

To review and decide contested PEME results, the Department of Health has created a Peer Review Committee under the supervision of the Bureau of Health Facilities and Services.

Not fit to work—these four words are a nightmare to some. Seafarers forego work opportunities because of this result following their pre-employment medical examination (PEME). But in a new directive, a seafarer who has been issued “Not fit to work PEME” is entitled to obtain a second opinion.

The Maritime Labour Convention (MLC), 2006, and the STCW Convention, as amended, provide that a seafarer has the opportunity for a new examination by another medical practitioner (second opinion) or medical referee who is independent of the shipowner or any organisation of shipowners or seafarers.

AMOSUP has released an advisory on the availability of appeal for seafarers getting such results. Upon issuance of a “Not fit to work PEME” due to a medical deficiency, the seafarer is entitled to obtain a second opinion from another medical practitioner or medical facility.

Seafarers who wish to do this has to submit a letter to the Department of Health (DOH) through AMOSUP for appropriate endorsement. The concerned seafarer has to write a formal request to DOH (Attn: BHFS) to consider his case.

To review and decide contested PEME results, the DOH has created a Peer Review Committee under the supervision of the BHFS or Bureau of Health Facilities and Services.

“If the results of the second medical examination showed the absence of any deficiency,” the advisory said, “the seafarer can now avail of the services of the Peer Review Committee created by the DOH.”

“Need someone to talk to?”

Call AMOSUP
Mental Health Hotline
(02) 8241-9465 or (02) 8241-9463

for FREE psychiatric consultation at assessment
A miracle at Seamen’s Hospital

Dr Roderic Ng, head of the hospital’s Hemodialysis Unit, shares the journey of the first successful pregnancy of a hemodialysis patient at the AMOSUP medical facility.

But what happens if a hemodialysis patient does become pregnant? What are the measures we need to take to care for the mother and her unborn child?

On the part of nephrology, which deals with the physiology and diseases of the kidney, we had to immediately increase the frequency of her dialysis treatments, from the regular thrice to five times a week. She only had two days in a week to rest from her dialysis treatments! Moreover, she required weekly blood tests to make sure that her renal parameters and electrolytes were all balanced lest it affect her gynecologic and obstetrical status.

I gathered the hemodialysis team of nurses and doctors to discuss the approach the renal team would take. Normally a hemodialysis patient is maintained at a certain weight we term “dry weight.” This is the weight in which the patient does not manifest signs of fluid overload as is the usual case in a dialysis patient who is unable to produce anymore urine.

In the case of Mrs. Socorro, we needed to monitor her weight gain with every treatment - five days a week - to account for the weight gain of the growing fetus. We then needed to correlate this steady weight gain with the ultrasound findings of the fetus so as to ensure...
that the amniotic fluid, which consists of water from the mother’s body, is adequate. Without renal function, the amniotic fluid can become excessive and with dialysis treatment her amniotic fluid can be dramatically decreased.

It was a fine balance that was needed to be maintained. Another factor is the mother’s diet for the proper development of the growing baby. In hemodialysis patients, their diet must be restricted. But in pregnancy, all nutrients must be available for the unborn child. So we needed to increase her dialysis treatments to accommodate the increased dietary requirement of a pregnant patient. Another problem is the increased incidence of hypertension in pregnant dialysis patients. This was present with Mrs. Socorro. We needed to monitor closely her daily blood pressures and treat her with safe medications and proper fluid removal during hemodialysis.

It was truly a waiting game for Mrs. Socorro for the baby to reach a gestational age where the baby could have the best chance of survival. A challenge taken one day at a time until that fateful day of labor and final delivery. This journey did experience a scare when Mrs. Socorro developed an infection that could have seriously jeopardised the pregnancy. Fortunately, this too was overcome and Mrs. Socorro recovered nicely. Before long, the blessed day did come. It was not without some problems, but both mother and child are doing well.

In the history of Seamen’s Hospital, Mrs. Socorro became the first successful pregnancy of a hemodialysis patient. This was indeed an accomplishment that only through the cooperation of many specialties and professionals, AMOSUP and Seamen’s Hospital and with the grace of God, could have reached a happy conclusion.

