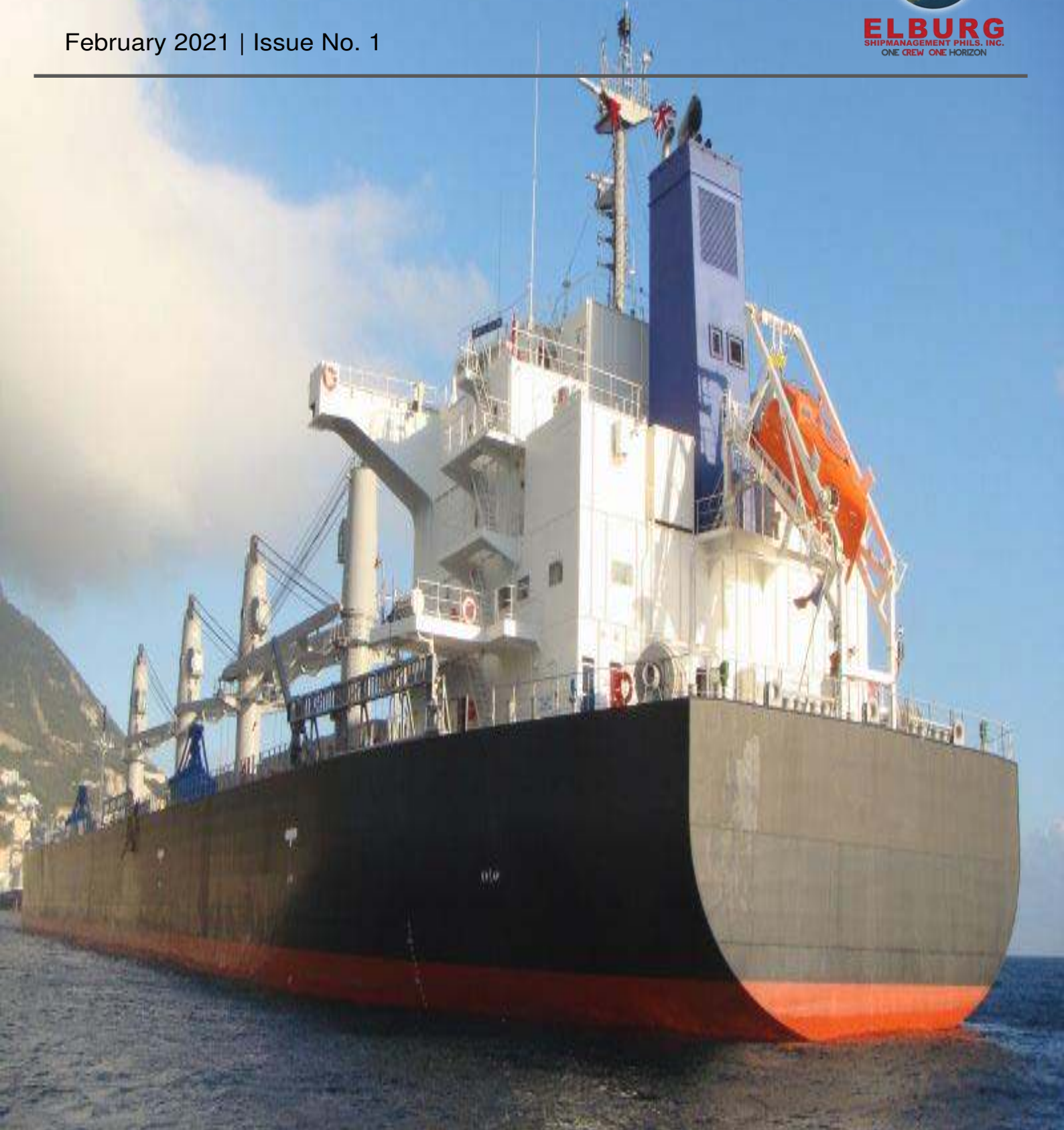


SAILING FORWARD



February 2021 | Issue No. 1

ELBURG
SHIPMANAGEMENT PHILS. INC.
ONE CREW ONE HORIZON



“Seafarers are key workers”



in this issue

Message from the Desk

Company News

New Vessel Acquisition

Renewal of POEA License

Onboard Training System

CIRM Survey Result

Media: Make or Break

Crew Changes



Maritime News

Pandemic puts Philippines' crewing industry in crisis as placements collapse

Has Covid called time on a golden era of Filipino seafaring?

Managing Suspected COVID-19 cases onboard

RENEWAL OF POEA LICENSE

On February 22, 2021, POEA has approved the license renewal of Elburg Shipmanagement as an accredited Manning Agency in compliance to ILO/MLC 2006 as Recruitment and Service Provider for Filipino seafarers.

The license is valid until April 2025.

POEA-014-SB022221-R-MLC



Message from the desk



The era of digitalization and new technology is getting strongly in the Shipping Industry and from our side, we would like to use these modern tools to be more in contact with you as our seafarers. As always and we can say that in my 25 years in this industry, I am dealing and cooperating with Filipino crew and all those years, your loyalty, appreciation and competency were and will be always for me the spring that will push me always to be present and available for all of you. Along the years

we did a lot of things together and allow me to say that we grow up together. This period is marked by the pandemic due to COVID-19 and require all of us much more of our time and attention especially the matters concerning the crew changes. Last year we were able to do all the crew changes with a lot of deviation of the vessels in Manila. This year, although we don't know if the COVID-19 will end in few months, we can say that we are more prepared and it is our intention to perform the crew changes timely. This little space allotted for my personal point of view is for the source of news and updates from the company and my intentions could be also the tools to keep me in constant connection with all of you. We have a lot of new things that we would like to introduce this year with the intention if possible, to make your life more comfortable and safer even if you are far away from home. I do hope that this can help us to improve our services to our Owners who are completely committed with us.

This magazine will be issued every 2 months and from the next issue we would like that our crew will be part of it and will participate.

Thanks for your time.

Regards,

Capt. Nicolo Terrei
Director



Elburg has maintained its steadfast relationship with its Principals in spite of the challenging times. Additional vessels for A.M. Nomikos and Mediterranean Shipping Company were added making a boost to its growing fleet.

Elburg is happy to announce that on January 2021, it managed its 22nd vessel with A.M. Nomikos - Marshall Island flagged Bulk Carrier vessel, Aphros.

Furthermore, an addition of 2 new container vessels were added for MSC fleet namely MSC Teresa and MSC Maria Saveria.



