



The Anchor

January – June 2015 Volume 2 Issue 3

FAMILY VALUES ENHANCEMENT SEMINAR

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- ◆ Travel to the North
- ◆ Diabetes - common cause of pending PEME
- ◆ Crew at Work—MV Kronoborg
- ◆ Crew at work
- ◆ Word Puzzle
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"Excellence is not a skill. It is an attitude."
-Ralph Marston

Overseas employment has drastically changed the set-up of the Filipino family and the entire society over the years.

These days, due to the rise of Filipino workers leaving the country to pursue better opportunities and greener pastures abroad, family togetherness is being compromised. It's a fact, there's no substitute for physical presence. However, if working overseas is the only option to give their families a better life, they would bear the separation and sacrifice, not being with their families so they could secure their future.

The "social cost" of the absence of one or both parents in an OFW family is something that needs to be given serious consideration. Advances in technology and the readily available connections via social media will never be a substitute for good parenting and keeping the values of the family intact. It is thus important to stay connected and nurture the

interpersonal relationship between an OFW and the family he left behind.

In line with this, Blue Manila, Inc. has sponsored a Family Values Enhancement Seminar for its seafarers and their spouses late 2014. The Seminar was attended by ten BMI seafarers and their wives. Some couples have brought their children along. The whole day seminar, conducted by Ms. Lorna Valdez of Tri Systems Management, includes Family Values Clarification, Values Enhancement and Workshops. It has become a venue for husbands and wives to share their

concerns to the group about parenting. The wives have shared their concerns about bringing up the children and making important decisions at home in the absence of their husbands as well as managing the family's finances. The husbands on the other hand have brought up the emotional upheavals of being away from the family and not being there for them at times when the presence of the father is needed at home. The couples have also brought up the differences in parenting styles between husbands and wives which also bring conflict at home.

By: T. Millar



Husbands and wives: participants in the Family Values Enhancement Seminar

STCW 2010 Update

Last January 21, 2015, the first of a planned several MARINA/JMG (Maritime Industry Authority/Join Manning Group) info-series was conducted in the AMOSUP convention hall in Intramuros, Manila. Followed by "STCW Briefing" conducted in MARINA Auditorium on April 28, 2015. The seminar is to give updates about the handling by MARINA of the EMSA audit findings and as to how far are we in the implementation of the provisions of STCW 2010 amendments. The meetings were attended by executives from the different sector of the Philippines shipping and manning industry and Marina officers headed by Administrator Mejia.

MARINA Administrator Max Mejia is confident that they were able to satisfy all requirements by EMSA. As we know the EMSA (European Maritime Safety Administration) audit of MARINA is one of the biggest challenges for the sole implementer of STCW in the Philippines. The issues like for example the implementation of "National Quality System" and "conflict of Interest" has hounded the agency and with these negative observations in the past, even the rumor of de-

recognition of Philippine issued officers certificates has sent a chill to the very core of the biggest provider of seafarers in the world's merchant fleet. But according to MARINA efforts were made to reduce the risk to our seafarers from the threat of withdrawal from the "list". They reported that EMSA took note of the process MARINA has made during the last audit as compared to the previous ones.

MARINA has presented different programs and directives describing procedures that will serve as a guide in the implementation of STCW 2010. According to Marina this will ensure complete, effective and timely compliance with the 1978 STCW Convention, as amended. Among this pertains to the "Issuance of Daily Journal of bridge/engine-room watch keeping duties" which will be required for all candidates for certification as OIC's deck engine. Although a similar system is being implemented by the industry, being the sole implementer, MARINA has to continuously generate such procedures to conform to standards.

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WHY IT'S MORE FUN IN THE PHILIPPINES

I grew up in a close knit family. As the demands of life began, moving away became inevitable. 3 of my 5 siblings settled in other countries. I had a chance to spend my Christmas with them who flew in for the holidays. The last time we were all together was in year 2001. We planned the family reunion early 2014 to relive the incredible moments of love and happiness and mainly, to catch up.

We went on a road trip to the north from December 26th until December 31st and visited the beautiful tourist spots of **Baguio** in Benguet province, **Vigan** in the province of Ilocos Sur and **Pagudpud** in Ilocos Norte.



Baguio, Benguet

On our way to Baguio, we passed by the miraculous **Our Lady of Manaoag Church** in Pangasinan where devotees and swarms of people visit for various reasons such as pleads for health restoration, good voyage, or better fate. We had the chance to touch the soft velvet gown worn by the Lady of Manaoag by climbing up to the second floor through a stairs located at the back of the church. We made a quick prayer for good weather and safe voyage before moving to the grounds to light a candle for more petitions.