### Recommended interventions and target values in pregnant women on dialysis

<table>
<thead>
<tr>
<th><strong>Blood pressure control</strong></th>
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<tbody>
<tr>
<td>• Medications to avoid: diuretics, ACE inhibitors and ARB</td>
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<tr>
<td>• Preferred treatments: α-methyldopa, labetalol, nifedipine nicardipine, verapamil</td>
</tr>
<tr>
<td>• Maintain diastolic blood pressure between 80 and 90 mmHg</td>
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<tr>
<td>• Prevent hypotension and volume decrease</td>
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<table>
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<tr>
<th><strong>Prevent metabolic acidosis</strong></th>
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<tr>
<td>Intensify dialysis treatment</td>
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<tr>
<td>• Increase the frequency of dialysis sessions (5–7 per week)</td>
</tr>
<tr>
<td>• Maintain a predialysis BUN &lt;16–18 mmol/L</td>
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<tr>
<td>• Increase in maternal weight of 1–1.5 kg in the first trimester; thus 0.45–1 kg per week in the last trimester</td>
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| **Use the minimum possible dose of heparin** |
| **Use biocompatible membranes** |
| **Calcium/phosphorous metabolism** |
| • Avoid hypocalcaemia and hyperphosphataemia |
| • Provide calcium supplementation of 1.5–2 g daily, dietary calcium of 800 mg daily and dialysate calcium of 1.5 mmol/L |
| • If necessary, use calcium chelating agents and vitamin D. Avoid post-dialysis hypercalcaemia |

<table>
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<tr>
<th><strong>Anaemia</strong></th>
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<tbody>
<tr>
<td>• Provide iron (10–15 mg/day) and folic acid (1 mg/day) preparations</td>
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<tr>
<td>• Increase of 50–100% EPO dosage</td>
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Mixed manning: Start ‘em young learning to live and work with other cultures

MAAP hosted a cross-cultural training for its cadets and their counterparts in Japan through the academy’s training ship MV Kapitan Gregorio Oca. The KGO’s chief officer Jeric Bacasdoon documents the exercise undertaken between a batch of Filipino and Japanese students.

To give its cadets a taste of working with a mixed-nationality crew on board, the Maritime Academy of Asia and the Pacific (MAAP) sent out their students for a cross-cultural training on board its new training vessel.

A total of 49 MAAP cadets embarked on the academy’s training ship, the MV Kapitan Gregorio Oca (KGO), for a voyage to Japan. The KGO sailed from Mariveles, Bataan on 29 August and docked at the Hiroshima port on 04 September 2019. Equipped with their knowledge, skills and a tonne of excitement, the cadets were joined by their Japanese counterpart for the five-day cross-cultural training. Twenty nine Japanese cadets who joined the KGO for the exercise came from five colleges of National Institute of Technology in Toyama, Toba, Yuge, Oshima and Hiroshima.

It was a historic feat for the KGO, being the first Philippine-flagged dedicated training ship that sailed overseas for such a purpose. Though the country had its first ship for training purposes through the 1983-built M/S Filipinas, a 29,932 DWT bulker-training ship, operated by the state-run National Maritime Polytechnic.

Alongside MAAP, the cross-cultural training was collectively initiated by the International Mariners Management Association of Japan (IMMAJ), Japan Agency of Maritime Education and Training for Seafarers (JMETS), and All Japan Seamen’s Union (AJSU).

“If these (Japanese) cadets become seafarers who will work on oceangoing vessels in the future, they will surely go onboard with
GLIMPSE OF THE FUTURE. JMAJ Chairman, Capt. Keichi Akamine, hopes cultural interaction will unfold new discoveries and experiences beneficial for the cadets future career.

TAKE A COMPLETE ROUND. DON'T SKIP ANY MACHINERY. Cadets conduct thorough engine-room rounds reading and monitoring machinery parameters despite the rough seas.

CROSS-CULTURAL FRIENDSHIPS: Japanese cadets served as personal butlers to their MAAP cadet counterparts during their visit to Hiroshima.

MULTICULTURAL AND WORLD CLASS. MAAP President WADM Entwistle Mr. Santos presents the MAAP Pre-Listing Cap to a Japanese high school group member. STLHA as a symbol of appreciation and friendship.

ALL ABOARD. Training officer and cadets from MAAP and Japan National Institute of Technology are ready to commence the five-day cross-cultural on board training.
foreign seafarers,” said IMMAJ chairman Capt Koichi Akamine in his speech during the welcome ceremony. The KGO master, Captain Reggie Gaito, received a token during the welcome ceremony at the port of Hiroshima.

Captain Akamine said he hopes the experience would give the marine cadets a glimpse of the future, even though it is only as short as five days. “They [Japanese cadets] will gain lots of new discoveries and experiences, including understanding of their own English language ability,” Capt. Akamine added.

From Hiroshima, the KGO sailed away on 07 September and reached Nagoya on 09 September. The training proper employed a buddy system of 2:1 mates between Filipino and Japanese cadets staying together in their respective cabins. They also observed onboard schedule of calls where all cadets have the same schedule for meals, taking a shower, cleaning assigned stations, conducting watch-keeping duties per group, among others.

During the voyage from Hiroshima to Nagoya, deck cadets observed watch-keeping duties doing their assigned roles. They switched hourly under the supervision of shipboard training officers (STO) and officer of the watch (OWO). Their tasks include steering, lookout, radar watch, fixing ship’s position, filling out GPS logbook, calculating estimated time of arrival (ETA), times of sunrise and sunset, and gyro error. Some cadets also experienced conducting navigational watch on an operational level under the supervision of the OWO and STO.

