

AUGUSTEA SHIP MANNING GAZETTE

THE OFFICIAL NEWSLETTER OF AUGUSTEA PHILIPPINES

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The CARLO MAGNO

We are very proud to contribute with our Carlo Magno to free the giant ship 'EVER GIVEN' stuck in the Suez Canal

MESSAGE FROM THE DESK

CAPT. NICOLO TERREI

Another 2 months passed with the same problem that we are facing now from 1 year. COVID-19 is still affecting a lot our activities and the big news related to this pandemic is that Philippine government recognized the Seafarers as Key Workers and therefore we are now applying for vaccination for all our seafarers. We as company together with the private sector and other shipping companies we already purchased 2,000 doses of Moderna that probably will be available on the beginning of June 2021 that can speed up the vaccination campaign.

The other big area of concern for the crew change is the very low availability of flights and restriction imposed by the government for the incoming passengers in the Philippines to 1500 per day. Also we are very happy to advise that the new agreement with CIRM is working very well and our cooperation was contributing to solve and to assist our seafarers onboard in better way. Let me take also this opportunity to thank you all in particular the crew of Aquamarine for the patience and the understanding that all of you are showing.

Let us hope that the big campaign worldwide for the vaccine can bring us out from this situation and that all of us can go back to have normal life and let me give to all of you a big thanks from all of us in the office.

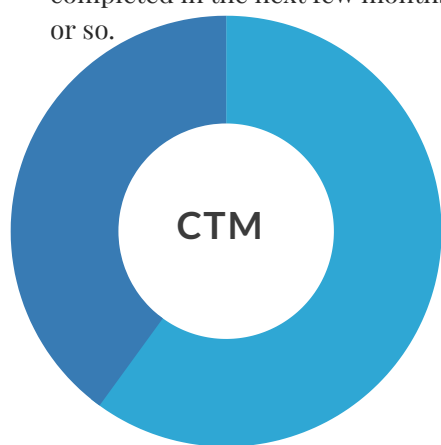


ONBOARD TRAINING UPDATE

Together with your cooperation and continuous support to the company's initiative on the Onboard Training, we are pleased to inform on the completion and success of our training onboard using the Skyroam device provided to all the vessels.

The table on the right shows the different training videos installed on the system dedicated for each owner/principal.

For CTM, 60% of the total onboard training were already completed by the crew onboard and there are only 40% remaining which will be completed in the next few months or so.

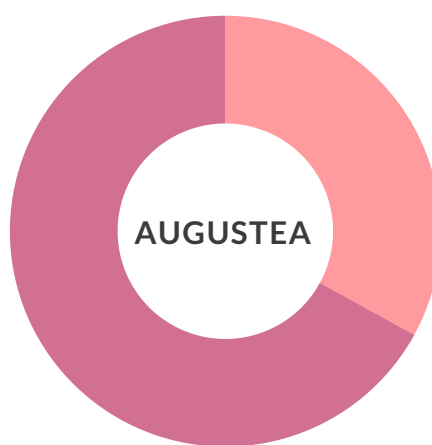


■ Completed: 3 tasks (60%)
■ Incomplete: 2 tasks (40%)

CTM

1. INSPECTION OF MOORING LINES
2. REST HOUR FAMILIARIZATION
3. ENERGY EFFICIENCY TRAINING
4. LOW SULPHUR TRAINING VIDEO
5. MOORING OPERATION VIDEO

For Augustea, there are still 67% incomplete training that needs to be completed.

