

# SAILING FORWARD

A young man with dark, curly hair and a mustache is the central focus. He is wearing a grey, worn work jacket over a dark t-shirt and has orange earplugs in his ears. He holds a large, orange pipe wrench vertically in his right hand. The background is a blurred industrial workshop with various tools and machinery.

*Out of Sight,  
not out of Mind*

*About the cover p.8*

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



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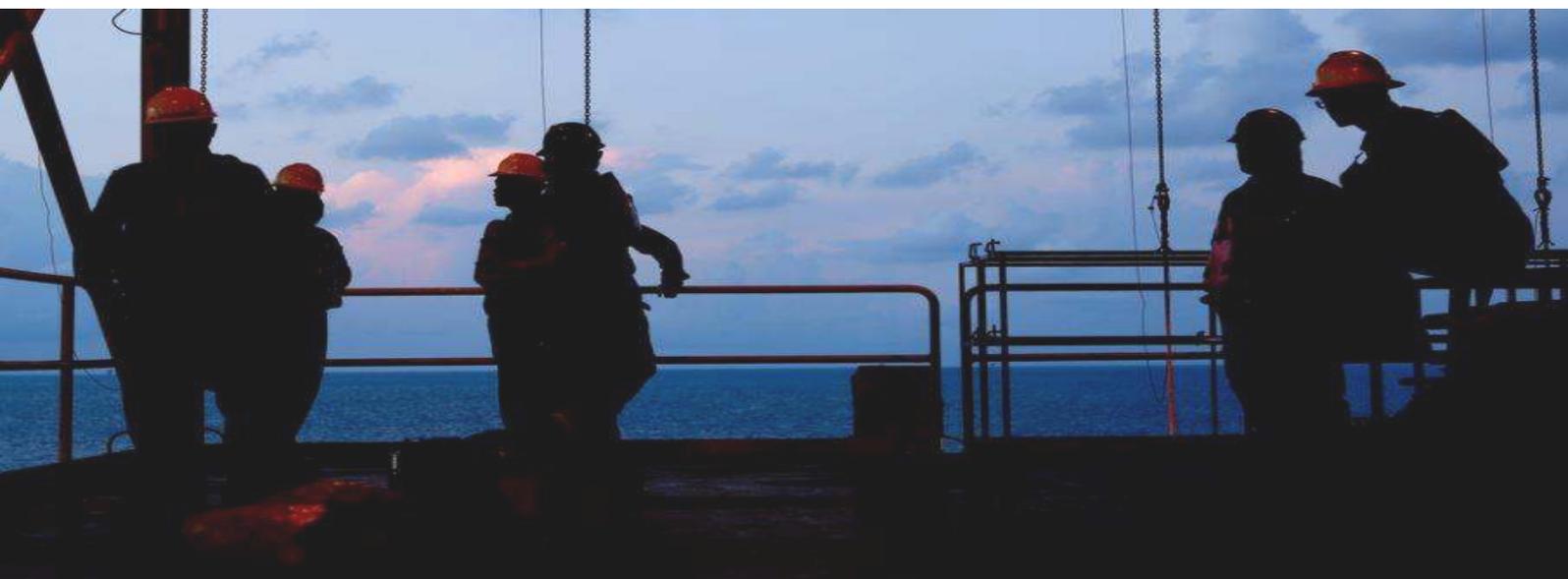
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# MESSAGE from the desk

As timely as it is, the third issue of our magazine is highlighted by the celebration of Day of Seafarers and allow me to say that it is also my day although I stopped working at sea from a long time, I always feel that I am a seafarer. While I have more responsibility now but inside my heart, I never forget the vessel and the people.

This year, I was overwhelmed because the world now understands the importance of the seafarers especially when the COVID-19 came in. We are happy to know how the world acknowledges the seafarers although until now, there has no established procedure for the vaccination and for the flexible mobilization of the seafarers. Various restrictions worldwide are still affecting the crew changes and seems that this year, there are more people than last year who stayed onboard beyond their contract duration. From our side together with the owner, we are continuously looking for the best solution to relieve our crew in time. Although sometimes we were obliged to keep our crew to stay in the hotel for several days, we are still able to perform the change.

