

AUGUSTEA GAZETTE

The official newsletter of Augustea Ship Manning Phils Inc.



A CULTURE OF DIVERSITY

Diversity brings positive news for the maritime industry, which can learn from the other sectors who are more advanced in the diversity and inclusion. By using lessons learned and successful practices from other sectors, shipping will be able to move forward with the best practice programmes and methodologies.



Photo Courtesy of OLR Canada, Christian Roy

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message from the desk

We are already on the fourth edition of the magazine and we would like to start to ask your cooperation for the notice that we are putting inside therefore please feel free to approach us with something that can be of interest of everybody and that can help us on better assist all of you onboard.

The most important thing that unfortunately is affecting our job is still the COVID-19. Practically all Asian countries except for Philippines and Japan where we can easily do the crew change, the other ports either required long quarantine period or they are imposing rules that are very hard to achieve. For what concerns the situation in the Philippines we are experiencing another wave of contagious case mainly caused by variant that are continuously coming out with tests done all over the world. Finally, the Philippine government started to implement the protocol for the vaccination of the seafarers and on this stage we have already 70% of the crew ashore with already 1 dose of vaccine. The way is still long to go but we are doing all that is in our capability to keep our crew vaccinated prior to join. The case onboard are still a lot and normally are coming out onboard the vessel where crew change was done long time ago this means that the virus was contracted 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 contact with the shore people. We would like to advise also that some crew that was already vaccinated was also found positive on the RT-PCR test and as you can imagine this has caused problem for the commercial operation of the vessel therefore the use of all materials and social distance remain the sole system to avoid COVID-19.

During the last 2 months was coming out also the annual report of the Port State Control and in this magazine we will try to give to all of you an updated on the most common deficiencies detected and also the area where the inspection take place.

Also from March of this year we try to organize a concentrated campaign on the inventory and maintenance of life saving equipment and also the way how drills are conducted onboard. The result is that until now not all the vessels was capable to send the report to us but in any case, we are trying to give you also in this edition of the magazine some results about that.

As all the year in November we will organize the Crew Conference. We still don't know this year how this will be done in presence or virtual but we would like to remind all of you that we will be very happy if we can receive some suggestion of things to be discussed until the end of October.

Despite all the difficulty we are very happy to show to you inside the magazine all the crew changes that was performed during last 2 months and also we are always proud and happy to report to you all the promotion that was done always recently.

While we would like to take this opportunity to thank you all from the bottom of the heart for your understanding, professionalism and patience that you are having during this period and in particular for crew that we were not capable to relieve on time, we would like also to advise that from our side we will be our utmost first of all to vaccination as much as possible all the crew onboard and in particular all the crew ashore at the moment, we want again recommend to all of you to keep safe and healthy.

CREW *stories*

Written by BSN ROLAN CALAPAN

My daughter always dreamed big. Being a consistent first honor since she was 3, I knew she can be someone someday and as a father, I just had to support her all the way.

The story started when she was about to finish high school. When confronted what course she wanted, without hesitations she declared she wanted to become a doctor. At first it, I thought it was a joke but realized later how serious she was as she pursued with her pre-med course. And so the struggle started when we enrolled her to Cebu Doctors University for her BS Medtech. I must admit that since then, though how much I wanted to take longer vacations, I can't afford to stay longer. This ordinary bosun had to endure the pain, the loneliness and the hardships of an ordinary seaman to make both ends meet. She became a licensed Medical Technologist but the dream to become a doctor was still burning and so be it. The more I had to work harder.

And this month, finally, my daughter has finished her medical school. I want to shout out loud to the world how happy I am as a father.

I wish to thank God above all for making things happen. Appreciation also goes to my family, my wife's family for all the assistance and for the love shown. But I wish to give special credits to my Augustea who never falter my every requests everytime I asked for line ups. truly, My Augustea family is one big part of this journey. Without Augustea, this would not have been possible.

I am not a teacher, but I was able to produce a doctor.

