

SAILING FORWARD

Official Newsletter of Elburg Shipmanagement



ONE CREW ONE HORIZON



CONTENTS

02. Message from the desk

03. Company News

Crew Promotion

New Vessel Acquisition

Company Updates

Davide B, Official Statement

Renaming of I.M.A. Assessment and Training Center, Inc.

11. Seafarers Happiness Index

12. Local News

13. Maritime News

- Crew change crisis gets better, but still long way to go
- IMEC boss argues Philippines is pricing itself out of maritime labour market
- Tokyo MOU issues final CIC result
- Dredgers and Tugboats Freed the Ever Given
- InterManager tackles 'ambulance chasers' driving shipowners away from Filipino crews

18. What is a Toolbox Meeting?

19. Crew Changes

Cover Photo courtesy of AB Laurence Gallentes currently onboard San Carlos.



MESSAGE FROM THE DESK

CAPT. NICOLO TERREI



ELBURG
SHIPMANAGEMENT PHILS. INC.
ONE CREW ONE HORIZON

Another 2 months has passed with the same problem that we are facing now for the past year. The COVID-19 is still affecting a lot of our activities however on the positive side, the big news related to this pandemic is that the Philippine government recognized the Seafarers as Key Workers. As a matter of fact, we are now applying for vaccination for all our seafarers. We as company, with the private sectors and other shipping companies has purchased 2,000 doses of Moderna that most probably will be available on the beginning of June 2021. This, for sure can speed up the vaccination campaign of the company.

The other critical area which concerns us most related to crew change is the unavailability of flights and various travel restrictions imposed by the Philippine government for the limit of incoming passengers to 1500 per day.

On the other hand, we are very happy to inform you that the new agreement with CIRM is working very well and our cooperation is contributing to solve and to assist our seafarers onboard in a better way.

Let us hope that the enormous campaign worldwide for the vaccine may bring us out from this situation and that all of us can go back to our normal life. On behalf of our employees, please let me take this opportunity to thank you all for the patience and understanding that you are showing.



Crew Promotion

DECK DEPARTMENT

AB MANIBOG, PAOLO

Filicudi M

Started with the company in 2015 as MSM.

AB AYOS JOHN

SYN Tabit

Started with the company in 2012 as Deck Trainee.

AB MADJUS BELIJER

Rubicon

Started with the company in 2014 as MSM.

AB CORRE JAYMAR

Sider Mompox

Started with the company in 2017 as Deck Boy. He is under the company's Cadetship Program

OS UTANES MAGNO JR

Rinella M

Started with the company in 2018 as Deck Cadet. He is under the company's Cadetship Program.

Congratulations

ENGINE DEPARTMENT

CENG ORTEGA JOEL

Rubicon

He started with the company in 2012 for SIDER ORICONO. He was promoted to Second Engineer in 2018 and get the experience for 32 months before being promoted to the highest rank.

2ENG GARBOSA JOHNEL

PS Venezia

Started with the company in 2009 as Engine Trainee for MT IVER AMBITION. In 2012 he joined as first time on the rank as Jr. 4ENG and was promoted onboard as 4ENG after 3 months. This year he join as Second Engineer after 42 months of experience as 3ENG.

OLR AVILUNA MARVIN

Syn Antares

Started as Engine Apprentice in 2013. He is under the company's Cadetship Program.

OLR FERRER JERONE EROL

Syn Tabit

Started with the company in 2019 as Engine Trainee. He is under the company's Cadetship Program.

OLR ALCONTIN KHALIL NIÑO

Vienna Wood N

He started with the company as Engine Trainee in 2015. He is under the company's Cadetship Program.

WPR SANTOS, CHRISTOPHER JOHN

Davide B

Started with the company in 2019 as Engine Trainee. He is under the company's Cadetship Program.

“

Success is not an accident.

It is hard work, perseverance, sacrifice and love for what you are doing.”



NEW VESSEL ACQUISITION

*Mediterranean
Shipping Company*

*Blue Shipping
Consultants*



MSC JADE
Container Ship



MSC ESTHI
Container Ship



MSC AURORA
Container Ship



MSC OSCAR
Container Ship

SIDER VENTURE

General Cargo



SIDER JASMINE

General Cargo





Company Updates

Elburg is working hand in hand with its clients to increase the deployment of Filipino seafarers.