“Conducting a navigational watch with the Japanese cadets was a fun and memorable experience for me,” said Deck Cadet Amiel Lin. “It gave me a glimpse of my future job, working with multi-lingual bridge team, especially with the Japanese,” he added.

The engine cadets performed routine engine watch-keeping, communication with the bridge, safety checks before departure, sounding of tanks, starting of generator and main engine, filling up of logbook and bell book and handing over the engineering watch. They also carried out reading and monitoring machinery parameters and hourly engine-room rounds.

They were able to perform their duties despite the rough seas. “I experienced seasickness caused by rough seas and it was so difficult to work in the engine room. But I know that I needed to overcome it and continue doing my tasks because this is my chosen career,” said Engine Cadet Isaac Cabatan.

The cadets were also given time for shore leave – time they used to explore Hiroshima Peace Memorial Museum, Yamato Museum, JMSDF Kure Museum, and Miyajima Island.

Manned by 19 crew under the command of Capt. Reggio Gaito, onboard the KGO were also seven STO – all MAAP alumni – led by senior STO Capt. Val Brian Belibor.

Others were C/M Jeric E. Bacasdoong, C/M Ralph Aries Guray, 2/M Michael Anthony Marcelo, C/E Bienfei Abug, 2/E Richard Dean Bawingan and 3/E Raymon Briones. Other MAAP alumni who are currently officers and engineers of the vessel are 2/M Nikolai Gerard Macadaeg, 3/M Ralph Arciga, 3/E Limuel Coria, and 4/E Junichi Fujihara.

Also onboard were IMMAJ coordinators Captain Danpei Mori, Chief Engineer Tamaki Shinotsuka, and five Japanese instructors.

The KGO is a new training ship donated to MAAP, which was built as a collaboration project of JSU and IMMAJ. It’s a first of its kind in the world to be utilised by cadets who will go onboard Japanese merchant fleet in the future, according to Chairman Akamine of IMMAJ.

Images: Capt. Danpei Mori

SEE YOU ONBOARD BUDDY: Japanese and Filipino cadets part ways and look forward to working together on the same vessel in the future.
Summer is the most awaited season of AMOSUP members’ children in Cebu. Now on its seventh year, the much-anticipated Captain Gregorio S Oca Summer Clinic opened with participants in high spirits at AMOSUP Cebu.

The children enjoyed a variety of activities such as basketball, swimming, and badminton. The summer clinic also featured dance and guitar classes, as well as an interesting addition to the line up - voice lessons.

AMOSUP Cebu introduced new coaches for each sport at the opening ceremony of the 7th CGSO Summer Clinic last 23 April. Interestingly, some of them are AMOSUP dependents who joined the CGSO Summer Clinic themselves. With a total of 163 participants, old friends enjoyed and reunited at the annual summer camp.

Organisers introduced the “no-gadget policy” to encourage participants to interact with each other without distractions from social media such as Facebook and online games. At the huddle of eager students, coaches made sure to teach about the importance of diligence and hard work.

The basketball class joined the Cebu Youth Basketball League (CYBL) and had the privilege to compete with different schools and universities in Cebu. South Western University (SWU-PHINMA) won the championship and the Capt.

Gregorio S. Oca Summer Clinic (Batang Mandaragat) landed first-runner up.

Captain Gregorio S Oca Summer Clinic aims to let the children enjoy each other’s company with all the fun games, to share happy memories and to meet new friends. Just like the earlier years, CGSO was successful month-long celebration of youth, strength of character and camaraderie. 

Building young transport workers movement

Through the ITF Youth regional workshop, participants had the opportunity to collaborate, get connected, build solidarity and discuss the challenges they are facing.

Building solidarity and establishing alliances were the core topics in a recent workshop aimed at promoting the youth in the transport sector.

The youth of ITF affiliates in India, Indonesia, Nepal, Thailand and the Philippines came together for the regional workshop facilitated by the International Transport Workers Federation together with Friedrich Ebert Stiftung in Manila.

The young workers were able to interact with one another and uncover the similarities of their experiences and problems they encounter in their respective sectors despite the diversity of their background and cultural differences.

ITF Youth Officer, Ms Baker Khundakji, said that through the workshop, participants have come to collaborate, get connected, build solidarity amongst each other and talk about the challenges they are facing.

Ms Khundakji stressed the growing importance of the youth to the ITF, which has become one of the priorities of the global union. “To achieve it, proper space should be established amongst the youth in every country [whose problems are] no different from each other,” Khundakji said.

She also discussed the recent resolution the ITF Congress released on the promotion and creation of youth networks among its affiliates. She added that with this resolution, the young workers will be activated to participate in the activities which will increase their enthusiasm.

“The importance of the youth network has been given prominence, which will bring memberships, active participation, and help the unions in creating more strategies in their planning.