This is Bosun Rolan Calapan, proud to be part of the Augustea family- a company that truly cares !



Nothing can be more fulfilling as a parent than seeing your children achieve their dreams.

FROM THE VESSEL

Story from Capt. Anonymous

I was a Chief Officer on an Oil/Chemical Tanker vessel when I decided to gain experience on different type of vessel due to health concern reason. It was November 2013, when I tried to search an employment on several shipping Agencies in Manila and Makati but always they offered me as Chief Officer Position on Tanker vessel. My application declined as Chief Officer for Bulk or Container vessel due to without experience. The last company that I applied was ELBURG SHIP MANAGEMENT, and the Crewing Officer asked me to join the Career Development Program offered by the Company in order to have knowledge on Bulk Carrier vessel. They scanned all my documents and I completed filling up the application form. The following day, it was very unfortunate that I was robbed by Riding in Tandem and all my documents were taken. With a gun pointed at me, I was shocked and never attempted to fight back thinking of my pregnant wife waiting at home. It was a very frustrating moment and on my thought it was the end of my career.

Luckily I have scanned copies on my laptop of all the documents on my blue book and I sent it through email to my Previous Company and asked them to print and stamp each certificate with Certified True Copy. These copies were used when I requested for Re-issuance of Certificates to the training centers, PRC, DFA and MARINA with Affidavit of loss and Police Report as a supporting documents. I returned back to Elburg and reported about what happened and explained to them that they scanned all my docs and witnessed that it was all original, ELBURG was my last hope because there's no chance that I can apply to other Agencies without Original certificates on hand. The Crewing Officer was very considerate and advised me to retrieve all the lost documents and Elburg is willing help and will consider my application. Almost 4 months, I completed retrieved all my lost documents.

I was very lucky when I returned to ELBURG to follow up my application, they kept their promised and offered me to join the CDP before I board on my assigned vessel. I was fortunate that my Instructor on CDP was Capt. Luca (An Italian Master) He teaches me the procedure on how to perform Draft Survey which was a big help on my first assignment on Bulk carrier. After successfully completed my first contract on Bulk Carrier, Augustea offered me to join the Augustea Fleet. I decided not to go back to Oil/Chemical Tanker vessel even though there's a big difference in salary and instead to invest my career in Augustea and hoping for promotion someday. After 5 contracts as Chief Officer on bulk carrier, In God's grace I was promoted as Master in 2019.

Many thanks to Capt. Terrei for trusting my capabilities and hired me as Chief Officer even though I don't have experience on Bulk Carrier at all. Career Development Program is a big help to crew who is seeking for promotion and I encourage the Augustea Crew to join this program.

What I learned in life is that ***"it doesn't matter how many times you get knocked down. The only thing that matters is how many times your get up..."***

TIPS IN CASE OF DOCUMENTS LOSS

1. Immediately declare Loss certificates / License to Marina and other concerned Office.
2. Immediately report to US Embassy if you have a US Visa to avoid disapproval on the next US Visa application.
3. Always have a scanned copy of all your docs. (asked your manning Agency to stamp for Certified True Copy and signed by Authorized person in charge)
4. Secure Affidavit of loss or police report.
5. Go to Training Centers who issued the certificate and request for re-issuance (they will ask the Item No. 3 and Item No.4). Then you will pay for about 300 to 500 pesos each certificate.
6. Ask for re-issuance of Yellow Fever Certificate on Quarantine Office. They have records, NO need to re-vaccinate with yellow fever (You need to pay 500 pesos).
7. Always have an emergency fund which will be use in uncertain circumstances.
8. Always pray to God and never lose hope.

first time

Seafaring has been a great story to tell. I remember in college we were told how wonderful a seafaring career is, the good times our seafarer instructors had traveling different places, having fun, and meeting people. Everyone was so delighted hearing those stories they called “golden memories”. I wonder how my first onboard experience would be.

