

Issue
No.

4

SAILING FORWARD

July
August
2021

The Official Newsletter of Elburg Shipmanagement



ELBURG SHIPMANAGEMENT PHILS., INC.
ONE CREW, ONE HORIZON



IN THIS ISSUE

- 03** Message from the Desk
- 04** New Vessels under Management
- 05** Crew Promotion
- 06** Drills
- 10** Feature Story
- 12** Human Factory
- 14** Life of the Crew Onboard
- 16** Maritime News
- 18** Crew Changes



Cover Photo courtesy of OS Aljon Manlangit. A portrait of his colleague Jr.4/E Cristito Penaflor.

MESSAGE FROM THE DESK

We are already on the 4th Edition of the magazine; therefore, we would like to ask for your cooperation for any updates / stories that we are planning to include in the company's magazine. Please feel free to approach us with something that can be of interest of everyone that may help us to better provide you with more information.

The most important thing although unfortunately is still affecting our job is the COVID-19. Practically, all the Asian countries except for the Philippines and Japan are strictly implementing the COVID-19 protocol which hinders us to perform the crew change. Some of the difficulties are due to the requirement of prolong quarantine and imposing several restrictions that are very hard to comply with. In view of the situation in the Philippines, we are experiencing another wave of contagious disease mainly caused by new variants that are continuously coming out through various experiments conducted all over the world.

Finally, the Philippine government started to implement the protocol for the vaccination of the seafarers and at this stage, 70% of our crew ashore were already vaccinated at least on their 1st dose. Our fight is still long but we are doing all what we are capable to keep our crew vaccinated prior joining the vessels. The cases onboard are still a lot and normally coming from seafarers where crew changes were done for quite long time. This means that the virus was engaged during the stay of the vessel in port. Therefore, we would like to take this opportunity to remind all of you to strictly follow the protocol for the COVID-19 and avoid as much as possible to interact with the shore people. We would like to advise also that some crew who were already vaccinated were found positive in the RT-PCR test and as you can imagine, this has caused problem for the commercial operation of the vessel. Therefore, the use of hygiene kit provided, social distancing and following all safety related COVID-19 protocols will remain the sole system to avoid the infection to COVID-19.

During the last 2 months, the Annual Report was released from the Port State Control and in this magazine, we will try to give all of you the updates of the most common deficiencies detected and the area where the inspection takes place.

As normally done, every November, we will organize the Crew Conference together with our Clients and Seafarers. We still do not know if how we will do the conference this year, but we would like to remind all of you that your suggestions will be gladly appreciated and this for sure will be opened until the end of October.

Despite all the difficulties, we are very happy to show to you the contents of the magazine such as but not limited to crew changes performed during the last 2 months, promotions of our crew that we are very proud to report and other updates.

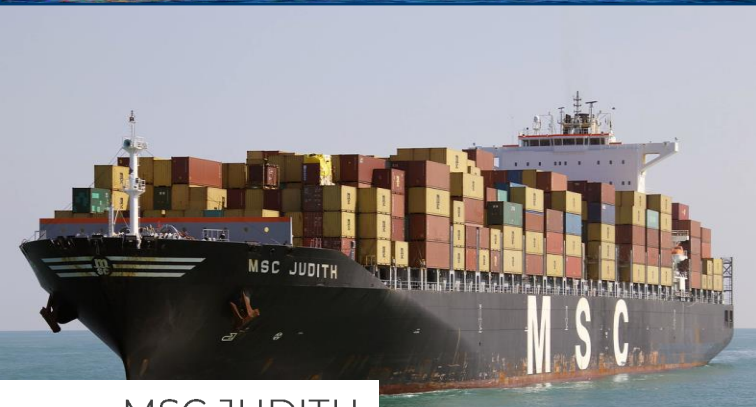
While we would like to take this opportunity to thank everyone from the bottom of our heart for your understanding, professionalism and patience that you are having during this period and for crew that we were not capable to relieve on time. We would like also to advise that from our side we will do our utmost to secure the vaccination of all our seafarers as much as possible for our crew onboard particularly our ashore crew. We want again to remind all of you to please keep safe and healthy.

Captain Nicolo Terrei





NEW VESSELS UNDER MANAGEMENT



MSC JUDITH



MSC PAMELA



MSC VALERIA



MSC FLORENTINA



S'HAIL AL WAJBAH



BLOOM



PHOENIX 1



LILA SHANGHAI

CAREER DEVELOPMENT PROGRAM

CREW PROMOTION



C/E CABANSAG ROMANITO
Favola

He is one of our pioneer crew when he started in 2007 as Engine Cadet onboard tanker vessel. He became 2E in 2020. He was now promoted to Chief Engineer onboard MT Favola in August 2021 at the age of 35.