These local youth structures will also help the global ITF network in terms of the continuous flow of communication from their regional partners,” Ms Khundakji added.

ITF general secretary Stephen Cotton underscored the importance of the youth in building membership across the region. “You have different aspirations for the generation that are leading many of our unions. We have to give you the space to build your vision of all the labor movement across Asia Pacific in your countries, in the region, by sharing best practice,” Mr. Cotton noted.

Mr Cotton also noted that organising is just one level that should be coupled with recognising the value of unions and the work they do. “So campaigning is signing up members but it is also campaigning about workplace issues, social issues, the environment, whatever challenges you need to get your message across,” Cotton explained.

He also stressed the importance of policy development as one of ITF’s core targets. “We need to have strong policies, in particular, when we see the massive growth in Asia Pacific, so the governments are not the most democratic, so we need to build alliances with political movements, NGOs about what it is for the workers in Asia Pacific,” he said.

The ITF’s general secretary also highlighted that in the bigger picture, Asia Pacific is their target region for investment in building growth and education. “We think you will be giving us ideas that can translate to the rest of the world,” he remarked.
These local youth structures will also help the global ITF network in terms of the continuous flow of communication from their regional partners.
BIMCO and the International Chamber of Shipping (ICS) published a new cyber security workbook meant to serve as a guide for the master and officers on board ships to help them prepare for a potential cyber incident.

The digitalisation of maritime operations and the reliance on technology and network connectivity for daily onboard and onshore operations make shipping vulnerable to the threat of cyber attacks.

To help the crew on the bridge and in the engine room to prepare, the new “Cyber Security Workbook for On Board Ship Use” includes several checklists on how to protect, detect, respond and recover from a cyber incident, and offers practical and easy-to-use guide for the officers onboard.

BIMCO is continuously raising awareness to shipowners on issues such as cyber threat. It also helps lead the work by issuing industry guidelines to assist companies in formulating their own approaches to cyber risk management onboard. Based on the contributions by BIMCO, IMO recently decided to identify cyber risks as specific threats, which companies should try to address to the same extent as any other risk that may affect the safe operation of a ship and protection of the environment. Guidance on these issues can be found in the Guidelines on Cyber Security Onboard Ships.

To protect multimillion-dollar floating assets, cyber risk should be managed as any other risk that may affect the safe operation of a ship and jeopardize the protection of the environment. The new workbook gives an easy introduction to incorporating cyber security into the ship’s management system.

“Cyber security risk management is not just an IT issue. Managing the complex interactions between technology and humans correctly will be key to avoid a cyber incident, and to recover from them, should an incident happen,” said Aron Frank Sørensen, Head of Maritime Technology and Regulation at BIMCO.

“I see the workbook as a valuable tool that will help officers manage cyber risks while carrying out their daily routines on board,” Sørensen added.

BIMCO and ICS publish new cyber security guide for crew on board.
The life story of a chief cook

The cook coordinates with the captain to maximise the budget as there are ports where food supplies are very expensive. C/E Mark Philip Laurilla peeks at the day’s menu the “mayor” has prepared.

Seafarers are the workforce who run the ship. In the long and often unpredictable voyages at sea, it is crucial for seafarers to be properly conditioned and nourished to be able to work efficiently. When it comes to food, which serves as fuel for the relentlessly hardworking crew, no one is more capable on the ship than the master in the kitchen.

Since the early days of seafaring, food has been one of the most vital aspects of any voyage. The task of preparing the meals fall on the able hands of the ship’s cook. Over the years, this rank has been known by different names: chief cook, chief steward, or sometimes simply a cook. Aboard ships with Filipino crew, the ship’s cook is referred to as “mayor” - short for the Spanish word “mayordomo” - which in English translates to a steward.

There is no college course required to become a chief cook. However, culinary training is a great advantage especially if an individual is knowledgeable on different cuisines. In the merchant marine profession, the chief cook is considered as one of the ship’s petty officers. He/She is on the same salary grade as the bosun (boatswain). His workplace is in the galley and his primary responsibility...
is to prepare satisfying meals for the crew in a timely manner.

The chief cook is also in charge of planning the menu and maintaining the budget for provision. Careful planning is required to minimise wastage and to make sure that enough provisions are in stock – in case the ship goes on a long voyage, or call some ports where provisions can’t be supplied. The cook also coordinates with the captain to maximise the budget as there are ports where food supplies are very expensive.

Like any other crewmember, they also have a share of difficulties on board beyond the galley. One chief cook shared that some of the challenges they encounter at work are coping with bad weather and sometimes with different personalities or attitudes of colleagues.

As always, the chief cook said patience is the key to overcome any difficulty that comes their way. Ultimately, he said it doesn’t matter whether you are a captain or a cook. The job descriptions maybe different but their experiences are pretty much the same. They all leave their homes for months, experience rough seas, extended working hours and a multitude of other difficulties that come with the maritime profession.