I graduated year 2014 and was employed at Augustea Ship Manning Phils., Inc. All the best memories I had working at the office with a very pleasant and friendly environment. My very first onboard “not so onboard experience” was when we tried to launch a new vessel ABY VIRGINIA where we stayed at Maizuro Japan for 5 days. We failed to launch the vessel due to engine problems, so we have to go back to the Philippines and wait for the next line up. That was one of the best thing ever happened to me as I always keep a BUCKET LIST. More than half of it was checked in an instant: First International flight, First time onboard an international vessel.

More than half of it was checked in an instant: First International flight, First time onboard an international vessel, First time in a foreign country, Travel Japan my favorite place, Eat lots of Japanese food, Experience snow, Talk to foreign people and Experience their culture. I was like an excited innocent kid that time experiencing new things taking pictures and documenting every activity we did.

Then, after a month I got onboard ABY DIVA as a deck cadet. The first few months has been challenging as I have to familiarize everything. There I started learning the value of work. Not everything is a good story to tell. The important thing is a continuous learning. I spent two consecutive contracts on that ship: as a deck cadet, had a 2 months' vacation, and embarked again as deck trainee. More on its challenging beginnings was a very fun experience afterwards.

I had the best officers and onboard experience in my entire career. My officers taught me the proper attitude of a seafarer should and has always been my path and inspiration. I remember our captain was very kind to his crew and always concerned to everyone's welfare. Every Saturday we had barbeque party, every evening whenever possible the Captain play video games with the crew and other crew at the TV room watching Filipino Movies with the Chief Engineer.

There's no boring day. Everyone looks up to each other and camaraderie and teamwork has been developed especially in performing the job.

Story by 3/Off Allen Pojas

In every PSC inspection, everyone was excited to engage with the inspectors. It was a harmonious environment which result to consecutive zero deficiencies on four PSC and Flag State Inspections. It was another check on my bucket list. We transited to Panama Canal and Suez Canal, passed the Bermuda Triangle, the Equator, the International Date Line, the Pacific and Atlantic Ocean, and traveled the world. We transited to Panama Canal and Suez Canal, passed the Bermuda Triangle, the Equator, the International Date Line, the Pacific and Atlantic Ocean, and traveled the Seven Continents in one contract. It was a very cool experience for a newbie like me.

Today we fail to acknowledge simple things that happen to us. We tend to overthink and compare ourselves especially with the things we see on social media. I've read on a book that one key to happiness is through gratitude. We have to be thankful that we have a job, we earn, we can provide for our family, and eventually still keep going and surviving. We have to remember that small steps are still a step forward. Consistency is the key, celebrate small success, and never forget to thank the Lord and the people who've been there for you.

Seafaring has been a stressful career already and with all the things happening right now, with lots of restrictions, the welfare of the seafarers is greatly affected especially with regards to their mental health. Having a positive mindset is very important in this career. It is how we survive in this extraordinary environment.

Years have passed, I managed to earn my license and get promoted. I was very thankful for the experiences I had, may it be bad or good. In our lifetime we'll meet two kinds of people: the ones who will let us experience important life lessons and the ones are the blessings who will lift us up and will help us step forward. It is through experience that we build character. Some challenges may come but everything that happens to us makes us the person we are today.

My advice to aspiring cadets: make extra efforts to learn new things, keep a good path, absorb the good and disregard the bad. Familiarize the safety equipment and the work onboard. Let them hear your thoughts but avoid conflicts. Be open-minded and accept criticisms. Be flexible and proactive. Be punctual. Be courteous and always respect your crew mates. And remember that quality means doing it right when no one is watching. Some will fail to recognize your effort but remember that you are doing it for yourself and your goals. Focus on self-improvement and let the results effortlessly come out and be realized.

EXPLORING THE WORLD

*"IT'S A BIG WORLD OUT THERE,
GO EXPLORE."*

Photo Courtesy of 3/Off Allen Pojas



CREW PROMOTION

A LIFE CHANGING EXPERIENCE

These are the following crew promoted for the months of July and August 2021.