2/E SEBIAL MONNY
Astra N

He joined the company in 2018 as 3E in Nomikos fleet. After 2 contracts, he was promoted 2E onboard Astra N in July 2021.



3/E MARAÑON MARK ANTHONY
Zagara

He is part of our Cadetship Program in 2013 for tanker vessel. In 2016, he was then part of our CDP and has been promoted onboard as 3/E.

An investment in knowledge pays the best interest ”
-Benjamin Franklin



3/O BUAL JAYPEE
Phoenix 1

He is part of our Cadetship Program way back 2011 as Deck Trainee. On August 2021, he was promoted as 3/Off when he joined Phoenix I.



4/E MACABUHAY ARIEL
Aigran D

Mr. Macabuhay is also under our Cadetship Program in 2016. After 4 contracts of sea experience, he joined the vessel as 4E in July 2021.



JR.4/E DEL MAR MIZRAIM
Alessandro DP

He is also one of our home grown cadets in 2016 and was always under tanker vessel. In July 2021, he went onboard as Jr 4Eng for the first time.



DRILLS ONBOARD

Abandon Ship Drill

Often an abandon ship drill is treated as an afterthought to another drill.

Just as importantly, accidents during lifeboat drills – mostly involving hook on-load release systems when lowering or recovering the lifeboat – continue to occur.

Preparation

Complete a full risk assessment prior to the drill – DRILLS MUST BE SAFE!!

This should include assessing whether the weather, environmental conditions, and situation allow for safe lowering, operation and recovery of the lifeboat(s) by the crew. Use appropriate fall prevention devices and ensure crew are confident in their use. Check operational status and all maintenance is up to date for the relevant emergency equipment.

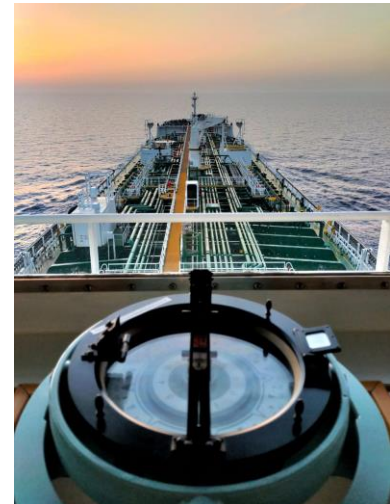


Bridge Team

- Location: Bridge
- Group leader: Master

Learning Objectives

- Demonstrate use of GMDSS: remember this equipment isn't just bridge radio equipment!
- Show the team where to locate the search and rescue transponders (SART) and how they work
- Using the test function, show the team the concentric circles on the 3cm radar (if there are no other vessels in the area)
- Show the team the Emergency Position Indicating Radio Beacon (EPIRB), explain how it floats free and how to manually remove it from its position.
- Demonstrate the location and use of the GMDSS handheld radios, point out to the team where the spare batteries are.
- Explain the content of the contingency plans relating to abandon ship and where they can be found. Check all relevant situations are addressed in the plans and that the contents are accurate.
- Understand record-keeping. Describe how training records should be maintained, remembering that these may prove to be valuable evidence in the event of an incident.



Lifeboat Team

- Location: At one of the liferaft muster points
- Group Leader: 3rd Mate

Learning Objectives

- Run through individual responsibilities in the event of an abandon ship according to the muster list, stressing the importance of understanding their duties. This should include knowing the location of equipment that need to be gathered prior to mustering.
- Show the team where the nearest lifejackets and immersion suits are.
- With all fall prevention measures in place, the team should board the boat, donning lifejackets. They should locate a seat, then be asked to put on their seat harness. This can demonstrate how difficult this can be.
- Demonstrate how to operate the cabin lights.
- If fitted, explain how the oxygen and sprinkler systems work.
- Show the team where to locate the lifeboat loose equipment. Explain how it works and what it is for, including the pyrotechnics.
- Show them the emergency steering, how to set it up and its operation.
- Explain how to start the engine, let them try to start it. If possible (and the cooling system allows it), run the engine ahead and astern.
- Explain how the lifeboat lowering mechanism works and where to locate the instructions, reminding the team that the SOLAS manual in the messroom is an additional valuable source of information.