Working at sea is proven to be a challenging profession, which not everyone has the guts and courage for. There are those who finished a contract, but decided never to work onboard a ship again. In the case of Chief Cook Zaldy (see sidebar), he has been working onboard ships for the past 25 years.

He has been one of the good guys not just because of his cooking skills, but also because of his dedication and good attitude. It’s no wonder that he lasted so long in the profession, which allowed him to achieve his goal of providing a good life for his family.

### Chief Cook Zaldy’s story as told to Mark Philip Laurilla onboard their ship

“My name is Zaldy. I work onboard ships as the chief cook. I started seafaring in 1994 as a messman and eventually, I was promoted to chief cook around 2000. Before I started working onboard ships I actually took a basic seaman’s course but I did not pursue it at the time. Later on, I was encouraged by my friend who was a seafarer, and I’ve been going on board ever since.

I usually start my workday at around 06.00am to cook breakfast and prepare the ingredients that will be used for lunch. Lunch is served at noon, and then after that, I have a few hours of rest. And by 03:00pm we start preparing dinner. After dinner, we make sure that the galley is clean and ready for the next day. If not pressed for time, I also make snacks like bread or pastries. In addition to cooking, I’m also in charge of victualing and keeping track of the food budget. I do this in consultation with the captain.

The difficulties I have encountered at work are coping with the bad weather and sometimes with different personalities or attitudes of other crewmembers. But so far, I just keep my patience and eventually, I got through them.

I could say I like my job, and so far, I have been happy with what I have been doing. Because of seafaring I have been able to provide for my family and have given my children a good education. My kids are all grown up now and have their own jobs. For me, that’s all I can ever ask for.

I am planning to retire in a few years, and I’m thankful that the company still calls me up for a new contract. That’s an additional income, so I am not going to refuse. When I do retire I’m hoping to start a small business. I believe it’s important to keep myself busy. For me seafaring is a good profession. Even though in all the years, I have worked at sea away from my family most of the time. It has helped me to provide a good life for them. I could say that my sacrifices have been worth it, So, I have no regrets.”

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Sailing Forward 41
A tribute to feats, triumphs of overseas Filipino workers

The Bagong Bayani Foundation (BBFI), a non-stock, non-profit organisation founded by Capt Gregorio S Oca, celebrated its 30th anniversary in November 2019. Vice Admiral Eduardo Ma R Santos, BBFI Board of Trustees president, reflects on its achievements in his remarks as the Foundation takes its course to the next level.

Today, as we celebrate the 30th founding anniversary of the Bagong Bayani Foundation Inc (BBFI), one cannot help but reminisce on how it all began. But, at the same time, such recollection tells us to reflect on what we have put in place for the benefit of our overseas workers in general and our awardees in particular.

It may be recalled that in the late 1970s or early 80s, when the migration phenomenon was gaining heights, a certain Mr Ramon Alfonso A Fuentes introduced the idea of rewarding the most accomplished overseas worker. POEA picked up the concept and translated it into a programme to search and select the most deserving of our Filipino workers abroad.

Much later, it dawned upon government to let the private sector lead and manage the programme. On 24 November 1989, the BBFI was born and officially registered with the SEC. Since the institutionalisation of the programme, the Bagong Bayani Awards (BBA) has gone a long way. The Foundation took steady and consistent steps to ensure that its basic objective is followed. The search and selection has been divided into different categories with their respective criteria. The labour officers abroad, the different embassies, as well as Filipino communities were involved most particularly in the selection and vetting of candidates.

To date, we have granted 214 awards for land-based and sea-based involving 1,628 plus individuals. The awardees cut across various parts of the world and represents different sectors of skills and profession. After receiving their awards, many of them became even more successful, and one can proudly say they certainly are deserving of recognition and honour.

To pay tribute to the feats and accomplishments of our awardees, the BBFI thought of erecting a ‘wall of fame’ where their names are engraved. To date, we have the ‘Bantayog ng mga Bayani’ at the POEA premises where one can see the awarded year and names of our deserving heroes. Having our workers in mind, as well as other stakeholders, the BBFI has likewise maintained a website and a social media account (Facebook) where we can always keep our lines open and communicate with each other. It also serves as our way of posting updates for the information of all concerned.

Along this line, we also have a pending project which we hope will be well received. The idea of a comic’s book depicting the multi-experiences of our OFWs has been recommended by one of our awardees. We see the merit of this suggestion as it will blend well with the daily lives of the ordinary people.
At this point, we would also like to announce that an artist has conceptualised the design of a monument representing our OFWs. The project has undergone certain stages with some government offices. Someday, we hope to see it rise as a landmark along the bay of Manila. Also, we would like to share the information that we are undertaking a research study on the impact of BBA on the lives of the awardees. Hopefully, the result of such study will help us guide further in pursuing our vision for our OFWs.