A P H R O S
B U L K C A R R I E R



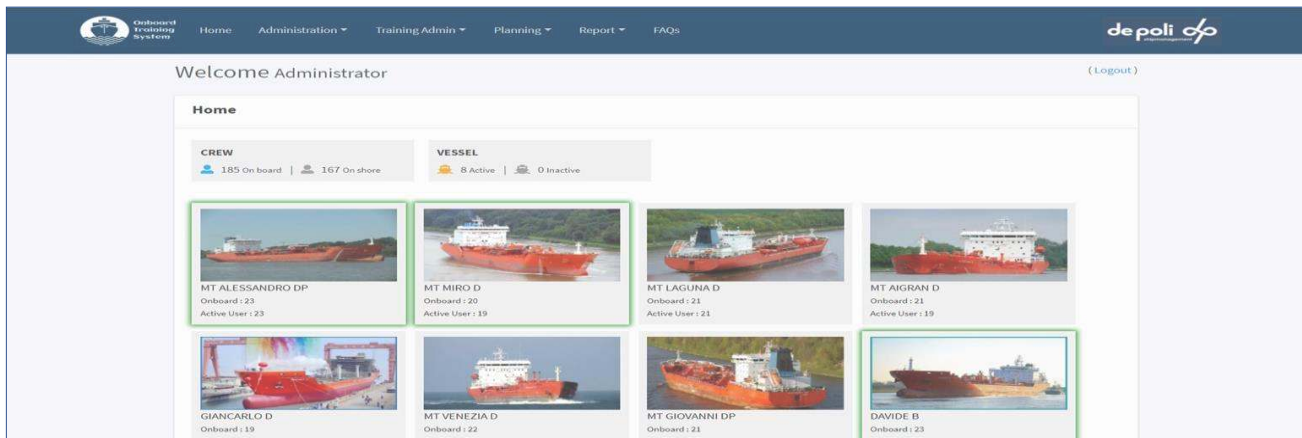
M S C M A R I A S A V E R I A
C O N T A I N E R S H I P



M S C T E R E S A
C O N T A I N E R S H I P



Launching of the ONBOARD TRAINING SYSTEM



As already anticipated in our previous meetings, please be informed that we were able to complete last few weeks the platform for the Onboard Training for some Owners. As you may already know, the advantages of the new system are (i) we can use onboard the library of more than 1000 between the E-learning system, (ii) computer-based training and (iii) PowerPoint materials. The laptop that we put onboard will work as a server and at the moment we have 8 vessels of the other fleet that we were able to connect, and we are already starting to transfer from RINA ACADEMY using share point for synchronization of the portal.

Recently, we were also able to connect with the vessels to our portal in order to have the full data related to the training of seafarers and also to use the electronic format of appraisal report. We will also give access to the vessel for the library of the training so that if the Master will detect some weaknesses of seafarers onboard, he can assign to the crew an additional training to cover up the GAP.

The skyroam device while in port is capable to be used as WIFI and can handle 15 connections, this capability can be used by the crew to download with their cellphone the CBT of OCEAN LEARNING PLATFORM that is the new training supplier that come up from merging of Seagull, VideoTel and other training assigned by the office or RINA Academy. The management of

the training will be done in Manila while you can see all the functions on your communication system and follow all the activity done onboard.

One of the biggest advantages of the system is the reduction of the time that the crew is spending in RINA Academy before to perform all the training imposed by the system and from a check done by us with the crew, we may expect an improvement of the performance and skill of the seafarers because they have the possibility to apply the things learned much easier than before. .



Elburg, upon approval of the Owner, is planning to launch a campaign by recording videos of the following safety drills conducted onboard and to send the same to the office.

- ABANDON SHIP
- FIRE
- MAN OVERBOARD

This will help the company to better understand the competencies of the crew and if necessary, to improve their training needs.



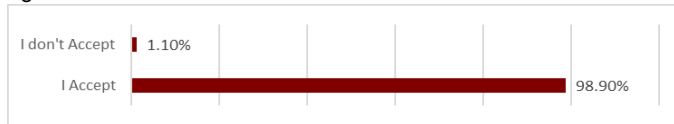
CIRM SURVEY RESULT



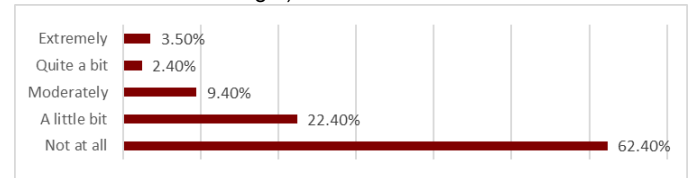
The company is very happy happy to communicate the very good results of the survey done onboard our vessels related to the Well-Being campaign and impact of the COVID-19 onboard.

This will be the first step of our wellbeing campaign that in the future will include also the SOCIAL INTERACTION MATTER and PSYCHOLOGICAL GENERAL WELL-BEING INDEX survey. This program also aims to bring all the vessels with the same standard of materials for entertainment onboard and also to start a healthy food campaign.

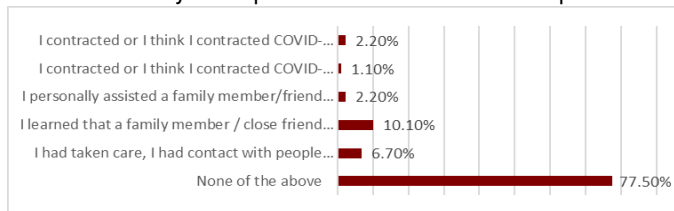
I declare to accept to answer the questionnaire. I am aware that at any time I can interrupt the compilation, without my obligation to motivate the reason. I declare that my consent is an expression of a free decision, not influenced by third parties. I agree with data treatment.



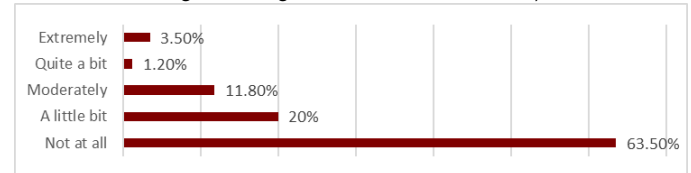
Suddenly feeling or acting as if the stressful experience, related to the COVID-19 pandemic, were happening again (as if you were back there reliving it)?



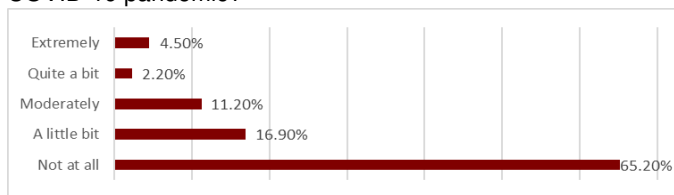
What has been your experience with the COVID-19 pandemic



Feeling very upset when something reminded you of the stressful experience related to Covid-19 pandemic, (e.g. memories, thoughts, images, sounds, noises etc.)?