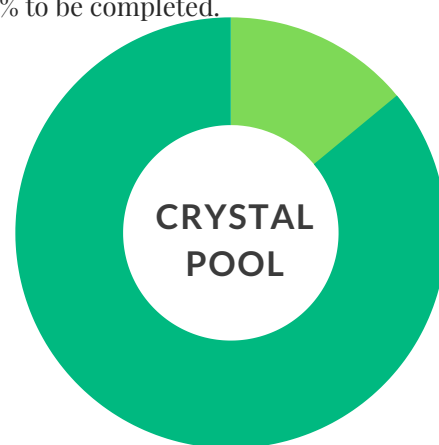


■ Completed: 1 task (33%)
■ Incomplete: 2 tasks (67%)

AUGUSTEA

1. US COAST GUARD TRAINING VIDEO
2. INSPECTION OF MOORING LINES
3. AMSA PSC VIDEO

While for Crystal Pool, since they only started with the training this month, they still have a remaining of 86% to be completed.



■ Completed: 1 task (14%)
■ Incomplete: 2 tasks (86%)

STAR APHRODITE	STAR JEANNETTE	AQUAFORTUNE
STAR CLAUDINE	STAR LYDIA	AQUASURFER
STAR KARLIE	STAR NICOLE	STAR LYRA

UPDATE ON DRILLS

TOP

Reasons for Safety Incidents in 2020

Bypassing Safety Controls' was the most often broken rule accounting for 48% of the 148 incidents analyzed by IMCA in 2020. During the last year, IMCA made an important change to the template for submission of safety flashes, having aligned safety reporting to IOGP's Life-Saving Rules.

This change enabled those reporting incidents to indicate into which of the IOGP Life-Saving Rules (or category) the given incident or event might fall.

The top most broken rules:



BYPASSING SAFETY CONTROLS

48%

Other highlights include:

- Fewer fire-related incidents reported last year (6% last year, 14% in 2019)
- As in 2019, 10% of reported events and incidents involved injuries to hands, fingers and thumbs.
- With regards to near misses and potential incidents; 11% of reported events and incidents were of this sort in 2020. This was fewer than in 2019, but more than in 2018.
- 10% of reported events and incidents involved cranes or cargo.
- 10% of reported events and incidents involved dropped objects.



*Celebrating 7 years of dedication and service
to our Filipino seafarers*



CREW PROMOTION

MST CABARRUBIAS, JUDANMAR *31, Star Claudine*



He started with the company in 2012 for MV Catch and underwent Career Development Program. In 2014, he was promoted to 2/Off for 30 months. He was promoted as Chief Officer in 2017 to join first time in the rank and get the experience for 32 months. In April 2, 2021 he was promoted to MST of Star Claudine. He is one of our youngest C/O to be promoted to MST.

He started with the company on the vessel Capo Noli in 2006 when he was a Junior Officer under the Career Development Program. He was then promoted to Chief Officer in 2014 for Augustea fleet where he gained experience for 48 months. In April 13, 2021 he was promoted onboard to Master of Hampton Bridge.

MST CAL, FERNAND SEDRIC *38, Hampton Bridge*



CE ARIS, RYAN PAUL *32, B Trader*



Started with Augustea in 2018 as 2/E for a Roro-pax vessel for 4 months. Under the Career Development Program, he was transferred to a container and bulk vessel respectively under Crystal Pool fleet from 2018 up to present. In March 14, 2021 he was promoted to the Chief Engineer position onboard B Trader.

Renaming of

I.M.A. ASSESSMENT AND TRAINING CENTER, INC.

(formerly RINA ACADEMY PHILIPPINES INC.)

On the 22nd of March 2021, the Academy has been granted of its company renaming to I.M.A. Assessment and Training Center, Inc. from RINA Academy Philippines Inc.

The change will give the possibility to the academy to be more independent and dynamic to be capable to follow much more closer the innovation that the shipping industry is undergoing and also to offer better service to our customers certifying the new company with the majority of the ship class registry.

ACCREDITATION

I.M.A. Assessment and Training Center, Inc. is certified for the ISO 9001 Standards by TUV Rheinland Philippines from October 2016. The Academy adopts the policies of RINA Rules for Training and Competency Management Systems (TCMS) and is also certified by Class NK for Rules for Rules for Certification of Competence Management Systems. Recently, the Academy has been certified as per Standard for Quality Management System of Maritime Training Institutes and Maritime Simulator Centres with Bureau Veritas (BV).