Liferaft Team

- Location: At one of the liferaft muster points
- Group Leader: 3rd Mate

Learning Objectives

- Discuss the importance of mustering promptly. The type of vessel and the nature of the incident that leads to an abandon ship situation can have a great bearing on how little time the crew might have in an emergency.
- Run through everyone’s responsibilities: remind the team that they have individual responsibilities that they must know how to complete themselves in the event of an abandon ship situation. This may include collecting GMDSS equipment or additional water and food – ensure everyone knows where these are stored.
- Show the team the location of nearest lifejackets and immersions suits – everyone should don an immersion suit and lifejacket to make sure they can do this quickly and correctly.
- Explain to the team how the hydrostatic release unit (HRU) works on the rafts and how to check it is attached correctly.
- Explain the manual launching sequence of the rafts. Show the team how to locate the instructions, reminding them that the SOLAS manual in the messroom is an additional valuable source of information.
- If the raft launching arrangements are davit-type, or the vessel has a marine evacuation system (MES), spend time on how they work and their use.
- Ask the crew on what equipment they will find in the raft when it is inflated. Ensure they know how to use the pyrotechnics and when they should be used.



All parties

- Location: At one of the lifeboat muster points
- Group Leader: Chief Officer

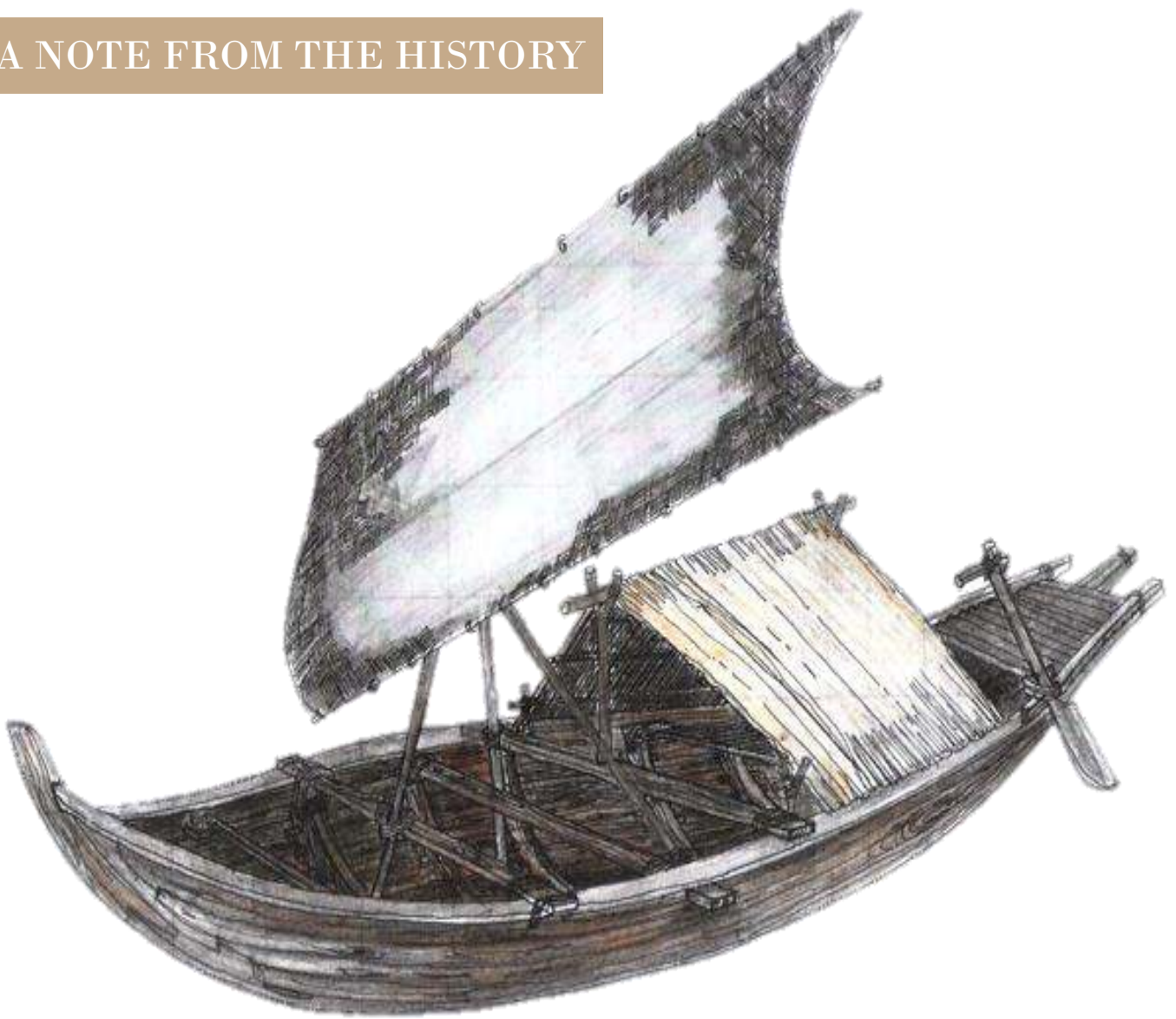
Learning Objectives

- Muster all the teams together at a safe distance from the lifeboat.
- Describe the launching and recovery process – referencing company standing orders.
- Explain why incidents have happened in the past that has led to serious injuries and fatalities.
- Testing of the launching arrangements will depend on the type of system on board your vessel.
- For lifeboats lowered by means of falls, inspections and testing of launching arrangements are to be performed in accordance with SOLAS Ch.III Reg.20. For example, operate the winch brake on the vessel, ensuring no crew on board the lifeboat, lower the boat to the point where the auto-releasing gripes become free. Or follow the test requirements for the lifeboat on the vessel.
- For free-fall lifeboats, simulated launching should be carried out in accordance with the manufacturer’s instructions.
- Remember to log all tests and lifeboat launchings.

Debriefing

- Drills are about learning and not just as a task to satisfy regulatory requirements
- Assemble all groups and then each group leader should highlight any lessons learned and encourage questions from the team. Don’t forget to highlight what went well and give praise where it’s due.
- It is extremely important to emphasize that individuals must know and fully understand how to conduct their responsibilities in the event of an abandon ship drill. A common Port State Control deficiency is where it is observed that the crew know what it says on the muster but do not know how to carry out their allocated responsibilities properly. No matter how small your responsibility seems, your role is likely to be essential.