Baguio, located 1,524 meters above sea level, is a favorite vacation place of the family. We spent most of our childhood summer breaks in this city which has lots to offer aside from the cool weather : the public market where vegetables and souvenir items / goodies abound , the Burnham Park for the kids and the flourishing ukay-ukay or bargain shopping for designer brand new and used goods popular among Baguio visitors specially the young ones.

After two days in Baguio, it was time to visit **Vigan City** in Ilocos Sur, the hometown of my husband. Vigan was recently declared as one of the New Seven Wonders Cities of the World on December 8th , 2014. Already declared a UNESCO heritage site in 1999, the city showcases the Spanish heritage of the country. Vigan was

captured and settled by the Spanish in 1572, and grew to become a centre of Spanish political and religious power in the north of Luzon. Its Spanish colonial influence in local architecture was preserved and old-world charm made it a unique city . The best time to walk the cobbled streets is before dawn to appreciate its remarkable state of preservation without being deafened and jostled by the calesa horse-drawn carriages that still clip-clop through Vigan's streets.



Heritage Village, Vigan

We visited a pottery shop called **Pagburnayan** which makes burnay jars made of clay kneaded by carabao and fire-blasted in a huge kiln. Then we made a quick stop to buy handwoven abel cloth and blankets at the Vigan Public Market, as well as delicacies like empanada, longganisa (native pork sausages) and bagnet (deep-fried crispy pork).



Patapat Viaduct

On our way to Pagudpud, we passed by the **St. Augustine Church**, commonly known as the Paoy Church, a Roman Catholic church completed in 1710. The Church is famous for its distinct architecture highlighted by the enormous buttresses on the sides and back of the building. It was declared as a National Cultural Treasure by the Philippine government in 1973 and a UNESCO World Heritage Site under the collective group of Baroque Churches of the Philippines in 1993.

We finally reached Pagudpud after sunset.

Dubbed as the Boracay of the north, Pagudpud boasts of fine, white sandy beaches to remarkable cliffs and hidden waterfalls. We settled in a quiet relaxing beach resort at the end of the white sandy beach.

We went further north to the **Patapat Viaduct**, elevated 31 metres (102 ft) above sea level, a 1.3 kilometres (0.81 mi) concrete coastal viaduct that connects the Maharlika Highway from Laoag to the Cagayan Valley Region. It is the 4th longest bridge in the Philippines and offers a scenic view of

Paselang Bay - a view that leads towards wide and pristine beaches backed by mountains .

Then we went to **Kapurpurawan Rock Formation**, a natural rock formation created through the years by the natural forces of the ocean on the rocky coast of Burgos, Ilocos Norte. It is a huge white rock formation shaped like the Sphinx and hardened by time. Many people flock to this place for it's unusual appearance.

Noticeable during the trip were the numerous and gigantic windmills of **Bangu Wind Farm**, the first wind farm of 20 units of 70-metre (230 ft) high Vestas V82 1.65 MW wind turbines, arranged on a single row stretching along a nine-kilometer shoreline off Bangu Bay, facing the West Philippine sea, as a renewable energy source to help reduce the greenhouse gases that cause global warming.

A second wind farm before Bangu, the **Burgos Wind Farm**, consisting of about 50 windmills, became the largest wind farm in the country and



Bangu Wind Mills

in Southeast Asia, covering 600 hectares and three barangays.

Bringing together all family members (17 adults and 6 kids) and keeping them entertained can be exhausting, but all the efforts were worth it as the reunion became an event to remember...

It truly is more fun in the Philippines !!!

By Ms. D. Alcantara

STCW 2010 / Page 1

Already, Filipino seafarers are lining up in the MARINA offices to have their certificates revalidated. Having escaped an EU ban, our seafarers took a sigh of relief and thankful to our EU partners who believed in the competence of our seafarers. Partners represented by the shipowners who witnessed firsthand the dedication, concern and dependability of the Filip-

no seafarers. Right now, experts from EU have been welcomed and are now helping the Philippines through MARINA in drawing up a robust system that will satisfy EMSA.

Indeed a lot of work still needs to be done. But after several audits and continuous monitoring by EMSA, it seems that the threat of withdrawal from the list is now a remote possibility.