On the next quarter of this year, the Academy plans to apply for certification as Maritime Training Provider with American Bureau of Shipping and with DNV GL.



With the change of the name we are introducing a new system of training that at the moment seems to work very well. This is the ONBOARD TRAINING SYSTEM. Also our target will be to keep updated always all the simulator and also to start to use some simulator on the cloud already available. Our big thoughts for the future will be to offer the same standards of service for all crew no matter of their nationality and their residence.

Therefore we are now ready to implement a complete new service as follows:

The Team Behind the Onboard Training



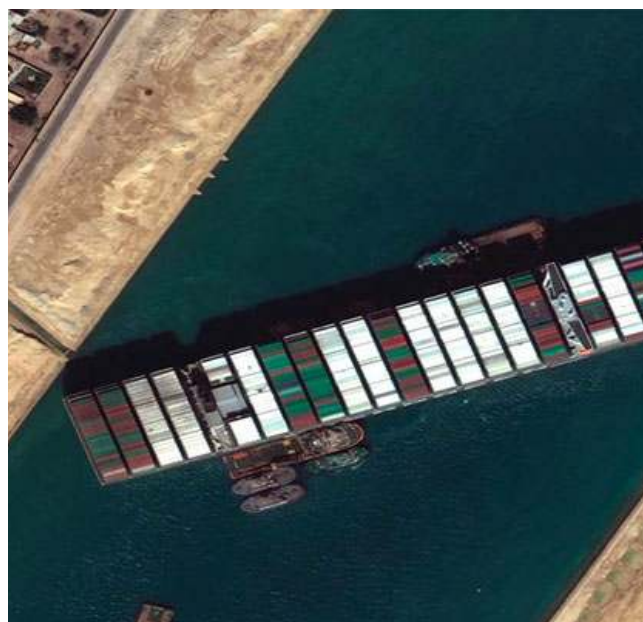
(From L-R) Athen Wallig, Estella Esteban, Patricia Lechuga, Ciara Pamaran, Myumi Glinoga

- **FULL COMPETENCE MANAGEMENT SYSTEMS**
- **ASSESSMENT AND CLOSING OF GAPS**
- **CAREER DEVELOPMENT PLAN**
- **ONBOARD TRAINING FAMILIARIZATION AND TROUBLESHOOTING FOR ME ENGINE**
- **FAMILIARIZATION WITH SCRUBBER**
- **BALLAST WATER MANAGEMENT SYSTEM**

MEET THE DREDGERS AND TUGBOATS THAT FREED THE EVER GIVEN

It's like the old saying goes: It takes a village to rescue a Golden-class container ship. More specifically, it takes 18 tugboats and a dredger over a period of six days, if we're being pedantic.

Anyhow, the Ever Given is finally free as of Monday morning thanks to around-the-clock digging and tugging, not to mention a lift from Mother Nature herself in the form of rising tide. The Suez Canal Authority threw everything it had at the effort, and when that didn't suffice, it called in the assistance of even larger machinery. Here, we're recognizing their contributions to the seemingly impossible task. ■



CARLO MAGNO

Year of Build	2006
Flag	Italy
GRT	1658t
DWT	1907
Engine Type	Wartsila
Engine Power	4001

RECENT DEFICIENCIES ONBOARD OUR VESSELS



Fire Pumps and Pipes

**Speed and distance
indicator**

Immersion Suits

Oil filtering equipment

Garbage



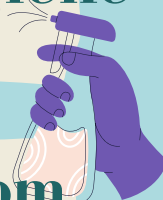
**Steam pipes,
pressure pipes,
wires (insulation)**

Furnishings

**ISM Related
Deficiency**

Food personal hygiene

**Cold room, cold room
cleanliness, cold room
temperature**



**Cleanliness of engine
room**



**Other
(Health protection,
medical care)**



InterManager tackles 'ambulance chasers' driving shipowners away from Filipino crews



Fight continues against lawyers seeking to take their cut of payouts from accidents on board vessels.