A.M. Nomikos



From 2 full crew vessels in 2017, the fleet were able to reach **9 vessels with Full Filipino crew onboard in April 2021**. Elburg is expecting another 1 vessel to be manned by full Filipino crew in May and 2 vessels for full management in June. At the moment, the company has 22 vessels currently registered in POEA where some vessels with mixed Filipino crew.



Arka Global

At the moment, *the POEA registered vessels under Arka fleet is 12*. The first take over was Lila Seoul with 9 Filipino seafarers onboard already and another 6 joining crew for the same vessel who will be joining in May 2021. **Another new vessel for this fleet to takeover for manning of full Filipino crew by mid of May 2021** and one vessel with 3 Filipino crew request for deployment on May 4, 2021.



Augusta Due

From April 2020, crew onboard was **94** while in April 2021, the fleet has already reached to **136 of the crew onboard**.



Grandi Navi Veloci

Last March 2021, Elburg received a request from its Principal Enterprise Shipping Agency SRL for the **deployment of 130 seafarers for RoRo Passenger vessels of Grandi Navi Veloci**. First batch of crew deployment is expected to be on the first week of May 2021.

Welcoming **Ing. Roberto Nulli Gabbiani** as the new Crew Manager of Marwave Shipmanagement BV. This year, the company Marwave has informed us that they will carry out a Seminar three (3) times per year mandating the crew under the fleet roster to attend the seminar at least once every year. The 1st Seminar was conducted via Zoom last April 26 for Ratings and April 27-28 for the Officers.





Davide B, Official Statement

Barendrecht, April 14, 2021 – De Poli Tankers is delighted to report that all fifteen of its officers and crew abducted from its vessel Davide B in the Gulf of Guinea on March 11 have been released and are now safe. The seafarers have meanwhile been in contact with their families. All crewmembers are in a relatively good condition given the difficult circumstances they have been under in the last weeks. They have been receiving medical checks and are being repatriated to their home countries.

Chiara de Poli, CEO of De Poli Tankers, is relieved and delighted the seafarers are safe and can return to their families in Eastern Europe and The Philippines and can start recovering from this deeply concerning situation. She is complimenting the officers, crew and their families for the strength they have shown during this ordeal. “The past weeks have been an extremely difficult period for everyone, in particular for our 15 seafarers and their families. We admire our crew members for their courage during this period and like to thank their families for their patience and resilience during a time of great uncertainty.”

De Poli Tankers also are grateful to the professional advisors, our staff, authorities and all those who have helped to resolve this situation for their support throughout this difficult time.



In this photo: Davide B crewmembers with Ambassador Jose Eduardo Malaya III, Police Attaché to the Philippine Embassy and Dutch Police Authorities.

As of this writing, crewmembers have been reunited with their families. Elburg has been in close coordination with the families, authorities and its Principal throughout the ordeal and are equally delighted all crewmembers are back safely.



In this photo: Ambassador Jose Eduardo Malaya III, Police Attaché to the Philippine Embassy with the Office Manager of Elburg, Maria Teresa Marasigan



16th



Celebrating 16 years of working together



ELBURG
SHIPMANAGEMENT PHILS. INC.
ONE CREW ONE HORIZON



COMPANY NEWS

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

(formerly RINA ACADEMY PHILIPPINES INC.)

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

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

Accreditation:

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

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



“Attaining Standards of Performance via Assessment and Training”

With the change of the name, I.M.A. is introducing a new system of training that at the moment seems to work very well. This is the ONBOARD TRAINING SYSTEM. Also, the target is to keep updated all the simulators and also to start to use some simulators on the cloud that are already available. Our big plan for the future is to offer the same standards of service for all crew regardless of Nationalities.

Therefore, I.M.A is now ready to implement complete new services as follows:

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



TOP

Reasons for Safety Incidents in 2020

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

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

The top most broken rule:



BYPASSING SAFETY CONTROLS

48%

Other highlights include:

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

WOMEN AT SEA

COFF VEGA SHAULA
YLAYA



2OFF CHERRY ROSE
AGUDA



2OFF MARIA KRISTINE
GARCIA



3ENG BREZERVEENE
QUINO



According to IMO that today, women represent only two percent of the world's 1.2 million seafarers.

It is an honor to have these four women Officers who are long-time seafarers under the roster of the company.