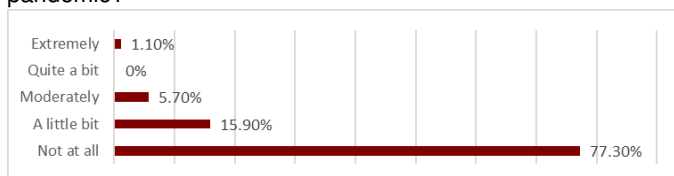
Repeated, disturbing, and unwanted memories related to the COVID-19 pandemic?



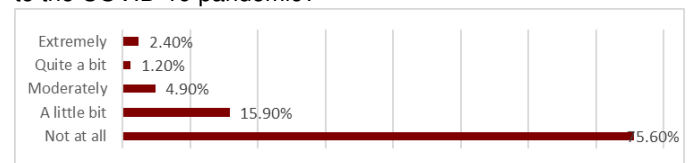
Having strong physical reactions when something is remembered you of the stressful experience related to Covid-19 (for example, the heart-pounding, breathing difficulties, sweating)?



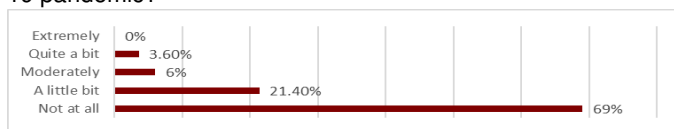
Repeated, disturbing dreams related to the COVID-19 pandemic?



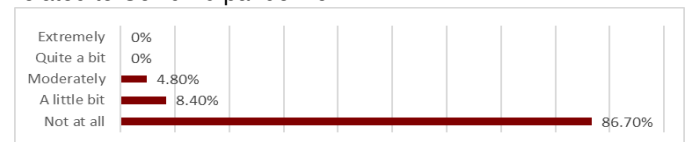
Trouble remembering important parts of your experience related to the COVID-19 pandemic?

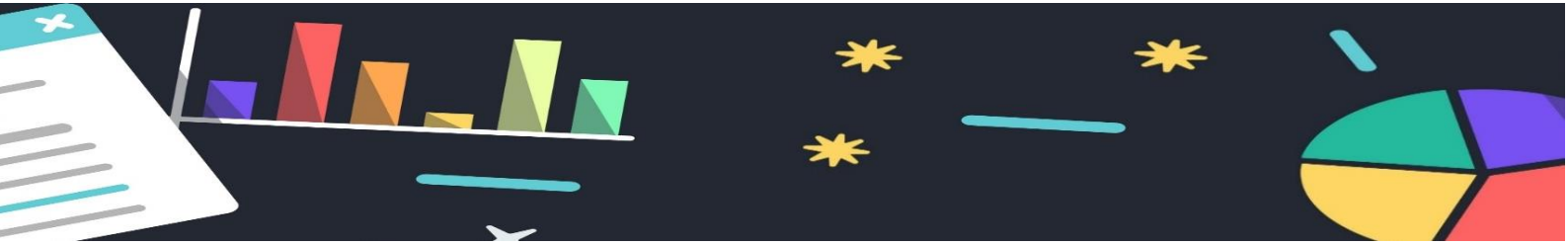


Avoiding memories, thoughts, or feelings related to the Covid-19 pandemic?



Blaming yourself or someone else for the stressful experience, related to Covid-19 pandemic?

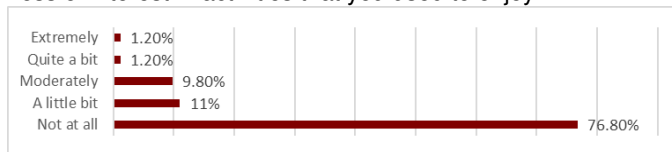




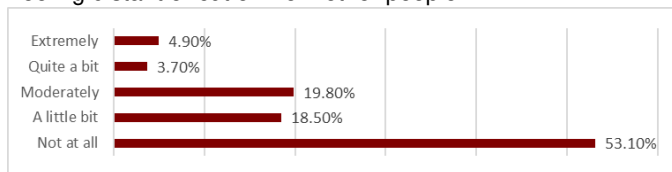
Having strong negative feelings such as fear, horror, anger, guilt, or shame?



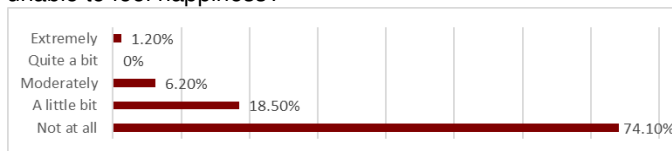
Loss of interest in activities that you used to enjoy?



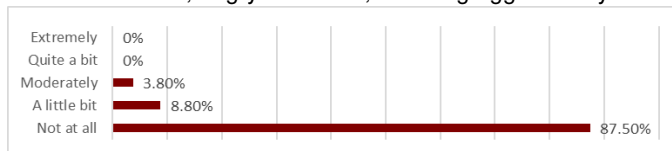
Feeling distant or cut off from other people?



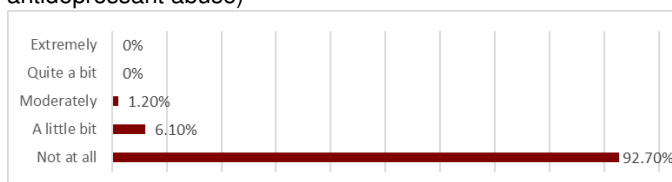
Trouble experiencing positive feelings (for example, being unable to feel happiness?)



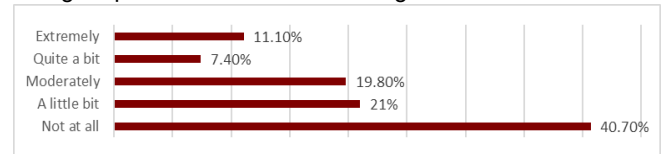
Irritable behavior, angry outbursts, or acting aggressively?



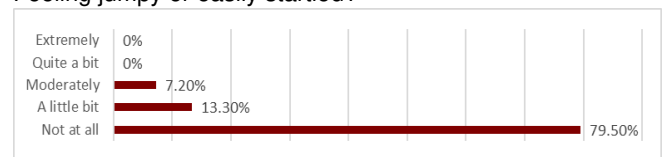
Taking too many risks or doing things that could cause you harm? (e.g. alcohol/drug abuse, suicide ideas, antidepressant abuse)



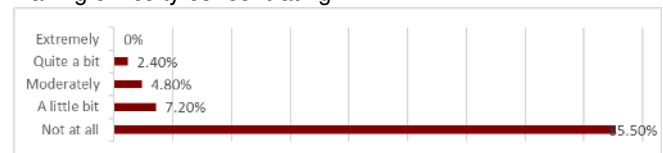
Being "superalert" or watchful or on guard?