MST RYAN LIBRE, 35

Capt. Ryan Libre started with Augustea as Chief Officer on February 2019 for container vessel under the Crystal Pool fleet. From then on, he has shown his competence and professionalism and consistent on his good evaluation onboard, he was recommended capable to command as Master. Therefore after 3 contracts as Chief Officer, he was promoted onboard to Master of Belmonte Express in February 2021 at the age of 35. Congratulations, Master Libre!



C/E MICHAEL LARIOS, 42

C/E Larios is a home-grown crew. Started his career at the age of 26 as Engine Cadet on San Felice in 2004. After 2 contracts as rating, he was promoted to 4/Eng in 2008 and has been a responsible crew ever since. He was been with us from Ship Manning to Crewtech, Elburg then Augustea in 2014, CE Larios has always been one of the loyal crew of the company. Finally on July 2021, he was promoted to CE onboard Belmonte Express - a very well deserved promotion! Congratulations!



C/E NELSON TATARO, 46

Sir Nelson Tataro has been with CTM fleet from 2015 as Second Engineer. He is always consistent with good appraisals from his previous vessels and has always been receiving recommendations for promotion but was not yet given the chance to act as Chief Engineer until this July 2021, he has finally been promoted to the highest position in the engine room. Congratulations, Chief!



C/E ROMMEL GANANCIAL, 44

C/E Ganancial is one of the roster crew of the CTM fleet way back 2011, he was Third Engineer then. He was promoted to 2/Eng on 2013 and work his way to this position for 66 months. Finally after gaining a lot of experiences, he was able to take one more step ahead and was promoted Chief Engineer onboard Aquamaka in August 2021. Truly, "Good things come to those who wait" and this proves in the career of CE Ganancial. Congratulations!



2/OFF EDMOND CARDANO

Started with the company as Ordinary Seaman onboard Ro-Ro and passenger vessels from 2008 to 2012. He became an AB on bulk vessel in 2013 and started with the Augustea fleet in August 2014 where he was promoted to Third Officer after 1 contract. He was 3/Off for 45 months and finally promoted to 2/Off in August 2021.

"Patience is bitter but the fruit it sweet"



3/OFF PALADA VINCENT

He started with Augustea as Able Seaman on October 2019. Before joining the company, he has been working as AB for 50 months where he gained a lot of experiences and learnings. Having very satisfactory appraisals from his previous officers, he was recommended for the next higher position as Third Officer and finally acted on the the rank on August 2021.



3/OFF QUEJADO, WARREN

He is a new crew to the company when he joined Stardust on July 2021 as Third Officer. Prior to this, being a holder of COC license he was assessed and was qualified to be part of the company's Career Development Program. After completing all the required trainings for the CDP, he was evaluated to be competent to join vessel with the rank of the third officer.



3/E EBASITAS DICK JEFFERSON

He is part of the Cadetship Program way back 2013 where he started as Engine Cadet for Auguste Fleet. Since then, he has been working on his career until he got his license and became Jr. 4Eng on November 2017 always with Augustea. Two years later, he was promoted onboard as Third Engineer on August 2021.



Congratulations to all our Crew Promotion

JULY
AUGUST
2021

CREW CHANGE



STAR PIERA

MST UY SONNY
OS TOMARONG GAYLINE
WPR BALLINAN KARL
CAD ARECAYOS KEVIN JAY
ECAD CRUJIDO JEFRIE
ETO GUMBAN MARIO
FTR JACABA JAYME

3ENG GONZAGA WHILTON
3OFF NOVIS RG GENEFER II
AB FABILLAR FRANCISCO
AB NITO RICHARD
AB TOABI JULIUS CLYDE
CCK BARUA FROILAN
DCAD LEYSO BRIX PATRON