Lessons Learned



Fire Pumps and Pipes

Speed and distance indicator

Immersion Suits

Oil filtering equipment

Garbage



Steam pipes, pressure pipes, wires (insulation)

Furnishings

ISM Related Deficiency

Food personal hygiene

Cold room, cold room cleanliness, cold room temperature



Cleanliness of engine room



Other (Health protection, medical care)





SEAFARERS HAPPINESS INDEX



What makes your crew happy at sea?

Seafarers' happiness levels increased in the first quarter of 2021 at **6.46↑** from **6.37/10** in fourth quarter of 2020, according to the latest Seafarers Happiness Index report by The Mission to Seafarers.

This first report of 2021 focused on the impact of COVID-19 on the lives of seafarers, revealing the positive impact of improved connectivity and port welfare services, but also a growing concern over crew changes, access to COVID vaccines, and onboard working conditions.



POSITIVE CHANGES

Contact with family
6.91 ↑ from 6.90



WORKING HOURS AND REST

Workload
6.39 ↑ from 6.03



SOCIAL INTERACTION

Interaction with crew
7.24 ↓ from 7.25



SHORE LEAVE

Shore leave
5.25 ↓ from 5.53

World Maritime Theme 2021

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

IMO
EVENTS



IMO
2021

SEAFARERS:
AT THE CORE OF
SHIPPING'S FUTURE



FILIPINO SEAFARERS NOW INCLUDED IN PRIORITY LIST IN THE NATIONAL COVID-19 VACCINATION PROGRAM



The prioritization of seafarers in the vaccination is based on the following grounds: *Filipino seafarers are declared key workers globally and locally; Filipino seafarers are considered mobile, who, as part of their jobs, frequently enter various ports across the world; and shipping companies prefer their workforce to be vaccinated to ensure that their operations will remain smooth, unhampered, and somehow immune to the severe effects of COVID-19.*

UPDATE ON COVID-19

The number of coronavirus disease 2019 (COVID-19) cases in the country rose to 1,037,460 on April 30 with 8,748 new infections as five laboratories failed to submit data on time.

According to the Department of Health (DOH), this pushed the active cases in the country to 73,908. Of this, 95.1% are mild, 1.7% are asymptomatic, 1.3% are severe, and 1% are in critical condition.

Health Secretary Francisco Duque III said there is a “big possibility” that a COVID-19 surge similar to what's happening in India may happen in the Philippines if minimum health protocols are not followed.

ABRIL 30, 2021
Para sa kumpletong detalye at impormasyon, bisitahin lamang ang aming pampublikong site: <https://ncovtracker.doh.gov.ph/>

PORSYENTO NG AKTIBONG KASO

7.1%

TOTAL NG AKTIBONG KASO
73,908

PORSYENTO NG GUMALING

91.2%

TOTAL NG GUMALING
946,318

PORSYENTO NG NAMATAY

1.66%

TOTAL NG NAMATAY
17,234

MGA BAGONG KASO **8,748** MGA BAGONG GUMALING **4,143** MGA BAGONG NAMATAY **89**

KABUUANG BILANG NG KASO **1,037,460**

MGA NAGPOSITIBO HULING ABRIL 28
DATOS NGAYONG ABRIL 30
AYON SA REPORTS NOONG ABRIL 28

17.0%

PORSYENTO NG MGA NAGPOSITIBO

54,025

BILANG NG TINEST

HALOS
96.8%
ANG MILD AT ASYMPTOMATIC NA KASO!

KABUUANG PILIPINAS PUNO NA BA ANG ATING MGA OSPITAL?	
ICU BEDS (1.9K TOTAL BEDS)	64% Utilized
ISOLATION BEDS (13.6K TOTAL BEDS)	45% Utilized
WARD BEDS (6.9K TOTAL BEDS)	51% Utilized
VENTILATORS (2.0K TOTAL VENTILATORS)	43% Utilized

NATIONAL CAPITAL REGION PUNO NA BA ANG ATING MGA OSPITAL?	
ICU BEDS (0.7K TOTAL BEDS)	71% Utilized
ISOLATION BEDS (3.8K TOTAL BEDS)	51% Utilized
WARD BEDS (2.2K TOTAL BEDS)	62% Utilized
VENTILATORS (0.8K TOTAL VENTILATORS)	55% Utilized

KALAGAYAN NG MGA AKTIBONG KASO	
Mild 95.1%	
1.7% Asymptomatic	
1.0% Critical	
1.3% Severe	
0.87% Moderate	