Through this magazine, we can also understand that our system of Career Development Plan (CDP) and this June, we have a promotion of a very young captain who is only 32 years old and is a product of our Cadetship Program. This will be an opportunity for all of you to perform your best onboard in order to be considered for promotion and to fulfill your dreams to become a Captain or a Chief Engineer. Moreover, you can see that our system is still focused on the cadets where in fact, we had the celebration recently for the graduation of Batch 28A Cadets.

As mentioned already before, the intention of this magazine is for us to be closer to you by providing you with the updates of the company and of the Shipping Industry. On the other hand, we would appreciate it if we can have your insights that we can publish on the next issuance of the magazine. Therefore, if someone of you would like to participate such as sharing your stories at sea or any other things that can be of interest for everyone, please feel free to send it to us. We will be very happy to share to everyone.

Lastly, one of the important things is the update of the vaccination that we started already here in Manila. We strongly believe that from July, all the seafarers will be vaccinated already prior joining the vessel. We do hope that there will be an improvement when it comes to travel restrictions and restore the flexible mobilization of seafarers worldwide.

*Thank you!*

Capt. Nicolo Terrei



# COMPANY

# UPDATES

Last April, the Company has 1,233 Filipino seafarers onboard. By June 2021, we reached a total of **1,491** seafarers due to the additional requirements from various Owners.

## Grandi Navi Veloci

For this fleet, we deployed a total of 96 Filipino seafarers for the past 2 months.



## Arka Global

By the end of June, the fleet has reached 41 crew onboard following the deployment to 4 new vessels with mix crew. Another vessel is expected to be taken over with full Filipino crew.

## A.M. Nomikos

About 43 additional seafarers joined the vessels for month of May and June which resulted to a total number of 283 crew onboard as of June.



## Vantage Shipping

The fleet has started to deploy filipino seafarers for the month of June. Currently, we have 6 seafarers onboard.





COMPANY NEWS

# NEW VESSEL ACQUISITION



PEONIA  
Chemical Oil Product Tanker



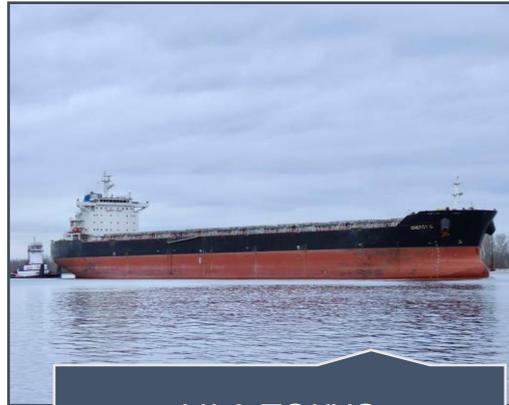
LIA  
Crude Oil Tanker



GHIBLI  
Crude Oil Tanker



SNAV ADRIATICO  
Passenger Ship



LILA TOKYO  
Bulk Carrier



MSC ELOANE  
Container Ship



MSC VITTORIA  
Container Ship



MSC INES  
Container Ship



**COMPANY NEWS**



# CONGRATULATIONS!

## CADETSHIP TRAINING PROGRAM BATCH 28A



## CADETSHIP PROGRAM CLASS OF 2021

On May 14, 2021 the Virtual Graduation of Cadets Batch 28A Class of 2021 under the I.M.A Academy Philippines Cadetship Training Program was conducted.

The virtual event was attended by Capt. Nicolo Terrei, I.M.A. Instructor CM Francisco Bago and CE Benedicto Giagonia while the graduates was confirmed by Capt. Edhart Marcos for 25 Deck Cadets and 18 Engine Cadets.

The honor cadets for deck department was led by DC Victoriano Baligod 1st Honor, DC King Christian Faustino 2nd Honor and DC Adrian Patrick Lim 3rd Honor.

For the engine department, EC Ric Lester Suyman 1st Honor, EC Carl Blozo 2nd Honor and EC Marlito Cartagena 3rd Honor.

While special awards for Leadership and Service Awards were given to Chief Cadet DC Japheth Luke Enerio and EC Mark Villaver and to other 3 deck and 3 engine cadets.

The graduating cadets pledge to treasure the learnings, honor, privilege and prestige of the academy. And further pledge to always be grateful for the knowledge, skills and guidance imparted to them.