STARDUST

MST GERONA MAXIMINO JR.
COFF CARPIO ALEX
2OFF MUTUC ARNOLD
3OFF QUEJADO WARREN
2ENG DANIEL JOHN
3ENG BONIOR FLORENCIO
JR 4ENG BANZON CLINT
ETO TROPA GERONDAVE
BSN SAMBADE ROGER
AB DAVID ROERL

AB POBLETE SANTIAGO JR
OS CALANOG AMED
OS LABADAN DARILL BOY
DCAD ABONG JAMES ALTAIR
FTR DAMOLE BOBBY JR.
WPR COLOMA KEVIN BRIAN
ECAD GUERRERO ROYETTE
CCK CABUDLAN JEFFREY
CATOS RAMA SARRY



AQUAFORTUNE

AB ALBACIETE JESUS
AB BUTIAL ALVIN
AB SOLIVA MARK ANTHONY
ECAD VILLAVER MARK
CCK SICHON JOEY
CENG PALMA LEMAN
COFF FLORES LEGRAND
ETO AMON JOSELITO
FTR CURATE NELSON

MSM ANINANG ALFREDO JR.
OLR TIU CHRISTIAN
OS BARAN FRITZ ADRIANNE
2ENG VILLAFLO RICKY
2OFF LUCILLA RUFFIE CHOATE
3ENG PANTINOPLE FELICIANO
3OFF ANTONIO JULIUS
WPR FUENTEBELLA MARK ANTHONY



AQUABRIDGE

MST LAMBUJON RENANTE
MSM ALMAZAN DAPHY
OLR BARON CHARLIE
OS TINGCANG ALLEN
3ENG LAGROSA BRYAN
3OFF HERNANDEZ RUEL
WPR REDUCTO ARNEL
4ENG TABARANZA CHARMIL
FTR BAUTISTA APOLLO

AB ALINSUNOD RICHELL
AB ESTADILLA PAUL
AB TRAVIÑA JEFFREY NOEL
BSN GRANADA VINCENT
DCAD GIMPAO MARK JIRAH
CCK DEL ROSARIO DEXTER
CENG NACUA JONATHAN
COFF PABALAN JOSE IV
ETO BARRIENTOS MARIO

**JULY
AUGUST
2021**

CREW ONBOARD



BELMONTE EXPRESS

MST LIBRE RYAN
COFF MOLINA JONATHAN
2OFF GABAWA JOHN PAUL
3OFF COLE LLOWEN IAN
CENG LARIOS MICHAEL
2ENG CATALAN RENE JR.
3ENG ENTERA JONEL
ETO GUZMAN JEFFERSON
BSN SALIDO ROLLY
AB BELDAD MICHAEL RANILO
AB CAÑEDO BRADLY

AB MONTAÑEZ JOVANNI
OS SOLIGUEN JULAN
DT GENARGUE LEONNIE MHAR
FTR NAMIT ALDREN
FTR RIOFLORIDO ARNEL
WPR ESCULTOR JENNIFER
ET PLAZA JAN REY
CCK DOLLOSO PETER JOHN
MSM CABAN GILBERT
CDT ELEC AMBE GHUNDER



LONDON TRADER

MST LARA ALLAN
COFF TAMAYO RHODERICK
2OFF BRONCANO RONNIE
3OFF ANTONIO IVAN

CENG DOLOT ARNEL
2ENG SINGSON ROED
3ENG CANIEDO MARK ANTHONY
ELEC DAYOLA KELVIN



BULK KYUSHU

MST ANDOY REYNALDO
COFF ONDAY LORENZO
2OFF ALOTA CARL ANTHON
3OFF CATINDIG VIRGILIO
CENG VILLACAMPA MANSUETO
2ENG CASILAO PETER JR
3ENG BAGNOL RAMIL
4ENG ZOILO ARVIN JOHN
ECAD BUBAN RYAN
ETO PLARIZA EDUARDO