InterManager is trying to battle a phalanx of "ambulance chasing" lawyers in the Philippines who are taking cuts of death and accident payouts to seafarers' families.

But an ambulance-chasing lawyer will find the family and tell them they need legal representation to get the best deal. They will offer a no-win, no fee contract, with the lawyer receiving 50% of the proceeds.

And they may also offer to lend money at 20% interest pending the payout, so families receive much less than they otherwise would with no legal involvement.

Some lawyers may even file what are described as "outrageous" claims of \$250,000 and may be awarded more than the CBA amount.

Excess to be paid

Protection and indemnity clubs cover owners' legal costs, but eventually there will be an excess of between \$5,000 and \$15,000 to be paid.

"Ambulance chasing has been with us for some time and is making Filipino seafarers very uncompetitive," InterManager secretary general Captain Kuba Szymanski told TradeWinds.

"Owners and managers are reluctant to engage with Philippines crewing agencies for fear of being abused."

"We are also working closely with the Philippine Overseas Employment Administration (POEA) to ensure that all procedures and processes are as streamlined as possible," he added.

Augustea Agreement with CIRM SERVIZI for High Quality Medical Assistance Service



In order to better assist our seafarers at sea, Augustea Ship Manning Philippines Inc. has entered an agreement with C.I.R.M. - Centro Internazionale Radio Medico and we enroll all our vessels under CIRM Premium Service to assist the vessel 24/7.

cirmpremium@cirmservizi.it
occupational.medicine@cirmservizi.it

+39 320 2357506

In case of non replied email in a reasonable elapse of time (30-60 mins), please give a telephone call at +39 320 2357506 to ascertain correct receipt of the email.

7 IN 10 BULK CARRIERS NOT READY FOR EEXI

by Sam Chambers

Seven out of 10 bulk carriers are 'non-eco' with the Energy Efficiency Existing Ship Index (EEXI) likely coming into existence in just two years' time, something that will require urgent modifications to the existing fleet or significant scrapping. During MEPC 75 in November 2020, the International Maritime Organization approved amendments to MARPOL Annex VI, introducing an energy efficiency design index for all existing ships. Subject to adoption at MEPC 76 in June 2021, the EEXI requirements will enter into force in 2023.

Bulk carriers produced an estimated approximate 160m tonnes of CO2 last year, roughly 0.5% of total global emissions. However, while bulkers account for around 20% of the shipping industry's CO2 emissions, the bulker fleet moved around 50% of global seaborne trade in tonne-miles last year, and emitted 6m less CO2 than the containership fleet, while moving over three times as much cargo in tonnes.

Bulker fleet CO2 emissions in 2020 were slightly below 2010 levels, despite dry bulk tonne-mile demand having grown by 40%. Bulk carriers have, on average, reduced speeds by 18% since 2008, while 29% of capacity is now deemed by Clarksons to be eco, a figure in line with boxships and tankers.