By: F. Bautista III

LIVELIHOOD SEMINAR 2015



Livelihood Seminar on Meat Processing (Siomai, Skinless Longanisa, Tocino, Sweet Ham, Embotido, Hamburger, Bacon & Pork Tonkatsu) held at Blue Manila, Inc. Training Room last May 21, 2015. Participated by Crew's dependents and others were accompanied by their vacationing husbands. Mrs. Gemma Dumencel, wife of Armando Dumencel- AB on board MV Stemat Spirit immediately started her siomai business for distribution to her neighbors.

HEALTH IS WEALTH : DIABETES

A common cause of pending PEME is due to elevated sugar.

Here are some facts about Diabetes.

1. Diabetes is a chronic condition associated with abnormally high levels of sugar (glucose) in the blood.
2. Insulin produced by the pancreas lowers blood glucose.
3. The absence or insufficient production of insulin causes diabetes.
4. The two types of diabetes are referred to as type 1 and type 2. Former names for these conditions were insulin-dependent and non-insulin-dependent diabetes, or juvenile onset and adult onset diabetes.
5. Symptoms of diabetes include increased urine output, thirst, hunger, and fatigue.
6. Diabetes is diagnosed by blood sugar (glucose) testing.



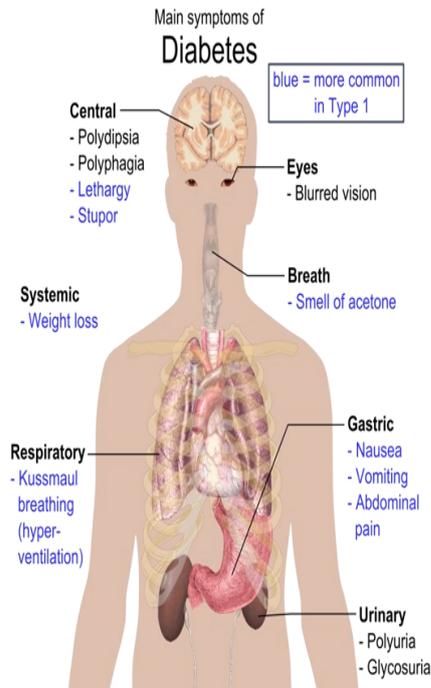
The major complications of diabetes are both acute and chronic.

Acute complications: dangerously elevated blood sugar (hyperglycemia) or abnormally low blood sugar (hypoglycemia) due to diabetes medications.

Chronic complications: disease of the blood vessels (both small and large) that can damage the feet, eyes, kidneys,

nerves, and heart.

Diabetes treatment depends on the type and severity of the diabetes.



Type 1 diabetes is treated with insulin, exercise, and a diabetic diet.

Type 2 diabetes is first treated with weight reduction, a diabetic diet, and exercise. When these measures fail to control the elevated blood sugars, oral medications are used. If oral medications are still insufficient, insulin and other injectable medications are considered.

By : Ms. L. Fernandez

Sources: Periodicals

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CREW AT WORK



MV Kronborg underway from Ipswich to Point Lisas

When I joined a merchant ship as a cadet in 1998, life at sea was different.

As a young Deck Cadet, it was always very exciting every time our vessel calls different ports, see new lands, meet new people and of course get to know about their history and culture.

By choice of our unique profession we contributed to the world trade and in the process made new friends.

Seafaring is both exciting and extremely difficult, in many ways. You will be at sea, but if your mind is on your family you cannot concentrate on your tasks. You must be prepared to sacrifice your time for your family during the duration of your contract so as to focus on your work.

At sea, it is different. On board you have to be prepared to start work at any time, whenever your shift is scheduled, you have to do your duty. Only when everything is running smoothly and there are no problems at sea, you get to rest. During emergencies however, you may have to work beyond that stipulated time of work according to your contract.

On the other hand, being a seafarer can be exciting, as you are able to travel free all around the world which can be an unforgettable or a memorable moment of seafarer's life. I recalled one of my experience when our General cargo vessel had a port of call in one of the most famous tourist spot in Greece, The Fortress of Palamidi in Nafplio". This town was the capital of the first Hellenic Republic in which you can find some artifacts from the start of the Greek revolution in 1821. I never expected to see this scenic land in Greece and never heard of this place in all my life since I'm just a meek native from the province of Isabela.



The Fortress of Palamidi in Nafplio in Greece.

For most of my seafaring career, I've been employed on Dutch and German owned vessels and therefore most of my time has been spent in this company. I have also worked with crew members from Croatia, Russia, Ukraine, Poland, Britain, Netherlands, Norway, Latvia and Germany.