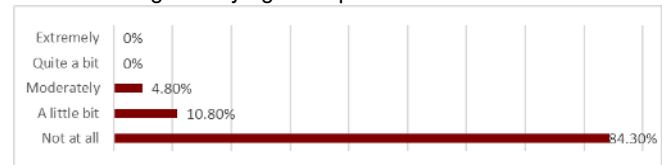
Feeling jumpy or easily startled?



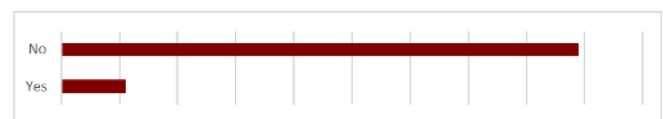
Having difficulty concentrating?



Trouble falling or staying asleep?



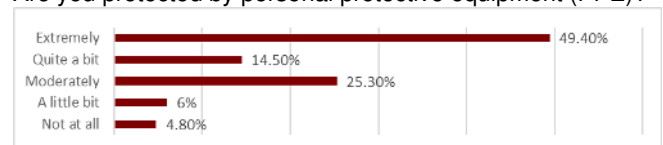
Did you feel detached from your thoughts or from your body? For example, as if looking from the outside, as if living in a dream, as if your thoughts were unreal?



Have you ever had the feeling that the WORLD around you was not real, for example unreal, distant or distorted?



Are you protected by personal protective equipment (PPE)?





COVID-19 Vaccination

Infographics on COVID-19 Vaccination to raise awareness on the benefits of COVID-19 vaccination and the industry's appeal for the prioritization of seafarers in the government's vaccination program for your information

PRIORITIZATION

PRIORITIZED BASED ON STAKE HOLDERS' NEEDS

FIRST PRIORITY

- Health Care Provider Frontliners (i.e. face-to-face encounter)
- Deployed Seafarers for Crew Change
- Frontline Administration and Staff

SECOND PRIORITY

- Non-Frontline (i.e. work from home) Health Care Provider and Staff
- Returning Seafarers
- Others (previously documented COVID-19 infection)

Side Effects of COVID-19 Vaccination

We may (or may not) have a reaction to the vaccine. If we do get an adverse reaction, this can be managed.

Common Local	Common Systemic	Less Common
Pain, Redness, and Swelling	Headache, Fatigue, Fever & Chills, Muscle Pain & Tiredness	ONLY ONE of the following: <ul style="list-style-type: none"> Hives/Swelling Coughing/Sneezing Itchy Nose/Itchy & Red Eyes
Treatment: <ul style="list-style-type: none"> Paracetamol Pain Reliever Cold Compress at injection site 	Treatment: <ul style="list-style-type: none"> Paracetamol Pain Reliever Drink plenty of fluids Cold Compress at injection site 	Treatment: <ul style="list-style-type: none"> Anti-allergy medicine Continue maintenance medicine for asthma and allergic rhinitis

Rare (ANAPHYLAXIS)

2 OR MORE of the following:

- Hives/Swelling, Coughing/Sneezing, Vomiting/Tummy aches
- or fainting/low blood pressure
- or choking
- or difficulty in breathing

Treatment:
 1mg/ml Epinephrine - 0.3-0.5 ml intramuscular mid-outer thigh

There's more WIN in COVID-19 VACCINE!

- Protects you from getting sick with COVID-19
- Provides additional protection on top of COVID-19 preventive measures (handwashing, air circulation, physical distancing, always wearing mask and face shield and interaction time of 15-30 minutes only)
- May SAVE LIVES, improve quality of life and enable economic recovery

PHILIPPINE SOCIETY OF ALLERGY, ASTHMA, AND IMMUNOLOGY INC.
 REFERENCE: Position Statements of the Philippine Society of Allergy, Asthma, and Immunology On COVID-19 Vaccines and their Adverse Reactions. Cited February 2021. Available from: www.psaai.org

KABADO KA BA? Anong dapat mong malaman?

COVID-19 VACCINE

Maa matatagpuan ang benepolyo na malabang ng proteksiyon sa pamamagitan ng bakuna kaysa sa pangamba na maaaring idalat nila.

Ang COVID-19 ay maaaring magdulot ng mabuhang sakit at mamamatay.

Sa ngayon (inaghihambing ang pagbabakuna sa COVID-19 sa laing hindi-bakunang nagkaroon ng allergic reaksyon sa anumang uri ng COVID-19 vaccine) is ito ang aming pangalagay.

Ang pagbabakuna lahat dito ay magbibigay ng proteksiyon at maaaring maglinggong solusyon sa pandemyang ito.

Hindi lahat ng reaksyon sa bakuna ay allergic. Karamihan sa mga reaksyong ito ay banayag lamang.

Ang mga taong may asthma, allergic rhinitis, allergy sa pagkain, latex, oral drugs, insect (mga walang kaugnayan sa vaccine) ay maaaring mababakunan.

Ang pangamba ng anaphylaxis o mabuhang allergic reaction ay napakalaking sa nababakunahan.

PHILIPPINE SOCIETY OF ALLERGY, ASTHMA, AND IMMUNOLOGY INC.
 REFERENCE: Position Statements of the Philippine Society of Allergy, Asthma, and Immunology On COVID-19 Vaccines and their Adverse Reactions. Cited February 2021. Available from: www.psaai.org

Who can get the COVID-19 Vaccine?

- History of allergy to food, airborne allergens, insects, latex rubber and medications not related to vaccine and its components
- Well-controlled bronchial asthma and allergic rhinitis
- Immunodeficiency and autoimmune diseases can be given with PRECAUTION.

Who SHOULD NOT get the COVID-19 vaccine?

- Immediate allergic reaction to first dose of COVID-19 vaccine
- Have allergic reactions to COVID-19 vaccine components such as polyethylene glycol (PEG) (e.g., laxatives) and polysorbate (e.g., surgical gels)

Who should be evaluated before vaccination?

- Have immediate allergic reaction to any other vaccines and injected medicines. Refer to allergist for further evaluation.