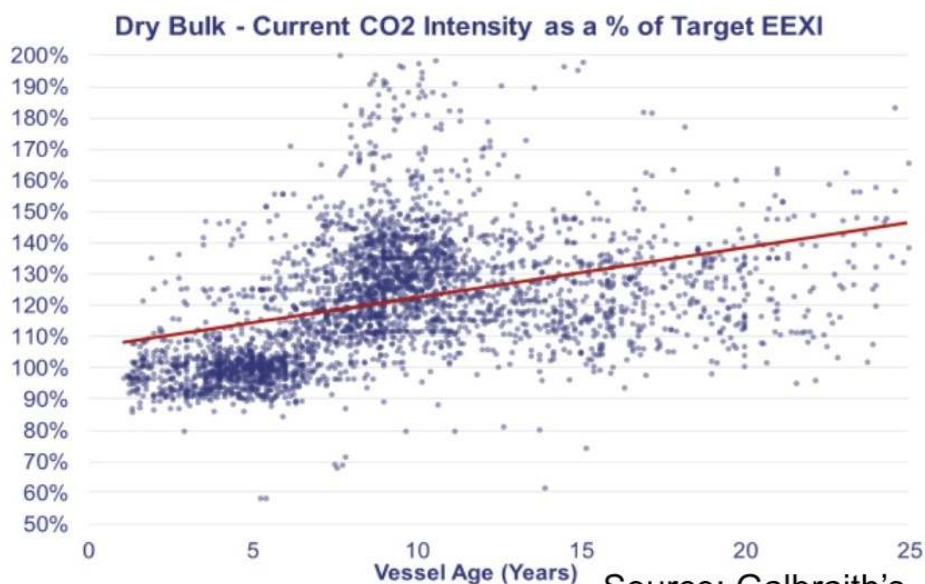
Just 77 bulker ports now offer LNG bunkering out of a total of around 1,800 ports worldwide, the Clarkson report issued on Friday states.

A report from earlier in February by another UK broker, Galbraiths, had similar numbers for the percentage of non-eco bulk carriers in operation today ahead of the crunch EEXI regulations coming into place. Large percentages of both the dry bulk and tanker fleets will require technical adjustments to reach the required EEXI threshold, Galbraiths pointed out. "It is therefore likely that vessel supply will be squeezed by vessels' average speed reducing with vessels fitting Engine Power Limit devices, an increase in dry docking and, for older tonnage, an increased incentive to scrap and for owners to look at fleet renewal," Galbraiths suggested. ■

“

THE EEXI REQUIREMENTS WILL ENTER INTO FORCE IN 2023.

”



IMEC boss argues Philippines is pricing itself out of maritime labour market

BY ADAM CORBETT

Francesco Gargiulo said claims culture is driving employers away from the shipping's leading labour supply country

A key shipping employer's leader has warned that the Philippines is pricing itself out of the seafarer labour market because of excessive injury claims filed by lawyers on behalf of mariners in the country. Francesco Gargiulo, the chief executive of the International Maritime Employers' Council (IMEC), made the comments to Marino World, a Philippines YouTube and media outlet popular with the country's seafarers.

As earlier reported, figures from the Philippine Overseas Employment Administration showed a 60% drop in Filipino seafarer deployments last year, amounting to a fall of around 300,000 jobs. The Philippines is by far the world's largest labour supply country.

Gargiulo said the drop could mostly be attributed to the pandemic but said that shipowners have since found alternatives in India and Ukraine. He is concerned that they may not return to the Philippines because of cost and other issues. "You could say this [fall] is because of cruise ships stopping," he said. ■



Coronavirus: 'Double mutant' Covid variant found in India

bbc news

A new "double mutant" variant of the coronavirus has been detected from samples collected in India.

Officials are checking if the variant, where two mutations come together in the same virus, may be more infectious or less affected by vaccines.

Some 10,787 samples from 18 Indian states also showed up 771 cases of known variants - 736 of the UK, 34 of the South African and one Brazilian.

Officials say the variants are not linked to a spike in cases in India.

The Indian SARS-CoV-2 Consortium on Genomics (INSACOG), a group of 10 national laboratories under India's health ministry, carried out genomic sequencing on the latest samples. Genomic sequencing is a testing process to map the entire genetic code of an organism - in this case, the virus.

The genetic code of the virus works like its instruction manual. Mutations in viruses are common but most of them are insignificant and do not cause any

change in its ability to transmit or cause serious infection. But some mutations, like the ones in the UK or South Africa variant lineages, can make the virus more infectious and in some cases even deadlier.

Virologist Shahid Jameel explained that a "double mutation in key areas of the virus's spike protein may increase these risks and allow the virus to escape the immune system". The spike protein is the part of the virus that it uses to penetrate human cells. ■

UPDATE ON COVID-19 INFECTIONS

The Philippines' tally of coronavirus disease 2019 (COVID-19) cases rose to 1,020,495 on Wednesday with 6,895 new infections as five laboratories failed to submit data on time.