Let me take this occasion to thank certain groups who have been supportive of our cause. Through the years, the members of the Board of Trustees have been with us through thick and thin. They have generously devoted their talents, time, and effort and even their resources without any form of remuneration.

To all our donors and supporters, thank you for not giving up on us;

To our honorary chairperson, the honourable secretary of labour and employment for being always around when we needed assistance most especially in giving directives to the POLOs and DOLE regional offices in spreading information relative to the Bagong Bayani Awards: to all the past DOLE secretaries who have continuously provided us with their ideas and guidance; of course to the BBFI secretariat, officers and staff for all the hard work and efforts; most of all to our awardees and would-be awardees who are the reasons for our being known all over the world which brings me the reason for gathering you today. We hope you can now operationalise the establishment of alumni association and probably elect a set of officers who can steer your members into taking up plans and programmes that will benefit the OFWs and your organisation as well. Please be assured that BBFI will always continue to inspire, convince and encourage our overseas workers.”

VALUABLE PARTNER. DOLE
Secretary Silvestre Bello III regards the Bagong Bayani Foundation as a valuable partner in giving recognition to Overseas Filipino Workers, not only for beefing up the economy with their dollar remittances, but also for their significant efforts in promoting the image of the Filipinos as dignified, competent and responsible workers around the globe. The Department of Labour and Employment chief graced the BBFI’s 30th founding anniversary as the guest-of-honour at the AMOSUP Convention Hall last 19th November 2019.

TESTIMONIAL PLAQUE. AMOSUP Vice President for International Affairs Johnny Oca (left) receives the testimonial plaque, on behalf of AMOSUP President Dr. Conrado Oca from DOLE Secretary Silvestre Bello III and BBFI Board President Admiral Eduardo Santos at the Bagong Bayani Foundation’s 30th founding anniversary.
Warlike and high risk areas

The ITF has updated the lists of warlike and high risk areas in light of recent developments in the Gulf.

Depending on the type of agreement covers the vessel, there are two lists of warlike and high risk areas.

For vessels covered by an IBF agreement, the areas are designated by the IBF (See IBF list of designated risk areas to view the latest information on IBF war zones).

For vessels covered by non-IBF (TCC) agreements, the areas are now designated by the ITF. (See ITF Warlike and High Risk Areas to view the latest information on non IBF war zones).

Any such designations by the ITF and IBF, are required to be annexed to the CBA and made available on board each vessel in order to be accessible to the crew.

Any changes/additions to the present areas, that the IBF may agree, or the ITF may adopt from time to time, will be updated on: https://www.itfseafarers.org/en/your-rights/itf-warlike-and-high-risk-areas.

ITF news app launched

The ITF has launched a new app to deliver the latest news from the ITF directly to smartphones.

The app includes:

- News alerts from the ITF
- Personalised news feed: with My News you can select your sections or your regions and receive the news that matters most to you
- Articles automatically download for offline reading later
- Social media sharing for stories to promote the ITF’s work to your networks
- Contact details for the ITF, our regional offices and our section

Download the app now, search “ITF Global” in Google Play or Apple App Store and keep up to date on all our breaking news.
Compensation for woman captain

The European maritime union Nautilus is seeking compensation for a woman captain member who was denied her maternity rights.

The case took place on board a UK-flagged superyacht, which was arrested in France after the employer refused to pay the captain her full maternity entitlement.

After Nautilus took up the member's case for non-payment of maternity entitlement, her lawyer discovered other irregularities on board the vessel. The union says that the member - a UK national resident in France - is now likely to receive a large compensation pay-out due to the employer's refusal to grant her maternity rights in accordance with French law, as well as its failure to declare her employment to the appropriate authorities, and damages for breach of her seafarers’ employment agreement (SEA).

The captain had been on continuous service on the vessel since 2015. After claiming breach of contract and terminating her contract of employment, her lawyer sought authorisation for an arrest warrant for the vessel as a precautionary measure.

The case was made possible under the Maritime Labour Convention 2006, which in France covers maternity rights as well as other labour protection.

Certificate of commendation. Tokyo honours the valuable contribution of AMOSUP and the Philippine-Japan Manning Consultative Council (PJMCC) in advancing the bilateral relations between the Philippines and Japan. In a dinner reception last 02 October 2019 at the residence of Japanese ambassador to the Philippines, Koji Haneda (pictured, left) awarded a certificate of commendation to AMOSUP president Dr Conrado Oca along with PJMCC chair Eduardo Manese. The commendation says: “Japan’s Foreign Affairs Minister Taro Kono extends his deepest regards to AMOSUP in recognition of its distinguished service in promoting economic relations between Japan and the Philippines.” It applauded AMOSUP and PJMCC, having contributed to the stable employment of quality seafarers in close cooperation with related agencies for many years. (Photo: Gerard Seguia)

OWWA opens rebate portal

The Overseas Workers Welfare Administration has opened its OWWA Rebate Portal in compliance with the provision to implement its grant to long-time members.