***“Cherish your visions and your dreams as they are the children of your soul, the blueprints of your ultimate achievements.”***



# CAREER DEVELOPMENT PROGRAM

## DECK DEPARTMENT

### COFF TO MST

CM CANTILERO, PERCIVAL SAMONTE  
CM CABILES, JONEL NACARIA

### 2OFF TO COFF

2M CRIANZA, JOEMAR BUAYA  
2M SAJONIA, CHRISTOPHER BARON

### 3OFF TO 2OFF

3M CAHUTAY, RICARDO JR TAYACTAC  
3M LEDESMA JAN CARLO  
3M NUALDA ERIC JASON  
3M TRAPA KHEIN JAY

### RATINGS TO 3OFF

AB ALDIANO, ALPUR KEVIN NAPARATE  
AB AREVALO, ANGELO ANDREW  
AB BLANCO, CLAYVIN PAUL FEROLINO  
AB DILAO BENJIE  
AB ARBIOL, JAMES RYAN FERNANDEZ  
AB BUAL, JAYPEE BUDIONGAN  
OS DUBLUIS, MARK JUN MANILA  
OS SILVERIO, JOHN PAUL RIVERA  
OS PEÑARANDA, WARREN BACLOHAN

## ENGINE DEPARTMENT

### 4ENG TO 3ENG

4E RIPALDA MERREL CHRIS  
4E BUSTRIA MIKEGUIL

### RATINGS TO 4ENG

WPR TORING, NIÑO JAY BABATUAN  
WPR JAO, RENZON OMBROG



## About the Cover...

This is the Winning Photo during ITF Seafarer's Trust "Out of Sight, Not Out of Mind" portrait competition.

*From ITF Seafarers' Trust page:*

A Seafarer from the Philippines has won £1,000 after submitting his image, "Papa is tired, but Papa will never give up" to the ITF Seafarers Trust portrait competition.

Aljon Manlangit has been announced by the trust as the winner this Day of the Seafarer.

The competition is part of the Trust campaign to capture the experiences and contributions of seafarers during the Covid pandemic and give a window into what life has been like for them during the pandemic. The winning image will be featured on the cover of a book celebrating seafarers and their work and marking the 40th anniversary of the ITF Seafarers' Trust. A further 39 images will be included with each photographer receiving a fee of £100.

*"Winning this means a lot. It boosts my confidence and inspires me to take more meaningful shots. Images tell stories. Having my photo on the cover of the book about seafarers makes me feel very proud. I can now finally share my photos and our stories to the world. I hope it will be instrumental for the world to recognize our works and sacrifices to keep the world moving forward even at this time of pandemic" - Aljon*