Patients should be observed for at least 30 MINUTES after vaccination

PHILIPPINE SOCIETY OF ALLERGY, ASTHMA, AND IMMUNOLOGY INC.
 REFERENCE: Position Statements of the Philippine Society of Allergy, Asthma, and Immunology On COVID-19 Vaccines and their Adverse Reactions. Cited February 2021. Available from: www.psaai.org

These infographics are courtesy of the Associated Marine Officers & Seamen's Union of the Philippines (AMOSUP)



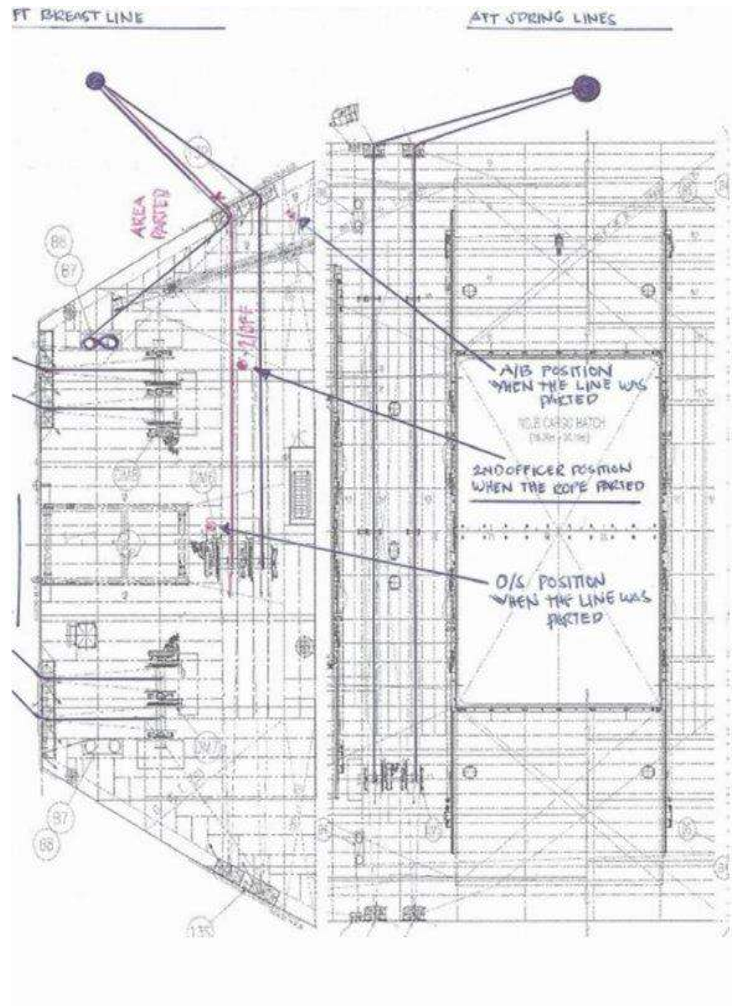
INCIDENT REPORT

An incident recently happened on board of one vessel during loading operation at Port Walcott Australia as mooring line parted.

LESSONS TO BE LEARNED

The event:

On 17 February 2021, at around 1410hrs LT, while berthed at Port Walcott CLB #5, inner aft breast mooring line parted due to strong wind as reported from Master. The snap back effect of the parted mooring line slightly hit the legs of 2nd Officer, that was there to check mooring lines conditions, who suffered minor injuries. Parted mooring line was promptly replaced with a new one, while 2nd Officer was sent ashore for medical checks, which confirmed that he was fit to work after one week of rest.



On board investigation showed the following evidences:

Vessel aft mooring lines arrangements, including the parted line, and position of each crew (2nd Officer, AB and OS) at the time of the incident were the following:





Media: Make or Break

By: Maria Teresa Marasigan

From Mohanji Parables:

A donkey was tied to a tree. One night a ghost cut the rope and released the donkey. The donkey went and destroyed the crops in a farmer's land. Infuriated, the farmer's wife shot the donkey and killed it.

The donkey's owner was devastated at the loss. In reply, he shot dead the farmer's wife. Angered by his wife's death, the farmer took a sickle and killed the donkey's owner.

The wife of the donkey's owner got so angry that she and her sons set the farmer's house on fire. The farmer, looking at his house turned into ashes, went ahead and killed both the wife and children of that donkey's owner.

Finally, when the farmer was full of regret, he asked the ghost as to why did it kill them all? The ghost replied, "I did nothing at all. Oh, except release the donkey. It is all of you who reacted, overacted and released the inner devil."

Today the media has become like the ghost. It keeps releasing donkeys on a daily basis.

Commercial seafaring, the second considered most dangerous occupation, second to deep-sea fishing is often a field where donkeys are unleashed. On many occasions of maritime disasters and accidents, many media networks release reports that while the greater part may be factual, also insinuate assumptions. The assumptions, we are all aware of, are often dangerous. People are left on their own to speculate, they argue endlessly and begin destroying and discrediting one another.

Media may make or break.

There are many issues nowadays which people rather engage to unsolicited discussions than fact check. It then becomes our responsibility to censor what we read. Think before we click. While media should be responsible on the truthfulness and integrity of their releases, readers should be responsible also in sharing, arguing and further opinionating on issues. Only then can we preserve the truth and veracity that the media ought to foster.



5 key tips to use social media wisely when you work at sea

Everyone can agree that social media and the internet have infiltrated our everyday lives. In fact, both of them play a massive part in checking our news, searching for jobs, and connecting with others. However, when you are at sea, social media can be a little tricky. Despite the undisputable importance social media have for seafarers in order to talk with their people, their use requires a certain level of caution.

How to use social media sensibly:

1. **Don't tell people you're away from home**
2. **Always check your posts**
3. **Be careful of the legal issues**
4. **Respect your coworkers**
5. **Do not spend all of your free time online**

In order to help seafarers establish a safe and sound online presence, INTERTANKO has published a guide, in which it recommends the following:

Never publish inaccurate information. If you are unsure of the accuracy of your comments, do not publish them.

Always ensure that if you are talking about your workplace online that you have made it clear any statements are your own and do not represent the views or values of the company.

Avoid violating the privacy of your fellow seafarers and co-workers. Only post online what you would be comfortable saying to people in person or in public.

Never use social media as a platform to harm, intimidate, insult, threaten, defame or embarrass others.

Reference: <https://safety4sea.com/cm-5-key-tips-to-use-social-media-wisely-when-you-work-at-sea/>



TAKE 5

Safety starts with you!

1.

Stop, step back and observe

2.

Think through the task

3.

Identify the hazards

4.

Control and communicate

5.

Safely complete the task





Maritime News

Pandemic puts Philippines' crewing industry in crisis as placements collapse

Questions raised over whether crew supply industry can recover from setback as seafarer costs soar

The deployment of Filipino crew, which make up more than half of the world's seafarers, has fallen dramatically due to the pandemic, according to official figures. The setback comes in addition to recent indications that social security costs and the continued practice of excessive injury compensation claims are already pricing the country's seafarers out of the employment market. The figures from the Philippine Overseas Employment Administration (POEA) show that total deployments for 2020 fell to 217,241 compared to 518,519 in the previous year.

Around 50 local recruitment agencies are reported to have closed because of the collapse in placements.

At the peak of the pandemic in April last year, deployments fell to a low of just 597 compared to 40,595 in the same month in the previous year. The mothballing of the cruise industry has accounted for a large chunk of the drop. Passenger ships account for around 7,000 seafarer deployments per month.