I find there are few cultural challenges. For me it does not make a difference. If you can adjust to the person, his nationality does not matter. On board we are all brothers. If you know how to be flexible and adjust, life on board is less complicated.

One of the positive attitudes I learned from European colleagues on board is that, when they are mad at a certain person they speak to you directly about something they didn't like about you or about what you did. However, after an hour or two, they speak to you again in a normal way again.

Year 2001, I decided to take an exam for my 3rd Mate's license and it was a blessing for me to pass the board exam after all the efforts and sacrifices I exerted. In 2005, Blue Manila Inc. gave me a chance to use my license and I was promoted to AB 3rd Mate on board the BBC Aramis.

BBC Aramis is a 2,252 GRT general cargo/heavy lift vessel. While on board, I learned a lot of a Deck Officer's responsibilities such

as updating ship's documents, safety maintenance, making voyage plans, etc. This kind of responsibilities help build up my confidence as an officer.

Thereafter in April 2007, I joined as 3rd Mate on board a 12,000 GRT container vessel. I was promoted to 2nd Mate after 1 month and 23 days. I consider this promotion one of the best gift from God.

Since then up to the present, I have been serving on board container vessels of our principal, IC Shipmanagement Ltd.

For any aspiring seafarer, I wish to share my piece of advice and that is for you to take your profession and your position seriously/responsibly. I see many young seafarers who are very relaxed, but if you intend to be an officer someday until you retire, you need to be serious about your work and responsibilities.

This also means that you need to take care of your health in order to fulfill your ambition. While on board and on vacation, avoid drinking too much alcohol, eating fatty or oily products as well as junk foods and have regular exercise.

This way you can be sure to be able to perform your job on board and complete your contract for the sake of your family and future and if you have a dream, you can surely make it happen.

Further, Be also responsible and wise in spending your hard earned money and always save for the best.

2nd Officer Edgar Consul
MV Kronborg



CREW AT WORK



The Crew of MV Momentum Scan during maintenance work.



Drilling work on board MV Kronborg. (AB CJ Cepriano)



MV Abis Dunkerque loading yachts at port Genoa, Italy

CHRISTMAS AT SEA (MV ABIS DUNKERQUE)



Christmast at Sea. AB Jesus Guardiario on board MV Abis Dunkerque , He made a Nativity artwork and Christmas decors out of a recycled materials.

Last Nov. 4, 2014, 8 heavy lifts, luxury and expensive yachts were loaded on board MV Abis Dunkerque at the ports of Genoa, Italy and La Palma de Mallorca, Spain. The biggest one has a gross tonnage of 270 tons and 47 meters L.O.A. while the smaller one is about 70 tons.

After 2 weeks loading, we started our long voyage going to our next port of destination to Brisbane, Australia, crossing the rough seas of the Atlantic Ocean.

Roughness of the seas doesn't mean to postpone the celebration of the birth of our Saviour JESUS CHRIST and my birthday as well—CHRISTMAS DAY...we celebrated at sea. As usual, we had a MERRY CHRISTMAS with all the crew on board even though we're thousand miles away from our love ones and family, with a festive mood because Cookie also prepared plenty food for everybody. It was such as great & memorable experienced. Capt. Niel Sophie gives me a birthday and Christmas present.

To complete the celebration of the Yuletide season, the decors and lanterns are always present. Captain Johannes Boot bought a 5 foot tall Christmas tree and lights. I made the lanterns and painted the "BELEN". These are all made of recycled materials.

After the celebration, Captain Boot gave us order to keep the lantern and the painting for the coming years.

By: AB Jesus Guardiario

Word Search Puzzle

J T J B V D D V R J K N N B S X J N D R P
 Z N K L N P R D B T T W T B C D Z W R M N
 Z I E W K B Y D A A J X R T U R E L L I T
 D O P N N J B Z N E D D X D P R O H C N A
 J P E Q I K Y K S N H F D L P O G A Y E L
 T Y G T R L E O L A R K R B E A D P L V Y
 W A R W O R U B M M L Y L E R S B M Z T L
 D W U E I N K L U R Q M J U E E S O E X J
 R R S N D N K T T O T J T F B B K E A M B
 Z T A I B N D R L T Y S A W T G O N V R N
 B T N Y B Y E A V O A S M F R D P A U Z D
 G G R N P N D F G M T R A D A R T S R B Y
 T F A L U I Y B R E L R E N T N G B J D B
 P N G N X A H Q X Y E T B Y N J M R Q O M
 T L Y Y W J Y S V F N T A S C R E W W X W
 N Y E D Y P Y B I R T K T G D Y V N R J D
 J Y T E T Z D L X R Q R D T Z D D Z N Y R
 D Z B F Z K V M J L Q A I N V V L X M T M
 N V D N A X Z W P M E N W M L P M M B G L
 R M Q P Z B R M W L K N L G L M D M N B R
 M R K Z W V A N D Q W Y X T P X Y B V L L