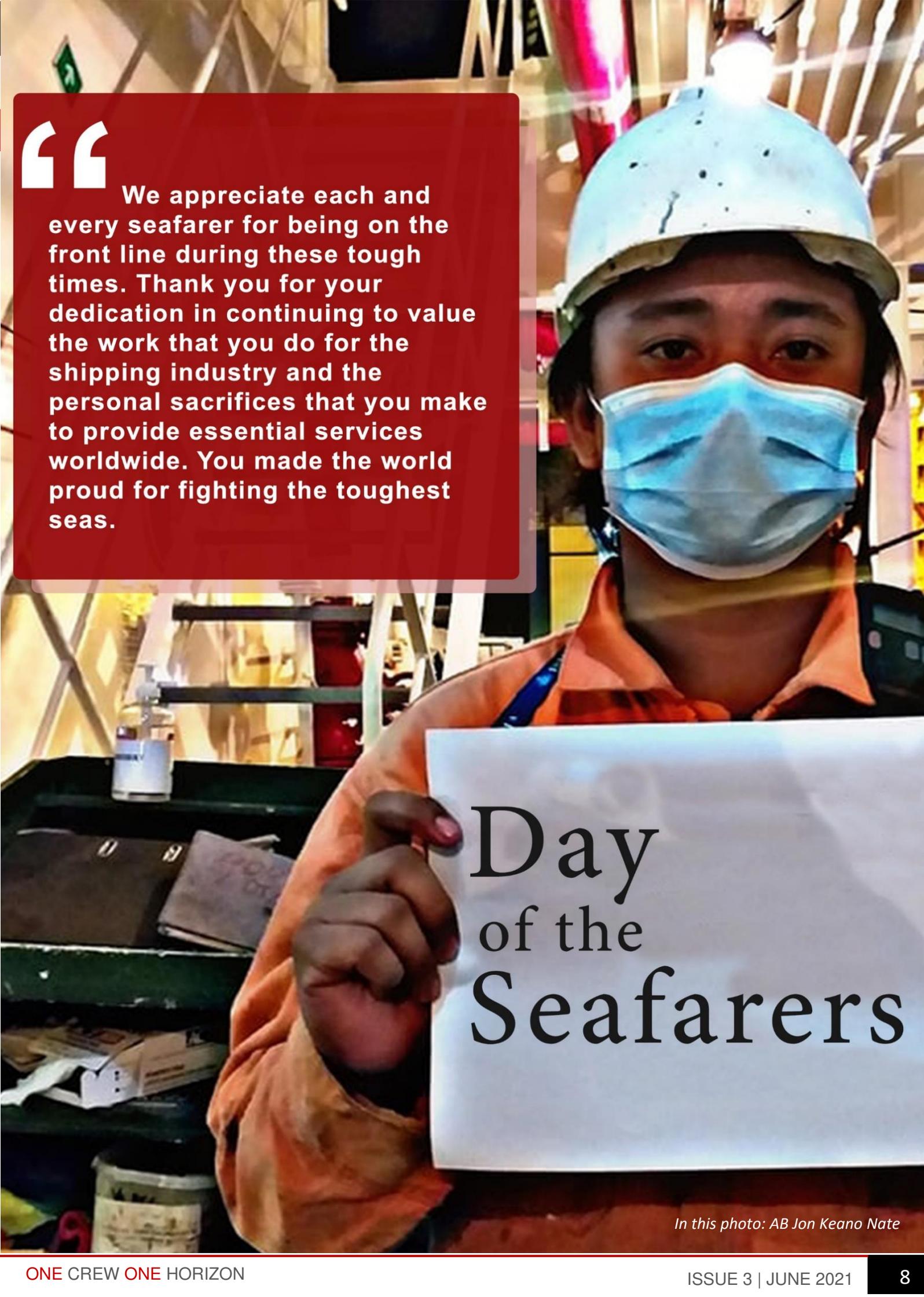


A portrait shot of my colleague wiper Wendell Pineda, a native Filipino citizen, after their work in the Inert Gas System together with the engine crew. Behind this photo is a bit sad but more of a father-sacrifice story that some of us seafarers is experiencing right now. In which after his first contract as an engine boy, he embarked again for the second time with less than 3 weeks in his country staying only in the quarantine facility in their province.

Seafaring is a happy and exciting profession. You get to make many friends from the different culture, cross many places, and grow more of a person because of your experiences. But there will always be the quiet stories of sacrifices, being away from home and enduring the long months of the journey at sea, especially now when shoreleaves are mostly impossible.

“

**We appreciate each and every seafarer for being on the front line during these tough times. Thank you for your dedication in continuing to value the work that you do for the shipping industry and the personal sacrifices that you make to provide essential services worldwide. You made the world proud for fighting the toughest seas.**



# Day of the Seafarers

*In this photo: AB Jon Keano Nate*



**ELBURG**  
SHIPMANAGEMENT  
PHILIPPINES INC.



# COVID-19 VACCINE HELPS PROTECT YOU, YOUR FAMILY AND YOUR COMMUNITY



## GET VACCINATED



COMPANY NEWS

# Crew Vaccination Update

The United States of America (USA) led the endeavor for the vaccination of international seafarers, administering Janssen and Janssen vaccine for vessels calling US Ports, regardless of race.

Crew onboard our vessels calling US ports had the opportunity to get inoculated with J&J. Among them: MV Azzura at Tampa Florida; Giovanni DP @ Houston, Texas; Davide B @ Philadelphia; Giancarlo D @ Louisiana; Laguna D @ Savannah and Sider Amy @ Florida

In the Philippines, the seafarers – being essential workers - are considered under A1 Priority list of vaccination: healthcare workers and their immediate family, outbound overseas Filipino workers, tourism frontliners and local chief executives. Although the vaccination in the Philippines depends primarily on the supply as such is still unstable, the government has started inoculating the Seafarers. On the 25th of June, during the Day of the Seafarers, MARINA partnered with local government for vaccination of seafarers. With short notice, we were able to send our crew living around Metro Manila for 1st dose of vaccine.

Netherlands also started its vaccination program for seafarers onboard Dutch owned or managed ships.