But the situation has also not been helped by the Philippines' strict quarantine measures compared to other maritime labour supply countries, such as Ukraine and India. Chinese seafarers are also starting to be routinely used to replace Filipino seafarers for newbuilding deliveries. However, the replacement of Filipino seafarers during the pandemic has raised concern over whether the country can make a full recovery.

Even before the pandemic there were already indications that seafarer numbers were in decline.

Additional health and social security requirements made through national health agency PhilHealth, and applied to manning agencies, have already increased the cost of seafarer recruitment.

The so-called practice of "garnishment", in which local Philippine law firms take excessive legal fees to represent seafarers involved in accident compensation claims, is another factor that deters employers from using local seafarers. Protection and indemnity insurers say despite measures to try to eradicate the practice it is continuing.

Although a limit has now been set on how much law firms can charge clients in such circumstances, they have found a way around it. Seafarers are now charged high interest rate loans by law firms to represent them in compensation claims. The loans are eventually settled through the award.

Source: <https://www.tradewindsnews.com/ship-management/pandemic-puts-philippines-crewing-industry-in-crisis-as-placements-collapse/>





Has Covid called time on a golden era of Filipino seafaring?

Coronavirus, 'ambulance chasing' lawyers and concerns over the quality of training have all played a part in undermining the status of the Filipino seafarer

Manila has been the epicentre of the modern crewing industry for the past 40 years — but we may be at the end of a golden era for the Filipino seafarer.

Filipino officers and ratings have traditionally provided more than half the global maritime labour force, making them the human backbone of the global fleet. These seafarers had been remitting an estimated \$6bn a year — 20% of the total sent home by the 10m Filipinos working overseas. However, the Covid-19 pandemic has blown a hole in global demand for crews while tarnishing the image of working at sea in the eyes of many.

The growing prosperity of the Philippines has led to better-paid jobs in factories and offices that allow ex-seafarers to remain closer to home and family.

Meanwhile, Manila has been struggling to roll out a mass anti-Covid vaccination programme for its nationals. Ship managers have warned it might not be achieved until some way into 2022, putting further pressure on recruiting locals.



Losing its crown

Quarantine measures for seafarers have been appropriately tough, with blue-chip shipowners paying for hotel accommodation. But some vessel operators have just seen this as another potential hassle and gone elsewhere. If all of this leads to the Philippines losing its seafaring crown, it would be sad for a country that is almost synonymous with the ocean. The Philippines is made up of more than 7,000 islands and was always a natural place to find people familiar with work in water. The Spanish realized that in the 16th century when

After dominating the industry in the late 20th century, the Philippines has found itself being undercut by shipowners using lower-paid crews from elsewhere. Seafarers have been recruited from Indonesia, Vietnam, Myanmar and China, as well as Ukraine and other parts of Eastern Europe. Recent concerns about hiring crews from the Philippines have also been increased by a growing number of compensation cases and an industry of lawyers looking to help. In addition, more stringent national social security payments are also blamed for making Filipinos less attractive to vessel operators.

Collapsing demand

As my colleague Adam Corbett reports, total deployment of Filipino seafarers fell from 518,519 in 2019 to 217,241 last year, according to figures from the Philippine Overseas Employment Administration (POEA). Fifty local recruitment agencies and 70 agency offices have been temporarily closed in the country as demand for seafarers collapsed due to the pandemic. The POEA has been providing financial assistance and waiving various licensing requirements to keep them in business during this difficult period. A big factor was the tying-up of the global cruise ship

fleet, which has relied very heavily on the use of Filipino crews. But there are also other problems — not least the fact that Filipinos have run into continuing problems with the European Maritime Safety Agency (EMSA).

EMSA organized repeated inspections of maritime training facilities in Manila, Cebu and elsewhere between 2012 and 2017. European agency officials said many of these facilities do not comply with the International Convention on the Standards of Training, Facilitation and Watchkeeping. It gave a warning that the Philippines had three years to put its house in order or the European Union would no longer recognise Filipino certificates of competence. A final inspection took place last year and a formal announcement was expected — but then delayed by Covid-19.

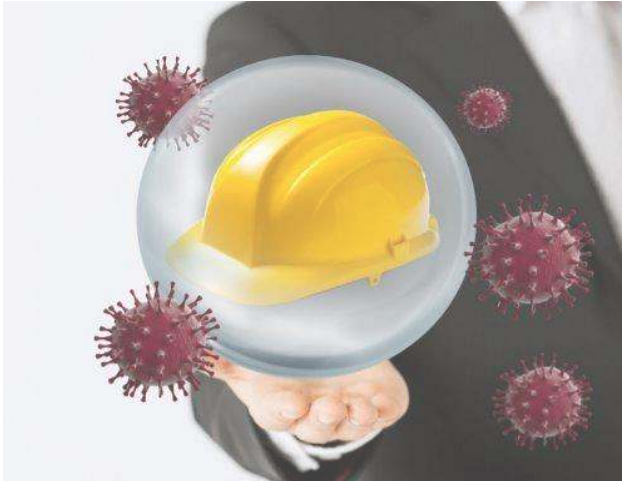
Wider pressures

The continuing uncertainty has not helped the situation for the Filipino seafaring community, although interestingly it is presumed that Brexit Britain would no longer be directly bound by any EMSA ruling. The wider pressures on seafaring come from the increasing use of digital technology on board ships, which is likely to further reduce the need for ratings — but increase the requirement for well-trained officers. The Philippines has traditionally been the leading country for ratings and second behind China for officers, according to the International Chamber of Shipping.

There is frustration among some in the Philippines that the government has not intervened more heavily to sort out the issues around training schools and what some see as “ambulance chasing” lawyers. Given the long and extraordinary history of Filipino seafaring, it would be sad to see it end with a whimper and not a concerted fightback.

Source: <https://www.tradewindsnews.com/opinion/has-covid-called-time-on-a-golden-era-of-filipino-seafaring-/2-1-963972>

The Philippines has traditionally been the leading country for ratings and second behind China for officers.



Managing suspected COVID-19 cases onboard

What happens in the unfortunate event that a seafarer onboard is positively tested, keeping in mind that the vessel is navigating the seas and does not have the option to transfer the crewmember on a hospital ashore?

Seafarers work in close contact environments likely to facilitate transmission of COVID-19. An outbreak onboard is a concern for safety and wellbeing of the crew and may affect the safe operation of the ship.

Risk Analysis

WHO advises that the risk analysis for suspected COVID-19 cases should include four zones:

- Potentially contaminated zones: these are areas where suspected cases can be isolated, such as in the ship's medical accommodation, and all other areas that are potentially contaminated but have not been disinfected;
- -Zones where only crew interact (e.g., mess rooms, bridge, communal toilets, etc.);
- -Zones or activities where crew interact with shore personnel;
- -Zones where no interaction takes place among crew members or among crew members and shore personnel (e.g. single cabins).