Data from the Department of Health (DOH) showed the total number of active cases in the country has gone down to 67,769.

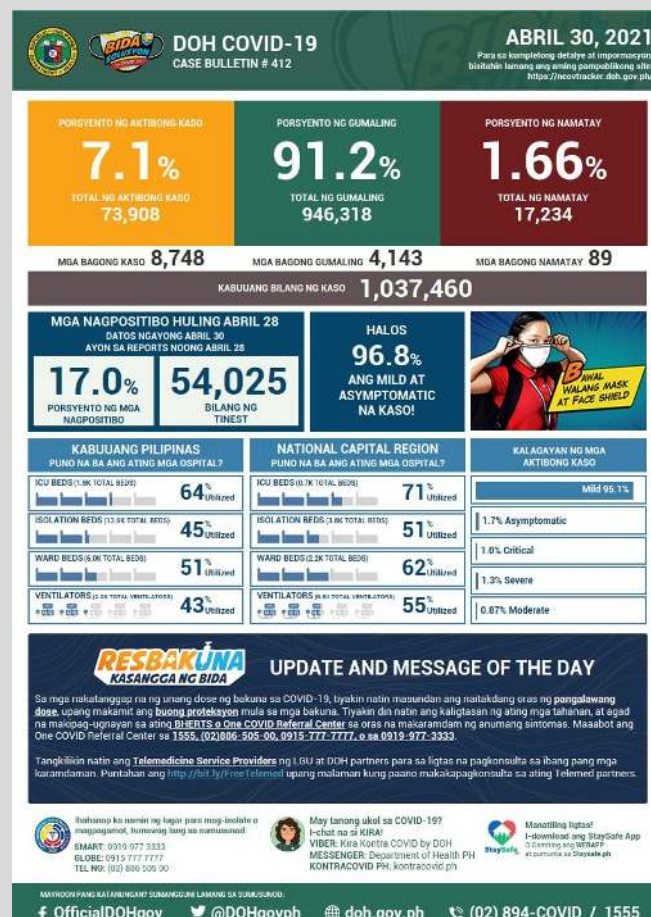
Of this, 94.9% are mild, 1.6% are asymptomatic, 1.4% are severe, and 1.1% are in critical condition.

Meanwhile, 10,739 more patients have recovered from the illness, bringing the total to 935,695, while 115 new fatalities brought the death toll to 17,031.

Data also showed that 63% of the country's intensive care unit beds are in use while 47% of the mechanical ventilators are occupied.

The Philippines has imposed a travel ban on all travelers from India amid the deadly resurgence of the COVID-19 in the South Asian country starting April 29, 2021 and will last until May 14.

The DOH said the travel ban also covers Filipinos living there.—LDF, GMA News



Filipino Seafarers Now Included in Priority List in the National COVID-19 Vaccination Program

[courtesy of Department of Transportation]



The world's seafarers need our help and as ship and crew managers we must work together to do all we can to ensure that their lives and livelihoods are protected.

Filipino seafarers get a closer shot at getting vaccines against COVID-19 as the Inter-Agency Task Force on Emerging Infectious Diseases (IATF-EID) approves the recommendation of the Department of Transportation (DOTr) to include them in the priority recipients listed in the government's national vaccination rollout.

From falling under B3 (Other essential workers) or B5 (Overseas Filipino Workers) in the Vaccination Priority Framework, the Inter-Agency Working Group has requested for the reclassification of Filipino seafarers to A4 (Frontline personnel in essential sectors, identified by the IATF as essential during ECQ).

This makes the seafarers move to top 4. Filipino seafarers are declared key workers globally and locally; Filipino seafarers are considered mobile, frequently enter various ports across the world; and shipping companies prefer their workforce to be vaccinated to ensure that their operations will remain smooth, unhampered, and somehow immune to the severe effects of COVID-19.