## COMPANY NEWS



## The Honorable Tradition of the Sea

by Maria Teresa Marasigan

*“It is an honourable tradition of the sea to render every assistance to those in distress”.*

United Nations Convention of the Law of the Sea (UNCLOS) Article 98 and the International Convention for the Safety of Life at Sea (SOLAS) Regulation V-33 both state the duty for a ship to attempt the rescue of persons at danger at sea. “Every State shall require the Master of a Ship flying its flag, in so far as he can do without serious danger to the ship, the crew and the passengers, (a) to render assistance to any person found at sea in danger of being lost; (b) to proceed with all possible speed to the rescue of persons in distress, if informed of their need of assistance, in so far as such action reasonably be expected of him”. This duty is grounded on a time honored and strongly felt sense of moral obligation among our seafarers.

Such a time honored sense of moral obligation prodded the many ships and seafarers around the world into saving an already innumerable distressed lives. These acts, despite being out of the public eye for some, earned commendation by the international community.

However, the likes of the stories of the rescue by the Norwegian ship Tampa on August 2001 shed global concern in this humanitarian act. Tampa, acting on a call for assistance, diverted its course to rescue a small fishing boat that was almost breaking with about 433 asylum seekers from Afghanistan. It took 8 days of drama, with the rescued asylum seekers refusing to be disembarked in Indonesia and the Australian government refusing to accept the refugees. That left the Master making his choice. (Source: <https://www.unhcr.org/publications/sowr/4444d3c320/state-worlds-refugees-2006-chapter-2-safe-guarding-asylum-box-23-tampa-affair.html>)

**COMPANY NEWS**

The recent notable rescue was that of Danish flag Maersk Etienne on 04 September 2020, as it picked up 27 migrants aboard a boat outside Maltese waters. Shortly after the rescue, the small boat sank. One passenger, an only woman, was pregnant. Again, no country took the responsibility of accepting the migrants. The matter was only resolved on 11 September, 2020 – 7 days after rescue – when the migrants were transferred to the migrant rescue ship Mare Jonio, operated by NGO Mediterranea and were subsequently safely disembarked in Italy. (Source: <https://www.gard.no/web/updates/content/30502985/the-maersk-etienne-rescue-highlights-the-difficulties-in-disembarking-migrants-rescued-at-sea>)

These and many other incidents of rescue, despite becoming catalysts of many countries' border protection policy, did not diminish our seafarers' commitment to rescue at sea – being both a duty under the laws and upon humanity.

On 24th of June 2021, our vessel Lila Seoul under the management of ARKA GLOBAL MARINE, made its share to this noble oath. With Capt. Peter Boots Samulde in command, along with his 20 crew onboard, steered its way to rescue 4 distressed passengers as they navigated Papua New Guinea waters. The passengers were in good health but per their ordeal, they were already at sea for one week. Lila Seoul coordinated with Papua New Guinea National Maritime Safety Authority for the safe disembarkation of the passengers and commenced with its voyage. PNGMRCC commended the vessel's unhesitant decision to perform its noble oath leading to the safety of the passengers.

The example of MV Lila Seoul is a proof that our merchant seafarers are not only at sea because it is their livelihood, but they are at sea fulfilling their oath to humanity – deliver goods, safeguard the environment, and save lives

**A message from Papua New Guinea National Maritime Safety Authority**

Dear Capt. Peter Boots A. Samulde,

PNGMRCC Port Moresby ack your rescue initiative and well executed efforts professionally and with an ultimate result of serving the 4 POB Lives at sea.

Therefore, we thank you the Master Captain Peter Boots A. Samulde, of 'MV. Lila Seoul' and your professional Crew for a job well done in saving these 4 x lives. Thank you very much 'MV. Lila Seoul' Master & Crew!

PNGMRCC also would like to thank the visited Port Authority Wewak Port Team headed by the Business Manager Wewak Port in organizing and delivering a Landing Craft 'MV. South Sea Triumph' for the marrying up with 'MV. Lila Seoul' and transfer of the boat survivors (4 POB) to be delivered and disembarked ashore Wewak Port safely and successfully. And MV. South Sea Triumph' arrived back safely with the 4 POBs and berthed at Wewak Port at 0415LT 24th June 2021. And we thank COO PNGPCL for the comms connect so quickly established for the worthed result achieved by Team PNGPCL Wewak Port.

PNGMRCC is very grateful to ALL involved in phone calls emails etc etc ...and to achieve a positive result by saving lives.