Pathway for identifying and treating suspected cases onboard

- Screening and ongoing monitoring: The outbreak management plan should be activated if ongoing screening or monitoring activities determine that there is a crewmember with symptoms onboard.
- Isolation of suspected cases: The suspected case should immediately be placed in isolation in a designated area and anyone else entering this area should wear respective equipment.
- Implementing infection prevention and control measures: The crew should practice appropriate infection prevention and precautions under the plan.

- Assessing severity and risk factors: Risk factors for severe disease include age > 60 years, underlying noncommunicable diseases and smoking.
- Determining if the case be managed onboard: Refer to pre-established criteria to determine whether the suspected case can be treated onboard or requires shoreside medical care.

Treatment of an ill person

After isolating the suspected COVID-19 case, due to the lack of specific treatment, it is helpful to follow the steps below:

- Make sure the patient drinks enough clear fluids (not alcohol).
- If the patient develops a bothersome cough, use cough suppressants available in most ships' medicine chests.
- Use paracetamol in normal dosages (500-1000 mg every 6-8 hours) to control fever and pain.
- Observe the patient regularly and monitor the patient's temperature, heart rate and respiratory frequency (number of breaths per minute).
- Seek telemedical advice if the patient develops breathing problems or feels very ill. Be alerted if the respiratory frequency is above 20 when the person is resting, or if the person has a moderately to severely reduced general condition.
- If the patient develops a severe breathing problem, urgent treatment in a hospital will be necessary.

In the meantime, don't forget the importance of hand hygiene and physical distance!

Source: <https://safety4sea.com/cm-managing-suspected-covid-19-cases-onboard/>



CREW CHANGES

Seafarers have been the unsung heroes of this pandemic, as the world relies on them to transport more than 80% of trade by volume, including vital food and medical goods, energy and raw materials, as well as manufactured goods across the globe. They have also been collateral victims of the crisis, as travel restrictions have left tens of thousands of them stranded on ships, or unable to join ships.

Amid the crew change crisis within shipping industry due to pandemic, we muster all safety measures to keep our joining seafarers in a good and healthy condition prior to board the vessel. This has been our crew change activities for the past two months.

<p>JANUARY FEBRUARY</p>	<p>GENOA EXCELSIOR AB CASALDAN ALLAN, AB DECIN RODNIE, AB GACUSAN EDUARDO, AB GAVIOLA JESSIE, AB LAVILLA KELLY, AB NARVASA LEONARDO, CCK VARGAS RHOMEL, OS GULFAN ARNOLD</p>	<p>MILAZZO SYN ZANIA AB ATIENZA GILBERT JR, AB ENGUITO NIÑO AB SAYO RADY</p>
<p>AUGUSTA ANGELINA AMORETTI OLR GILAMON RUEL</p>	<p>GOTEBORG NIKE 2ENG PALENZUELA, FERDINAND 4ENG OÑES, MC ALJUNN</p>	<p>PONCE AIGRAN D 4ENG SIBAL, RENZ</p>
<p>BRINDISI SYN ACRAB AB CAPRICHIO JULITO, OLR ROSATASE ERWIN THERASIA M CCK EDAR ANGELITO, D/T ACLON JOHN SIEGFREED, 3ENG RUTOR RONNIE</p>	<p>HALMSTAD NIKE 3OFF TIMKANG ROSALYN, AB MILLADO NELSON, CENG ANDALLO BERNARDO, ELEC DAVID DEORALEX, OS CABARRUBIAS ARTHUR GLENN</p>	<p>REUNION ST PAUL CCK ARSENIO FRANKIE, MSM INATE AMIEL, OLR DELA CRUZ REYNALDO, OLR RAMOS JAYSON, OS QUEROBINES ERICK</p>
<p>CARTAGENA PANAREA M CCK PANTALEON MARLOWE JESS, MSB ROBLES JOENARD</p>	<p>HAMBURG RUBINO WPR BEJONA BENJIE</p>	<p>RIO HAINA GIOVANNI DP COFF MANDADERO JULIUS RYAN</p>
<p>CHITTAGONG AEC DILIGENCE AB ARPON ROMMEL, AB CEBREROS NOEL JOSE, CCK NARZO STEPHEN, MSM CONTE NOEL, OLR FLORES EDMAR</p>	<p>HOUSTON FILICUDI M ELEC SABILLA RYAN, AB PLANDEZ NESTOR D/T NARVAEZ ED JIMIUS GIANCARLO D PUMP MARKOVIC DAMIR</p>	<p>ROTTERDAM DAVIDE B CENG VORONIN NIKOLAJ, 2OFF GIMOTEA KENNETH, OS DEBUAYAN PACO CONRAD, MST VDOVIN SERGEY FRANCES WONSILD AB ABAPO RAMIL GIOVANNI DP 3OFF ADOLFO MARK LLOYD, 4ENG AGUILUCHO ADRIAN PAUL, AB LABORDO RODEL, CCK NEVADO MARIANO ICHESIA M AB PEREZ LEO ANTHONY, CCK DALGUNTAS EDMAR, MSB PANALIGAN JAYPEE LAGUNA D CENG LYSAKOV OLEKSANDR, PUMP UGAINS IGORS MARY A AB PADRONES ROY SMERALDO AB ABARQUEZ CESAR</p>