The Portal will aid the distribution of rebate programme and functions as a database for qualified OFW-members. OWWA said the online system can easily verify if they are eligible to the programme. It also serves as an appointment system in which qualified beneficiaries can set an appointment to the nearest OWWA office.

Qualified to avail of the rebate are OFWs who have been members of OWWA for at least 10 years with five or more contributions made as of 31 December 2017 and OFW-member or his/her family who has not availed of any programme or benefit from OWWA.

Qualified beneficiary will have to present the appointment code that will be sent via SMS after setting an appointment to their chosen OWWA Regional Welfare Office including other documentary requirements for verification. After the verification process, the beneficiary will provide his/her bank details where OWWA will deposit the amount of his/her rebate.

The amount of the rebate can also be donated by the beneficiary to the Tuloy-Aral Project (TAP) of OWWA to help send kids of less fortunate OFWs to school. It can also be used as payment for the renewal of OWWA membership for OFWs who still have active employment contract abroad.

Qualified OFWs may be able to claim PhP41.25 up to PhP13,177 based on the number of their contributions. The computation for the Rebate Programme is based on an actuarial study commissioned by OWWA, which determined the capability of the OWWA Fund for implementation without negatively affecting the regular programmes and services of the agency.

Based on the actuarial study, PhP1 billion was earmarked for the rebate programme to be distributed to the 556,000 beneficiaries of the rebate per OWWA database.

OFW-members will be able to access the OWWA Rebate Portal via the www.wwa website www.wwa.gov.ph. For further questions about the OWWA Rebate Program, visit the nearest OWWA Regional Welfare Office in your area or call OWWA Hotline 1348.
Rising piracy attacks in Gulf of Guinea

Following the attack of two vessels in the Gulf of Guinea, the International Transport Workers’ Federation has called for urgent global and regional cooperation to fight piracy in the region.

On November 2, pirates kidnapped nine crew members from the Norwegian-flagged MV Bonita while the vessel was at anchor off the coast of Benin in West Africa, and two days later on November 4, four crew members were taken hostage off the coast of Togo from the Greek-flagged Elka Aristotle.

Several other abductions have been reported in the Gulf of Guinea in recent months, including eight crew members taken hostage off Cameroon in August, and 10 Turkish seafarers off the coast of Nigeria in July.

Piracy and armed robbery have been long-standing problems in the Gulf, but in recent years, and months, the frequency of attacks is increasing. Sixty-two seafarers have reportedly been captured off the coasts of Nigeria, Guinea, Togo, Benin and Cameroon this year.

ITF Seafarers’ Section chair David Heindel called on the shipping industry, governments, and unions to work collaboratively to eliminate piracy in the Gulf of Guinea.

“Alarming, the frequency and severity of attacks on vessels in the Gulf of Guinea is increasing, with a spate of recent kidnappings and ruthless acts of violence in recent months. The entire maritime industry urgently needs to take action to improve prevention, reporting, and response to attacks across the Gulf,” said Heindel.

“Coastal countries in the Gulf must work with industry and unions to identify actions, and allocate adequate resources to reduce the risks posed to seafarers and shipping. While we acknowledge the difficult international regulatory environment, we must continue to build capacity and cooperation, and address the mounting human toll that these attacks are having on lives and physical and mental health transiting through the waters of West Africa,” said Heindel.

Firefighting guide for box carriers

ABS publishes broad range of notations to tackle cargo fires

Classification society American Bureau of Shipping (ABS) has just published its Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers.

The guide is the first of its kind to address firefighting and safety systems of cargo holds of container vessels, the location of a series of high-profile fires on board.

“Container Carriers have grown much larger in recent years and the volume of cargo carried has expanded significantly. In addition, the nature of the cargo has changed. Fires involving containers, especially with the volume and type of cargo now being carried, are becoming more frequent and can present a significant risk to the safety of the crew and the vessel,” said Gareth Burton, the ABS vice president of technology.

Aligned with the ABS safety mission, the class society addresses this issue and provide guidance for the development of robust designs that are better suited to address this key industry challenge, Burton said.

The Guide is for the use of designers, builders, owners and operators in the marine industry and specifies the ABS requirements for addressing fire safety in four key areas: fire-fighting for containers stowed on deck, fire-fighting for containers stowed below, fire safety of the deckhouse and container hold flooding as a measure for fire-fighting.

These notations address early fire detection, more efficient fire suppression, better protection of crew, and the safety considerations associated with cargo hold flooding as a means of fire-fighting. ABS said, these requirements are above and beyond current SOLAS and related industry regulations.
The International Transport Workers’ Federation (ITF) and its affiliated unions work together to fight for the rights of all seafarers around the world.