A NOTE FROM THE HISTORY



"Shipping is a noble activity, useful beyond all other undertakings to mankind. It exports what is in excess, it provides what is lacking, it makes the impossible possible, it joins together men from different lands and makes every inhospitable island a part of the mainland, it brings fresh knowledge to those who sail, it refines behaviour, it brings friendship and development to all, it consolidates life by bringing together all that is most human in people"

*George Pachymeres,
Byzantine Greek Philosopher and Historian
1210*

No one reading this message can tell that this was created some 3000 years ago but we found this phrase very much addressed especially in this particular period of modern era.



TOP REASONS WE MUST THANK OUR SEAFARERS

Photo credit AB Laurence Gallentes

For the past thousands of years people from around the world have been sending goods through sea ways. From the clothes people wear to the food they eat, almost everything today is brought to them through ships. The shipping industry, also termed as the invisible industry by many, is crucial to the existence of the global economy, yet very few people have any idea what happens at the high seas. It is an industry which is secretive and fascinating at the same time.

But as vital as the industry is to the world and its people, equally important is the work of the brave seafarers who perform one of the toughest jobs in the world by running those massive ships through the roughest seas and riskiest areas. If it hadn't been for them, the global trade would come to a stand still, people would be devoid of their basic necessities and some nations would find it extremely difficult to even survive.

If you make an effort to go beyond their smart uniforms and fancy travel schedules, you will be able to see the tough lifestyle they live and the hardships they endure at sea to make sure the world and its people continue to enjoy their life on shore.

Here are some of the most important reasons (among million others), for which, each and every seafarer needs to be thanked from the greatest depth our hearts.

1. SEAFARERS RUN THE GLOBAL ECONOMY

90% of the world's food, fuel, raw material and manufactured goods are delivered by sea. Nearly all things sold world wide are transported through ships, which need skilled seafarers to operate, maintain and repair. What would happen to the world if the ships and seafarers didn't work? Needless to say, the world would come to a halt and the people would be devoid of their basic necessities.

2. SEAFARERS SACRIFICE THEIR SOCIAL LIFE

One of the biggest difficulties seafarers face in their life (not out of choice) is staying away from their loved ones while they carry out their duties at sea. Missing birthdays, family events or brother's wedding is the price they pay to ensure that the cargo reaches people on time. There are many seafarers who have missed every single birthday celebration of their kids. Some haven't been able to attend funerals of their loved ones. It is a tough choice they make to earn a livelihood for their families, but the pain of going away from the family doesn't deter them from performing their duties.