“The working group is in the unified position to push for the prioritization of Filipino seafarers in the country's COVID-19 vaccination program to secure their employment, and to ensure the safe shipping operations of essential goods amid the pandemic,” Asec. Vingson said.

UPCOMING Activities

Campaign on Healthy Foods

Survey on Psychological General Well-Being

Social interaction matter

8 KEY PRINCIPALS ON HUMAN FACTORS

The following principals describe OCIMF approach to human factors and are based on those from oil and gas, aviation and nuclear industries.

People make mistakes



It matters how leaders respond when things go wrong and take opportunity to learn



People's actions are rarely malicious and usually make sense to them at the time



Mistakes are typically due to conditions and systems that make work difficult



Leaders contribute in shaping conditions that influence what people do



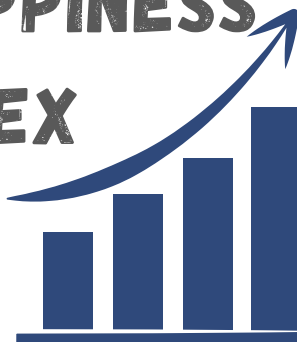
Plan, tools and activities can be designed to reduce mistakes and manage risk better

Understanding the conditions in which mistakes happen help us prevent or correct them



People know the most their work and are key to any solution

SEAFARERS HAPPINESS INDEX



This edition of the Seafarers Happiness Index focusses on the impact of COVID-19 and particularly those areas of seafarer life, such as workload, social interaction and shore leave, where the effects of the pandemic are being felt the most.



POSITIVE CHANGES

Contact with family
6.91 ↑ from 6.90



WORKING HOURS AND REST

Workload from
6.03 ↑ from 6.03



SHORE LEAVE

Shore leave
5.25 ↓ from 5.53



SOCIAL INTERACTION

Interaction with crew
7.24 ↓ from 7.25

“

*What makes
your crew
happy at sea?*

World Maritime Theme 2021

The Day of the Seafarer campaign (DotS) will be celebrating its 11th anniversary on 25th of June and pays tribute to seafarers, acknowledging their sacrifice and the issues they face. This dialogue will take place under the hashtag #FairFuture4Seafarers on all IMO social media channels.





A few tips for organizing effective toolbox meetings

BY JERRY IN AEC BUSINESS TIPS

The toolbox meetings will be organized by project leaders or site managers

This shows that they are also involved and that they value safety. If it was just the person who is responsible for the safety, the safety officer, who would organize it, it would soon be regarded as yet another boring required participation. The safety officer can give the necessary instructions to the project leaders.

CHOOSE A CURRENT SUBJECT



Has there recently been an incident or has somebody been injured? Has there been anything on the news lately which concerned safety in the construction industry? Did we just start on the elevated construction? Then choose that subject, rather than something that is less current or immediate. You can find inspiration here for possible toolbox meeting subjects.

DRAW UP A SCHEDULE



Toolbox meetings are often scheduled on a monthly basis. Communicate the schedule at the start of the project with the parties involved so that everybody is aware of them and there are no excuses to not attend. The toolbox meetings are best held in the morning so the contents are retained better.

KEEP IT SHORT AND TO THE POINT



A good guideline for the duration of a toolbox meeting is 10 to 15 minutes. Anything longer than this tends to lead to loss of concentration and the main message may get lost.

DOCUMENT THE MEETING



Document who was present, what was discussed and which agreements were reached. These minutes are required anyway when checked for compliance for certifications. If you work with ArchiSnapper, you can make a checklist for toolbox meetings so you can easily document the toolbox meeting in a report, immediately at the worksite.

What is a Toolbox Meeting?