BSN GAMELO MICHAEL
AB MOJICA ARIEL JR.
AB RAZON NELSON
AB SARVIDA JOB KEVIN
OS ENOJADA EL DON
FTR DUNAN EUGENIO
OLR VIGO NEELMARCH JAY
WPR TORREJAS ROMEL
CCK ELISAN ERWIN ERIC
MSM SALUD NORMAN ANDREW



STAR LUNA

MST RON EFREN
COFF YONGOT RONNEL
2OFF TIROL JOHN PAUL
3OFF REGISTOS DINO
DCAD FERNANDEZ ALYZZA
CENG CALUAG RONALDO
2ENG ORQUIA ADMIRA
3ENG PANSACALA ELEMAR JR.
4ENG MONTUYA HUZZIEL
ELEC TADENA GUILLERMO
BSN FLORES JOE MIKE

ECAD ATIENZA KEN PATRICK
AB ANTONINO STANLY FRITZ
AB SEVILLA VINCENT
CATOS ALAMODIN JAMES
OS TANUDRA JANETH
OS YSMAEL GYMSRAVE
FTR CIDRO ERICSON
WPR RODRIGUEZ JOHN CARLO
CCK AQUINO PABLITO JR.

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-lead 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.



LIFERAFT TEAM



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

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.

LIFEBOAT TEAM

Location: At one of the lifeboat muster points

Group Leader: Chief Officer

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.



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

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.

Drills are about learning and not just as a task to satisfy regulatory requirements