FIND THE NAUTICAL TERM

1. Toward the stern
2. On the beam
3. On or in a vessel
4. Grip the bottom
5. Fuel
6. Wall
7. Bumper
8. Above waterline
9. Position
10. Sheltered
11. Inflatable
12. Transmits and receives
13. Drain
14. Marpol required equipment (abbreviation)
15. Facility for shipbuilding
16. Measuring
17. For transport of liquids in bulk
18. A craft designed for transportation on water
19. Wind resistance of the ship
20. Rotational motion
21. Location defined by coordinates
22. Used for steering
23. Transient motion
24. Stern
25. Heard & understand
26. Front
27. Floating aid
28. Held firmly
29. Unit of Speed
30. Attached to a line
31. Rope
32. Vertical pole
33. Engine rating
34. Cone
35. Propeller
36. Forward and aft difference

- Waypoint/Location defined by coordinates 21.
 Tiller/Used for steering 22.
 Surge/Transient motion 23.
 Aft/Stern 24.
 Aye/Heard & understood 25.
 Bow/Front 26.
 Buoy/Floating aid 27.
 Fast/Held firmly 28.
 Knot/Unit of speed 29.
 Lead/Attached to a line 30.
 Line/Rope 31.
 Mast/Vertical pole 32.
 Motorman/Engine rating 33.
 Nun/Cone 34.
 Screw/Propeller 35.
 Trim/Forward and aft difference 36.

Answers

1. Aft/Toward the stern
 2. Abeam/On the beam
 3. Aboard/On or in a vessel
 4. Anchor/Grip the Bottom
 5. Bunker/Fuel
 6. Bulkhead/Wall
 7. Fender/Bumper
 8. Freeboard/Above waterline
 9. GPS/Position
 10. Lee/Sheltered
 11. Liferaft/Inflatable
 12. Radar/Transmits and receives
 13. Scupper/Drain
 14. ODM/ MARPOL required equipment (abbreviation)
 15. Shipyard/Facility for shipbuilding
 16. Sounding/Measuring
 17. Tanker/For transport of liquids in bulk
 18. Vessel/A craft designed for transportation on water
 19. Windage/Wind resistance of the ship
 20. Yaw/Rotational motion

COOKY'S DELIGHT

Italian Cuisine: Sausage Calzone

Ingredients:

- 2 tsp dried yeast
- 1 tsp white sugar
- 1 cup warm water
- 2 cups bread flour, more if needed
- 1/2 tsp salt
- 6 tbsp olive oil
- 200g Italian sausage, roughly chopped
- 1/2 onion, chopped
- 1 red bell pepper, seeds removed and thinly sliced
- 2 cloves garlic, finely chopped
- 1 tsp chopped oregano
- 3 cups grated mozzarella cheese
- Breadcrumbs, for dusting

Procedure:

Stir together the yeast, sugar and warm water and leave to stand for 5 minutes. Put flour and salt into a bowl and make a well in the center.

Add the yeast mixture and one tablespoon oil and mix well to a moist dough. Put the dough into a lightly oiled bowl and cover with a plastic wrap. Leave to stand for about an hour. Place a baking tray into the oven and heat to 230 C. Heat one tablespoon oil in a frying pan, add the sausage and cook for 6-8 minutes. Drain. Heat another tablespoon of oil and cook onion for about 2 minutes, then add pepper and garlic. Cook, stirring occasionally, for 10-15 minutes. Put the vegetables in the large bowl and stir in the remaining ingredients except for the bread crumbs. Punch down the dough on a flour surface and divide into 6 pieces. Roll each into a bowl. Flatten the ball and place 1/6 of the filling on one half of each round, fold over the dough to enclose the filling, pressing down firmly to seal. Repeat. Brush the top of each calzone with the remaining oil. Sprinkle lightly with bread crumbs as well as the baking tray. Place the calzone on the baking tray and bake for 10-12 minutes.

Remove from the oven and cool for 5 minutes before serving.



C/Ck Dennis Ignacio was on board on an Italian Tug boat where he used to serve Italian delicacies on board like Sausage Calzone.