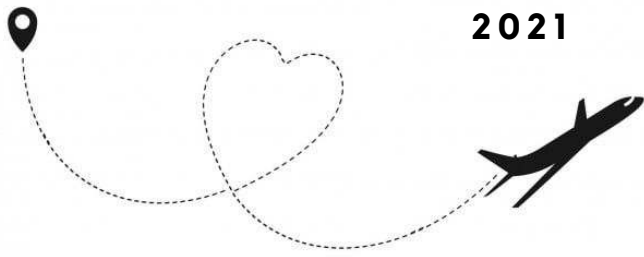
A toolbox meeting, or toolbox talk, is a short periodical consultation at work, intended to make everybody aware of the different safety aspects and dangers at the work sites to increase the safety in the workplace. Toolbox meetings are mandatory in many countries to obtain and maintain certain certificates.

The secret to having successful toolbox talks is found in discussing the work situations that directly impact the personal safety and health of the employees.

Never forget that a severe accident can cost an employee his health and his career, while it may cost the company millions in compensations.

Safety

in the construction sector usually receives insufficient attention as long as there are no severe incidents. After a longer period of time without any incidents, the attention tends to fade, which increases the risk. Toolbox meetings are an ideal way (15 minutes per month per project) to bring the theme safety back into the limelight with all employees in order to create a safer worksite.



2021

CREW CHANGES

CNVFILLM FF1



23 ►

CANVA STORIES

AQUASALWADOR

- 1) 2M ORBILLE SICAD
- 2) 3E JOJI TIAMZON
- 3) ETO AARON FORTO
- 4) AB RYAN VALIENTE
- 5) AB DOMINGO CIRILOS IV
- 6) FTR CHRISTOPHER ROMAREZ
- 7) OLR MARK BRENDON SERINO
- 8) WPR LUIS CABASA
- 9) CCK FRANK DEMONTEVERDE
- 10) BSN GELO CABAUG
- 11) MSM RUEL MAHINAY

CNVFILLM FF1



23 ►

CANVA STORIES

LDN FORTUNA

- 1) MST VENTURES, FRED
- 2) CM GABIO, CARL JOSEPH
- 3) CE RAZON, JERELITO
- 4) CCK BUAN, RANDY

ATTENDING SUPERINTENDENT
CE DE JESUS, RODOLFO
CM HERNANDEZ, JONATHAN

2021

CREW CHANGES

CNVFILLM FF1



23 ▶

CANVA STORIES

STAR CLAUDINE

- 1) CM CRESENCIO GELERA
- 2) CE ROLLY AYCO
- 3) ETO MANUEL ADRIAN CUBILLO
- 4) 3M ACEMOND PEREDO
- 5) BSN MAGNO OREIRO
- 6) AB SAMUEL FLAVIER
- 7) AB FREDERICO GARCES

CNVFILLM FF1



23 ▶

CANVA STORIES

AQUABELLA

- 1) MST BILLY FIGURACION
- 2) CM JOSE BRUSSET BEJARASCO
- 3) 3M LOUIE MACUTO
- 4) 3E JUPRIE CAPANGPANGAN

VESSEL INSPECTION

APRIL 2021 ISSUE NO. 2

Manila, Philippines

In March, these are the following vessels that our Superintendent were able to attend and inspect whilst the vessel is in anchorage in Manila.

AQUASURFER
AQUASALWADOR
AQUAHOPE
AQUABELLA
AQUAGENIE
AQUATONKA

STAR CLAUDINE

Condition Summary

I attended on board the subject vessel 08th until 09th of Mar. year 2021, while at Manila Bay Anchorage; a complete round inspection of the vessel was taken with the assistance by the service boat. Therefore, all sides, above the water line, were available for inspection. The vessel is managed by CTM; the inspection was carried out in the company of Mr. PAQUIBOT Chief Officer and Bosun, during the inspection on deck and accommodation, and Mr. TUMULAK, 2nd Engineer, in the Engine Room. Capt. Fernando Dela Cruz and CE Vega actively participated in the inspection. The 2E Engineer and the Chief Officer were co-operative.

Capt. Arvin Madrones
Attending Superintendent for Vessel Inspection





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fro different types of vessels.

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following link below:

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respect to the seas