If it hadn't been for them, the global trade would come to a stand still and some nations would find it extremely difficult to even survive.

3. SEAFARERS FIGHT THE TOUGHEST SEAS AND ROUGHEST WEATHER

Taking cargo from one port to other often involves facing ugly storms and monstrous waves. A sea isn't as friendly as it seems when watched from shore. In spite of all the latest technological advancement, a seafarer at sea is at the mercy of nature. Several ships sink each year because of storms and rough weather, but that doesn't scare a seafarer – They are born for such conditions. So while people on land work in their extremely cozy offices with ultra luxurious amenities, *people at sea work through sickest and unfriendliest conditions to ensure that businesses around the world do not stop and those on land continue to enjoy their comforts.*



4. SEAFARERS RISK THEIR LIVES THROUGH PIRACY AND WAR ZONES

According to a report, more than 100,000 seafarers at any one time either travel or are planning to go through the dangerous piracy affected areas. Even today, events of piracy have not stopped. But in spite of all the risks and fear, seafarers continue to do their duties through these dangerous areas. The “Piracy Zones” covers one of the most important sea trading routes for food, raw materials, and manufactured good. Nearly half of the world's seaborne oil supply passes through these pirate-infested areas. Just imagine what would happen to the world economy if seafarers refuse to work in these areas? You already know the answer.

5. SEAFARERS FACE EXTREME HEALTH HAZARDS

Working on ships is not easy. Visit a ship and you will know. Seafarers are prone to several specific diseases and illnesses because of the nature of the work and

continuous travel to new places. Apart from physical hazards such as diseases and injuries caused due to accidents, seafarers also fall prey to psychological problems such as homesickness, loneliness and fatigue, a part and parcel of their life at sea. Moreover, if something happens onboard there are in most cases no possibilities to turn to an expert and get extra medical help. Seafarers have to manage everything themselves when at sea. But no matter how many risks they have to face working on board ships, they continue with their jobs and face the health hazards quite bravely by acquiring knowledge and training themselves for the worst medical emergencies. What would you do if you break your bones while working and do not have to a doctor or hospital to attend you immediately? Well, *seafarers perform some of the most dangerous jobs without a doctor around.* Source: <https://www.marineinsight.com/life-at-sea/10-reasons-you-must-thank-seafarers/>

**TO ALL THE SEAFARERS,
THANK YOU FOR ALL YOUR
HARD WORK!**



In this photo : AB John Melvin Mirafuente



PRINCIPALS ON HUMAN FACTOR:

MISTAKES ARE DUE TO CONDITIONS AND SYSTEMS

This principle on human factor is highlighting the importance of not putting the blame on a specific person for an incident but try to see why the system allowed it to happen. A poorly designed activity might be prone to a combination of errors and more than one solution may be necessary. Incident investigations should seek to identify why individuals have failed rather than stopping at 'operator error'. In any case, human failure is normal, predictable and, most importantly, manageable.

7 KEY ITEMS FOR EFFICIENT OPERATIONS



Management systems

1

Documentation control, investigation management, risk management and project management are vital

Procedures

2

It is important all procedures to be accurate, human-engineered and enforceable

Human factors engineering

3

Work areas need to be designed with human factors and human capabilities in mind

Training

4

On the job training and skills development are necessary for critical tasks and activities

Supervision

5

Pre-job briefs, walkthroughs, presence and instructions to workers are necessary

Communication

6

Provide feedback on what needs to be achieved and the proper way to do it

Assess Individual Performance

7

Evaluate all conditions that could potentially create cognitive overload i.e. fitness for duty,, complexity and task design



HUMAN FACTOR:

According to the European Maritime Safety Agency (EMSA) 2019 report on “Annual overview of marine casualties and incidents 2019”, 2 out of 3 of all incidents (between 2011 to 2018) were contributed by human factors. The top factors include (1) Lack of Safety Awareness, (2) Inadequate Work Methods and (3) Poor Planning and Coordination

Safety
Awareness
10.5%

Inadequate
Work
Methods
10.2%

Planning &
Coordination
8.5%

Mental and
Psychological
7.7%

Lack of
Knowledge
7.2%



Incident investigations identify human failure as the key cause of almost all accidents, creating the impression that people cause incidents. However, human error is not simply a feature of individual failure, but is caused by workplace factors, equipment, and task design, among others. Mistakes are typically due to conditions and systems that make work difficult.