CREW CHANGES

<p>DORTYOL GINOSTRA M BSN SULIT, ALEXANDER</p>	<p>INCHEON ST. PETRI CCK ELEAZAR CRISTOBAL, OS DELEN REYNAN</p>	<p>SARROCH (PORTO FOXI) KING ARTHUR CCK DELA CRUZ, RODEL LISCA NERA M FTR TIMOG, MANUEL</p>
<p>DURBAN DORY ELEC ADOVE JAIME MSC RITA 4ENG DICDICAN RYAN, BSN NAVASQUEZ SIGFRED, FTR ELERIA EDWARD</p>	<p>ISTANBUL ALICE I OLR MONTI JHONNY MEL, JR. 4/E WASAWAS ARMON SAN FELIX OS DASCO MARBEN</p>	<p>SILLAMAE ICHESIA M AB MADRIAGA MATT FLORENZ</p>
<p>FORTALEZA ALESSANDRO DP 3ENG MACO KRISTIAN VER AB SALES JOSHUA</p>	<p>KLAIPEDA VENEZIA D CENG PETROV PETAR GEORGIEV, AB ASIO VON JONEL</p>	<p>SINGAPORE APHROS 3ENG PALMITOS MICHAEL, 3OFF ARADA CHARLIE, 4ENG BATOCTOY JOSEPH DWIGHT, AB BELONIO JEROLD, AB PANDAN AL, AB RICAFORTE ABRAHAM JR, BSN MAMON RICHARD, CCK PILAPIL MARLON, ELEC MANUGAS JEAN CARLO, MSM GABAT RODRIGO JR, OLR ALMERIA MARK PHILIP, OLR DEMÉRIN ROLLY, OLR LAMPITOC WILFREDO, OS LUMEDIO BENEDICT, OS MORAUDA ALLAN PAUL FAVOLA 2OFF BERCERO CYRIL, CCK MENDOZA REYNALDO, ELEC RUIZO FRANZ, MST TARDO SAMUEL DENYS</p>
<p>FUJAIRAH AETHALIA AB GARAY LEONIDES, BSN FRED ARCHIE, WPR JURALBAR ANTHONY</p>	<p>LISBOA KORSARO 3OFF DURAN ANMYRH KEIVIN, JR. 3/O SANTOS LEO ANDREW, MSMS GAMILONG RONALD</p>	<p>SKAW ST GEORGE OLR IGCASAN JEFY</p>
<p>GALVESTON FILICUDI M 3ENG ALKONGA ANTONIO, FTR AZUCENA LEONILO</p>	<p>MANILA SOUTH HARBOUR ROSEWOOD 2ENG DICDIQUIN CIRILO, 2OFF LISONDRA GIOVANNI, 3OFF CASPE MARVIN, AB ANGARAY JUNREY, CCK MAHINAY JORAM, CENG DE TORRES POTENCIANO, COFF JURAC GIOVANNI, DEB GABRIEL MELVIN JEZER, ELEC SALES JOSE RONNEL, FTR BUSTAMANTE ROBERT, OLR BARRIDO ALEXIS RUBICON 2ENG RENGEL LEONITO</p>	<p>SLAGENTANGEN GRETA K 2ENG ALIPAR JUAN JR., 3ENG LOZADA MICHAEL, BSN POLOAN JOSE II</p>
<p>TARRAGONA GINOSTRA M AB CASTILLO, ALDRIN ZAGARA 4ENG MARAÑON MARK ANTHONY, OLR PANIT EDWIN</p>	<p>VENEZIA ALICUDI M FTR ALVAREZ MIRADOR</p>	<p>ALGECIRAS BICE AMORETTI OS MARIOT JOHN PAUL, AB BEDUYA WILSON</p>



CREW CHANGES

<p>VENEZIA LIPARI M DEB CALAPOTO MHAYZON</p>	<p>CATANIA MIRO D ZENG CARJOVS SERGEJS</p>	<p>MILLAZO BIANCA AMORETTI AB JAMERO JEFF IAN</p>
<p>ABIDJAN SIDER TIS CCK BARTOLOME ERWIN</p>	<p>GAETA LIPARI M AB OBIEDO RAMONITO</p>	<p>NAPOLI ZAGARA ZENG EMOTIN JOEL</p>
<p>ADABIYA SIDER LUCK AB CHAVEZ MARK FRANCIS, BSN SABERON MICHELLE, CCK LEAÑO JOSELITO, FTR LAAO ARNULFO, MSM CARISOLA EUGENE THY</p>	<p>GENOA FRESIA COFF AZORES HAMILTON, D/T TAGAROMA KENNETH, DCAD BATAS ARNOLD JR., ECAD AWO ARNIE FANTASTIC AB COSTALES RODEL, AB MANGANA CEDRICK, OS HUQUERIZA JESREL JONES, 2CK HIPOLITO REYNANTE, AB BALANDAY GIL JR., AB CARILIMAN JUAN RUEL, AB PEPITO MICHAEL TAL, AB TUBURAN JOEVANY, CRCK BURGOS RODOLFO, E NB MAQUILING CLIFF JUN, FTR BATCHENETCHA SANTE, MSB QUETUA JOHN LESTER, WTR FORTEZ FROILAN, WTR MABEZA REYNALD, WTR MISSION LAURENCE, WTR TORRENUEVA JOMAR</p>	<p>NORRKOPING NIKE AB DOCUMENTO SHERWIN FRUTO, COFF JAVIER RAYMUND, PUMP MISA ROBERT</p>
<p>ALGECIRAS BICE AMORETTI AB GARCES NIPPLE VENEZIA D MST STAMATOVIC TONCI</p>	<p>GIBRALTAR TESORO AB AYAYO FRANZ ALLEN, AB BETINOL BRYAN, OLR CRIZALDO RONEL</p>	<p>PANAMA, CIUDAD DE AIGRAN D CENG LUESINK HANS OSIOS DAVID 3OFF TUBELLEJA IFOR BSN SY BONIFACIO JR.</p>
<p>ANTWERPEN MSC MARIA SAVERIA CCK GUMAPAC ROGELIO SYN TABIT AB RECTO CHRISTOPHER DONDON OS TAN VICENTE III</p>	<p>HALIFAX GIULIA I AB RAMOS FRANCIS DAVE, AB VALDEZ JORGE, BSN DIAPOLET MARIO, DCAD OBISPO PATRICK, OS CARALOS MELVIN</p>	<p>RAVENNA BAUCI AB CALVARA ALVIN V UNO 3OFF SEGUERRA LAURENCE</p>
<p>AUGUSTA ODOARDO AMORETTI AB GAMBOA GILBERT RHAPSODY 1CK BASILAN JOY 1CK BUAGAS NERIO</p>	<p>HAMBURG SMERALDO WPR MONTEROLA ISAGANI</p>	<p>RICHARDS BAY ROYAL DEB BONILLA JOHN HENRY</p>
<p>BARCELONA CALAJUNCO M AB DECASA KRISTIAN</p>	<p>HOUSTON FILICUDI M MSM CAPENTES RAFFY</p>	<p>RIGA DAVIDE B ETO JEFIMENKO PAVELS, MST MOSKO BOLESLAVS, 3OFF ROA KEN, 4ENG BUMANIS VALERIJS</p>





REMINDERS FOR CREW CHANGES

EMBARKING CREW

1. Upon approval, the crew shall undergo the Rapid Swab.
2. If Rapid Swab is negative, crew shall undergo the PEME and all other pre-joining requirements.
3. Crew shall undergo RT-PCR 2-3 days before joining but depending on the requirements of the joining country or airlines.
4. Crew shall be brought to hotel accommodation right after RT-PCR Test.
5. If RT-PCR Test is negative, crew will proceed with his joining.
6. If RT-PCR test is positive, crew will be transferred to a government facility.

DISEMBARKING CREW

1. Crew will be brought to hotel accommodation directly from the airport upon arrival. Transportation shall be arranged by the company.
2. Crew will be swabbed in the Hotel 5 days after arrival. RT-PCR is free of charge.
3. If RT-PCR test is negative, crew will be checked out. Regular processing of RT-PCR test result is 48 hours.

Note: Crew should strictly wear COVID-19 Essentials provided by the office while travelling.



Starting **October 6, 2019**, our number in Main Office
will become 8 digits






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