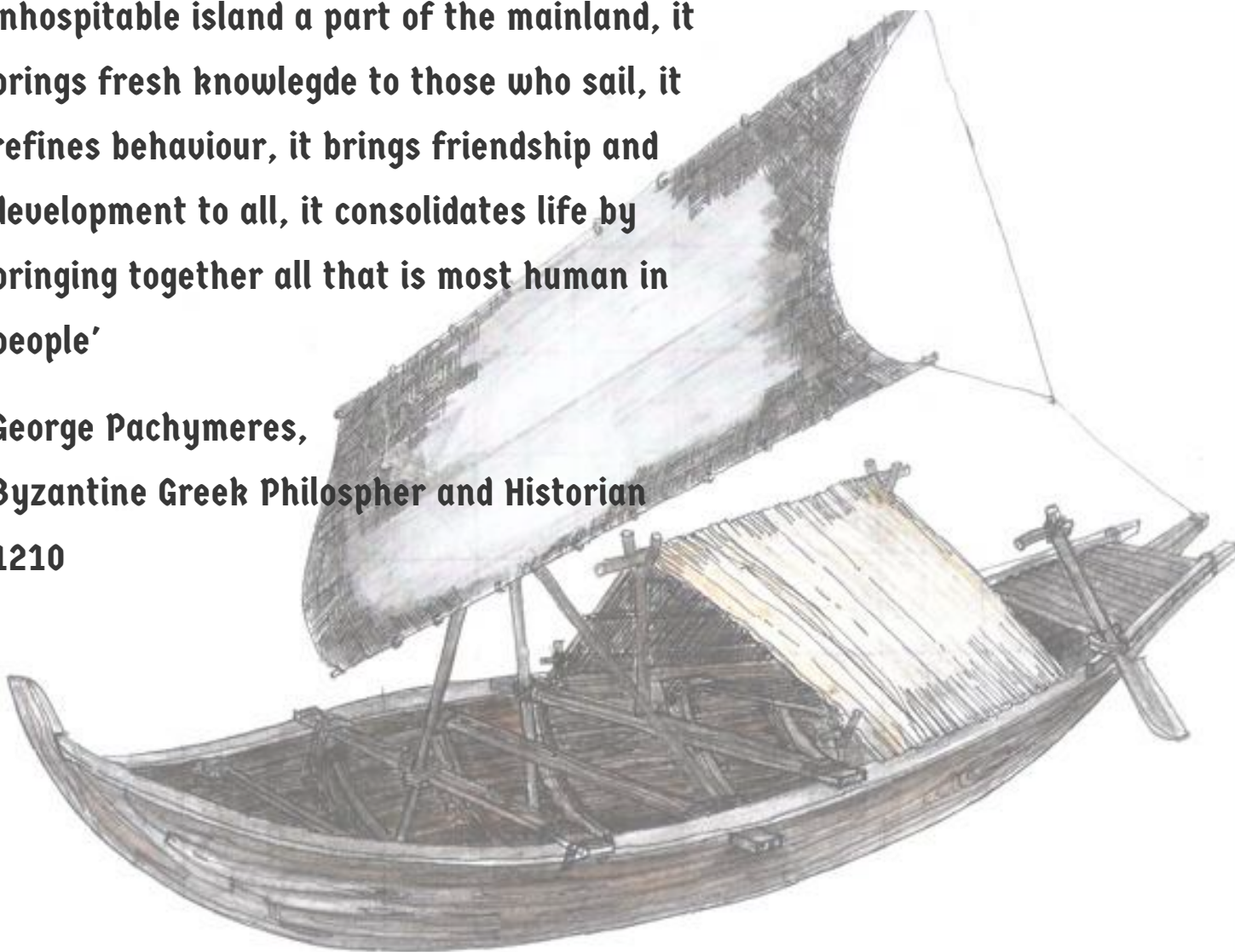


Photo Courtesy of 3/Off Allen Pojas

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 knowlegde 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 year ago but we found this phrase very much addressed especially in this particular period of modern era.

FEATURE

TOP REASONS WE MUST THANK OUR SEAFARERS

Article from Marine Insight - abridged

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.

Photo Courtesy of OLR Canada, Christian Roy

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 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 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.

SEAFARERS RUN THE GLOBAL ECONOMY

Ninety percent (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.

SEAFARERS SACRIFICE THEIR SOCIAL LIVES

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. 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.

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. But what may come, the cargo has to be shipped to the scheduled location and that too on the right time. .

Several ships sink each year because of storms and rough weather, but that doesn't scare a seafarer. He is build tough and has the heart to carry on with this work as the ship rolls and pitches over huge waves.

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. Until now, several ships have been hijacked and many seafarers have been taken as hostages by pirates. 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.

Photo Courtesy of OLR Canada, Christian Roy



SEAFARERS FACE EXTREME HEALTH HAZARDS

Working on ships is not easy. 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.

Seafarers are often seen as happy-go-lucky people, who are always flashing a broad smile both on and off board ship. But there is a lot more to them. They are probably, one of the very few people in the world, who understand the true value of family and work. With the types of difficulties they face at sea, seafarers know very well how to make the most of the free time and enjoy to the fullest. Even though they are aware of the importance of their work, they do not allow it to go to their head. They continue with their duties even if the world, governments and companies continue to ignore them; for they know their time, both on ship and on land, is limited and making the most of that is the only option they have.

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



Photo Courtesy of OLR Canada, Christian Roy



HUMAN FACTOR

MISTAKES ARE DUE TO CONDITIONS AND SYSTEM

1

MANAGEMENT SYSTEMS

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

PROCEDURES

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

2

3

HUMAN FACTORS ENGINEERING

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

TRAINING

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

4

5

SUPERVISION

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

COMMUNICATION

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

6

7

ASSESS INDIVIDUAL PERFORMANCE

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

7

KEY ITEMS
FOR EFFICIENT
OPERATIONS

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



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) 10.5%-lack of safety awareness, (2) 10.2% - inadequate work methods and (3) 8.5% - poor planning and coordination

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.



MARITIME NEWS

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 normalise the crew change process. What is more, travel restrictions within the Philippines mean that seafarers arrive back in the capital only to be stranded there

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 (OWWA), Department of Labor and Employment (DoLE), Department of Health-Bureau of Quarantine (DoH-BoQ), Association of Licensed Manning Agencies (ALMA), and the Joint Manning Group (JMG). 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 (Marina) every month, according to The Manila Times. 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 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 Ms. Evelyn Taranza etaranza@augustea.com for more details.

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