LIFE OF THE



“ Life is like a voyager who, as he sails, is not indifferent to all the beauty of the sea around him.



CREW ONBOARD



They are one of the very few people in the world, who understand the true value of family and work.





PHILIPPINES SEAFARER DEPLOYMENT FALLS 54% DURING THE PANDEMIC

The Philippines status as the world’s largest supplier of seafarers took a huge hit in 2020, with Covid-19 leading to lockdowns, causing the crew change crisis.

More specifically, according to Philippines Overseas Employment Administration (POEA), the total number of seafarers deployed overseas from the country fell 54% in 2020 to 217,223, in comparison to 469,996 in 2019. The largest fall was reported in the non-maritime sector, such as hotel staff to cruise ships. What is more, the number of officers onboard international vessels also fell 48%, while the same happened to lower ranks, which reported a 44% drop in numbers deployed in 2020.

On the other hand, the cargo shipping sector held up well as far as volumes are concerned, but the crew change crisis hugely affected many major crewing nations in Asia.

As for the Philippines specifically, it faced strict lockdowns that have affected both international and domestic travel. According to figures, the Philippines green lane for seafarers opening at the beginning of July last year has been limited in ability to normalize the crew change process.

In this photo: AB John Keano Nate

Philippines Rolls Out Vaccination Programme For Seafarers

Around 30,000 Filipino seafarers are to be vaccinated within June, as the country is rolling out a nationwide vaccination program for its seafarers in the facilities of the Association of Marine Officers’ and Seamen’s Union of the Philippines (AMOSUP)

A statement by AMOSUP revealed that the use of their Seamen’s Hospitals in Manila, Cebu, Iloilo, and Davao was approved by the technical working group (TWG) composed of key government agencies, including Marina, POEA, Overseas Workers Welfare Administration, Department of Labor and Employment, Department of Health-Bureau of Quarantine, Association of Licensed Manning Agencies, and the Joint Manning Group . The schedule of vaccination will be based on the deployment plan that the domestic ship operators and local manning agencies will submit to the Philippines Marine Industry Authority every month.

Seafarers will then be instructed to register through Marina’s Seafarers Covid-19 Vaccination Platform. Marina also informed of an extension in the validity of STCW certificates up to 31 December 2021, as a temporary contingency measure amidst COVID-19 pandemic. In addition, all certificates expiring from 1st July to 31 December 2021 shall be extended for one more year.

Earlier this week, Philippines Department of Transportation also extended the travel ban for travelers coming from seven countries:

1. Oman
2. United Arab Emirates
3. Pakistan
4. Bangladesh
5. Nepal
6. Sri Lanka
7. India

Philippines is a major seafarer supply nation for the global shipping industry, with 730,651 active seafarers according to Marina data.

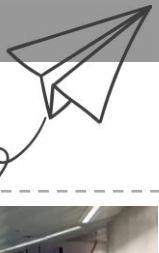
COMPANY NEWS

Our application for scholarship grant for our seafarers under the Roster Program is already open for interesting applicants. If your son or daughter is on the top of his / her class, you may proceed to submit the application and requirements now.

SCHOLARSHIP PROGRAM SY 2021

Deadline for submission of
application is on October 31, 2021

For inquiries, you may send an email to our Crew Welfare Advocate Officer at welfare@elburgshipmanagement.com.ph for more details.



CREW CHANGES



S'HAIL AL RUWAIS



KORSARO



LILA SHANGHAI



AEC DILIGENCE



ALESSANDRO DP



VENEZIA D



LAGUNA D



VENEZIA D



RUBICON



ASTRA N



S'HAIL AL KHOR



GRETA K



SHOGUN



ALKYONI



SAN SEBASTIAN



GIOVANNI DP



ANGELE N



PHOENIX 1

ONE CREW ONE HORIZON



16F & 17F Philippine Axa Life Centre
Condominium Corp.
1286 Senator Gil Puyat Avenue corner
Tindalo Street, 1200
Makati City, Philippines
Phone : (+632) 8817-0971
(+632) 8823-0979
www.elburgshipmanagement.com.ph

BE PART OF OUR TEAM

APPLY NOW

We are in need of various ranks for
different types of vessels.

You can apply through the following
link below:

<https://elburg.crewinspector.com/public/>

Follow us:



ElburgShipmanagement