PNGMRCC will continue to work together with ALL and should any enquiries or needing a maritime emergency of SAR please do not hesitate to call the PNGMRCC Centre Port Moresby in Papua New Guinea at PNG Digicel Mobile Phone +675 73517017.

Regards

PNGMRCC PORT MORESBY



## Tackling emergency situations onboard

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

A fire onboard may happen in every vessel and has to be managed not only successfully, but also quickly, in order to prevent larger damages or even loss of vessel and crew, which could happen if the fire spreads. Fire on board is one of the many emergency situations that can occur onboard a ship. In any case, a confident and calm crew will handle them effectively, putting the situation under control.

The preparedness of emergency equipment, such as emergency power sources and fire pumps of ships, and the ability of the crew in responding to emergency situations, are critical factors in saving human lives, protecting the marine environment and minimizing damage to ships. In that regard, continuous training and practical drills onboard are vital, without however ensuring that in case of the emergency, the crew will correspond as per instructions. It is known that in spite of adequate training, many people get panic attacks and cannot function as they should in an emergency.

Nonetheless, there are many emergency systems onboard a ship that assist operators in ensuring enhanced safety of the crew and the ship during emergency situations. The emergency equipment of ships should be regularly maintained to ensure immediate use in emergency and hazardous situations, and their performance should always be guaranteed. Familiarization of seafarers with the emergency systems and procedures is also essential.

Such systems include (indicative list, additional items are included in SOLAS related regulations):

- Emergency Lighting
- Communication systems
- Navigation systems
- Fire detection and alarms
- Steering gear (period of time required by SOLAS regulation 29.14)
- Main engine control and alarms
- Fire pumps

However, according to the statistics of the Tokyo MoU and Paris MoU on Port State Control in years 2015- 2017, among the 19 areas of deficiency types, the equipment of emergency systems was identified for about 6 % of the total deficiencies. The number of deficiencies related to the emergency generators in 2017 increased approximately 30% from the number in 2015 in the Tokyo MoU region. At the same period, the number of detentions related to the emergency generators also increased more than twice in the Paris MoU region. In that regard, the MoUs decided to jointly conduct a Concentrated Inspection Campaign to address related issues.

Overall, operators and crews should always review any deficiencies related to emergency systems, evaluate the effectiveness of their maintenance and update accordingly along with relevant regulations.

*Reference: <https://safety4sea.com/cm-tackling-emergency-situations-onboard/>*

# First International treaty to address Violence And Harassment Comes into Force

ILO is to launch a global campaign to promote ratification of the Violence and Harassment Convention.

The first international treaty on violence and harassment in the world of work comes into force on June 25th 2021, two years after it was adopted by the ILO's International Labour Conference (ILC).

To date, six countries have ratified the Violence and Harassment Convention, 2019 (No. 190) – Argentina, Ecuador, Fiji, Namibia, Somalia and Uruguay. Ratifying countries are legally bound by the provisions of the Convention a year after ratification



The Violence and Harassment Convention recognizes the right of everyone to a world of work free from violence and harassment and provides a common framework for action. It provides the first international definition of violence and harassment in the world of work, including gender-based violence and harassment.

Violence and harassment at work takes a range of forms and leads to physical, psychological, sexual and economic harm. Since the adoption of the Convention, the COVID-19 pandemic has further highlighted the issue, with many forms of work-related violence and harassment being reported across countries since the outbreak began, particularly against women and vulnerable groups.

***“ A better future of work is free of violence and harassment. Convention 190 calls on all ILO Member States to eradicate violence and harassment in all its forms from the world of work. I urge countries to ratify the Convention and help build, together with employers and workers and their organizations, a dignified, safe and healthy working life for all.*”**

...said Guy Ryder, the ILO Director-General in his message to launch a global campaign to promote the ratification and implementation of the Convention. The global campaign will be launched on Convention No. 190, which takes place 21-25 June 2021.

The Action Week calls for renewed commitment from countries to ratify and implement the Convention. Following the Action Week, the ILO will launch a guide aimed at helping constituents and other stakeholders promote and implement the Convention and Recommendation.

The guide covers core principles and measures that countries can take to prevent, address and eliminate violence and harassment in the world of work, including examples of national laws, regulations and policies.