To support seafarers the ITF has a global network of more than 130 inspectors and contacts in 57 countries, who can be called upon to deal with any problems seafarers face. For those areas of the world where no inspector is available, the ITF Seafarers Support team based in the ITF Head Office in London can be contacted.

The Contact details are:

Email  seafsupport@itf.org.uk
SMS     +44 7984 356 573
WhatsApp/Viber  +44 7523 515 097
Facebook www.facebook.com/itfseafarerssupport

Please remember that when contacting the ITF Seafarers Support team or the ITF Inspectors, you should provide the Name and Flag of the vessel, the IMO number, your current location and full details of the problem or problems you have.

In addition to these contact details the ITF has developed a FREE iOS and Android app called ITF Seafarers. Using this app you can look up vessel details taken directly from the ITF system, find and contact an ITF Inspector or ITF Maritime affiliated union plus much, much more.
Each year, AMOSUP celebrates the National Seafarers’ Day at the Seafarer’s Monument in Malate, Manila where the marker is mounted on the bay-walk area fronting Manila Bay.

For the first time this year, however, the union observed the 24th year celebration at the AMOSUP’s operational hub in Intramuros, Manila. The union led the usual kick-off ceremonies as part of the weeklong National Maritime Week celebration.

Hundreds of union members, including the marine cadets from the AMOSUP-managed Maritime Academy of Asia and the Pacific (MAAP), joined the celebration last 22 September 2019. The cadets’ parents had the chance to mingle and spend time with their sons and daughters whom they missed for months, since the students are housed at the MAAP campus’ dorms in Alaminos, Mariveles, Bataan.

The kick-off ceremonies started with an 8:00am mass held at the union’s Convention Hall. It was followed by a wreath-laying ceremony at the Sailor’s Home monument of AMOSUP founder and former president Captain Gregorio S. Oca in his honour. Members were served breakfast at the Seafarer’s House whilst MAAP cadets enjoyed their meal brought by their visiting parents and siblings.

The portion of Cabildo Street fronting the Seamen’s Centre and the two Sailor’s Homes buildings was temporarily closed to traffic to
make way for the reception of the day’s event. Breakfast and photo opportunities made the day of the marine cadets and their parents’.

According to MAAP president VAadm Eduardo Santos, the ongoing cleanup at Manila Bay forced the Union to move the annual celebration to a new venue. “Hopefully, next year we will go back to the bay, the area where we can see the [participation of] two MAAP training ships, the mv Kapitan Gregorio S Oca (KGO) and mv Kapitan Felix Oca (KFO) along the harbour.” VAadm Santos told the crowd after the holy mass. VAadm Santos added that MAAP is the only maritime school that operates two training ships.

Aside from the flower offering at the Manila Bay in honour of seafarers who had gone to eternal rest, AMOSUP officers, members, and MAAP cadets look forward to another meaningful celebration next year. The solemn ceremony at the monument, fluvial parade, and the debut of the KGO in the annual celebration is much-anticipated next year.

The Seafarers’ Day is the opening celebration of the National Maritime Week, which the maritime industry in Manila observes since the IMO’s ratification of the Manila Amendments of the STCW Convention in 2010. Celebrating the maritime week is one of the legacies left behind by AMOSUP founder and former president Captain Gregorio Oca.
“We can stick our heads in the sand and pretend that nothing happens in our industry. No country owns our emissions, anyway.”
Norwegian Shipowners Association CEO Harald Solberg, on the need to create new technology for carbon-capturing storage.

“No culture is wrong. We just need to understand cultural differences and live with them.”
MV Kapitan Gregorio Oca Chief Officer Jariq Basadoon, comparing an instance that is common to a group but strange to another during the MAAP cadets cross-cultural training in Japan on board the KGO.

“To be honest, I’d rather not be called a good sailor if it means always passing through rough seas.”
Chief Engineer Mark Philip Lauritas, on the famous adage “Calm seas never made good sailors,” recounting one of his harrowing experiences during a stormy night in the middle of the Pacific Ocean.

“It was truly a waiting game for the baby to reach a gestational age where the baby could have the best chance of survival.”
Seamen’s Hospital Manila Head of Hemodialysis Unit Dr. Rodolfo No. on close monitoring the survival of mother and child during the pregnancy of a union member’s legal dependent on dialysis.

“To achieve it, proper space should be established amongst the youth in every country, whose problems are no different from each other.”
ITF Youth Officer Ms. Bakar Khudzill, on the growing importance of the youth in the global union, and how it has become one of its priorities.

“Fire-fighting capabilities on board container ships are deficient and we need to see more headway to improve the safety of the crew, the environment, the cargo and the ships themselves.”
International Union of Marine Insurers Policy Forum Chair Helle Hammer, on the state of lines on board box ships this year prompting IUMI to call for action.
JSU - AMOSUP
MARITIME MUSEUM & SPORTS COMPLEX

SPORTS COMPLEX

MUSEO

MARINO

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