# CREW



GNV Cristal



SNAV Adriatico



ST George



Armonia



Lila Seoul



Tassos N



Fantastic



TR Crown



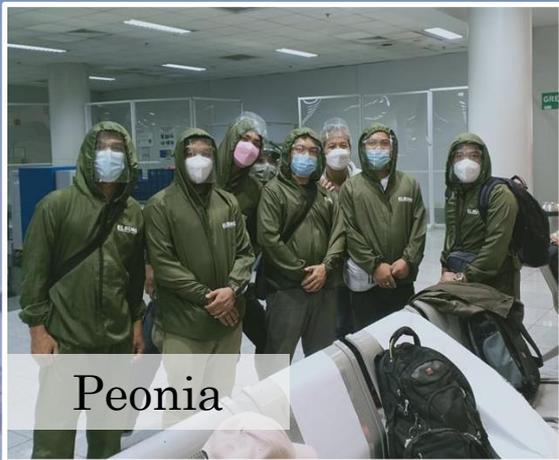
# CHANGES



Greta K



Angele N



Peonia



Elsa



Majestic



Excellent



Fantastic



Lila Piraeus



PS Valleta



# CREW CHANGES



Rosewood



Sider Jasmine



Vantage Dream



S'hail Al Rayan



La Superba



V Tre



V Due



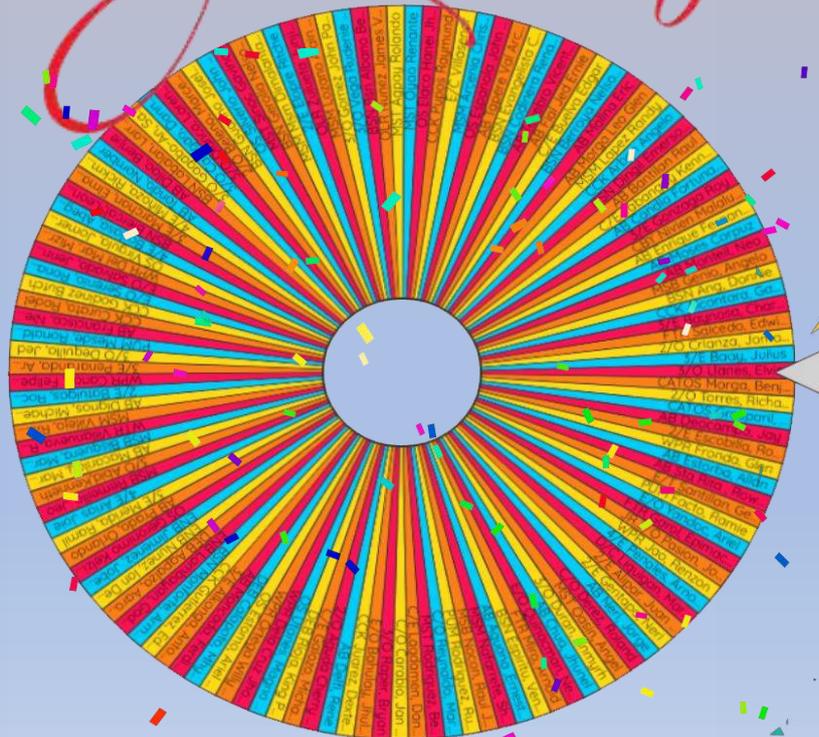
# WINNERS

For the Day of the Seafarers, the company has organized a raffle draw for all participating crew ashore on a virtual meeting. Overall, the program was attended by 150 officers and crew.

Here is the complete list of winners:

- MST OYAO, RENANTE
- 2ENG BATUIGAS, ROCSAN
- 3ENG PEÑARANDA, ARNEL
- 3ENG MARCHAN, ELMARK
- 3ENG MERIDA, RAMIL
- 3OFF DIANCO, LORENZO PAULO
- 3OFF RAPER, BRYAN
- 3OFF DEQUILLA, JED ELEAZAR
- JR. 3OFF PASION, JOSEPLEE
- ELEC BAHULAY, JULIEFHELL
- CCK LAPEZ, RANDY
- BSN LABALAN, LARRY
- AB MORGA, LEO GLENN
- AB FRANCISCO, NEL BRYAN
- CATOS MORGA, BENJIE
- OS VIRGULA, JOREMY
- OS UTANES, MAGNO JR.
- WPR ORTEGA, WILLY BOY
- WPR DEL MAR, MIZRAIM
- DCAD LIQUIGAN, MARK CARLO

## *Congratulations*



# ONE CREW ONE HORIZON



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