RESBAKUNA KASANGGA NG BIDA UPDATE AND MESSAGE OF THE DAY

Sa mga nakatanggap na ng unang dose ng bakuna sa COVID-19, tiyakin natin masundan ang naitakdang oras ng pangalawang dose, upang makamit ang buong proteksyon mula sa mga bakuna. Tiyakin din natin ang kaligtasan ng ating mga tahanan, at agad na makipag-ugnayan sa ating BHERIS o One COVID Referral Center sa oras na makaramdam ng anumang sintomas. Maaabot ang One COVID Referral Center sa 1555, (02)886-505-00, 0915-777-7777, o sa 0919-977-9333.

Tangkilikin natin ang **Telemedicine Service Providers** ng LGU at DOH partners para sa ligtas na pagkonsulta sa ibang pang mga karamdaman. Puntahan ang <http://bit.ly/FreeTelemed> upang malaman kung paano makakapagkonsulta sa ating Telemed partners.

Ihahanap ka namin ng lugar para mag-isolate o magpagamot, tumawag lang sa sumusunod:

SMART: 0919 977 3333
GLOBE: 0915 777 7777
TEL. NO.: (02) 886 505 00

May tanong ukol sa COVID-19?
I-chat na si KIRA!
VIBER: Kira Kontra COVID by DOH
MESSENGER: Department of Health PH
KONTRACOVID PH: kontracovid.ph

Manatiling ligtas!
I-download ang StaySafe App
I-download ang WEBSAP
at pumunta sa StaySafe.ph

MAYROON PANG KATANUNGAN? SUMANGGUNI LAMANG SA SUMUSUNOD:

[f OfficialDOHgov](https://www.facebook.com/OfficialDOHgov)
 [@DOHgovph](https://twitter.com/DOHgovph)
 doh.gov.ph
 (02) 894-COVID / 1555



MARITIME NEWS



Crew change crisis gets better, but still long way to go

The crew change crisis caused by COVID-19 restrictions continues to cause challenges, despite some improvement in the numbers, the Secretary-General of the International Maritime Organization has warned. In a statement, Secretary-General Kitack Lim said that according to industry analysis, the numbers of seafarers requiring repatriation after finishing their contracts had declined from around 400,000 in September 2020, to around 200,000 as of March 2021. "Governments should also identify and prepare for the challenges of the vaccination of seafarers who spend long periods of time away from their home countries. We need to continue to work together to develop relevant protocols and guidance around vaccine certification." IMO Sec-Gen stressed. In the meantime, World Health Organization, International Labour

Organization, International Maritime Organization and other UN bodies recently issued a joint statement, urging all UN Member States to prioritize seafarers and aircrew in their national COVID-19 vaccination programmes. Through their letter, the UN bodies reiterated the key role that seafarers play in keeping global trade moving during the pandemic. Applauding this initiative, ICS added that the Suez Canal incident reminded governments and the markets just how important global shipping is to the supply chains.

Source: <https://safety4sea.com/imo-crew-change-crisis-gets-better-but-still-long-way-to-go/>

"The crew change crisis is not resolved but has reached a situation where it has been more manageable. However, there is great concern over the increased travel restrictions being imposed by governments in response to new variants. Seafarers must be designated as keyworkers. The crisis is still ongoing, and we will not let up our efforts. Governments will not be able to vaccinate their citizens without the shipping industry or, most importantly, our seafarers"

Guy Platten, Secretary-General ICS



ARTICLE

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

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

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

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

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

"But if you look with a more critical eye, there is more to it than that. The Philippines is starting to price itself out of the market."

Source: <https://www.tradewindnews.com/ship-management/imec-boss-argues-philippines-is-pricing-itself-out-of-maritime-labour-market/2-1-971761>

Tokyo MOU issues final CIC result

The Tokyo MoU shared preliminary results from its concentrated inspection campaign (CIC) on emergency systems and procedures that was carried out in the region from 1st September 2019 to 30 November 2019. *During the CIC, a total of 8,243 inspections were carried out involving 7,680 individual vessels, with a total of 7,174 inspections performed with CIC questionnaire.*

In total, 216 (2.62%) ships were detained during the campaign.

The greatest number of inspections were carried out on ships flying the flags of **Panama 1,942 (27.07%)**, the **Marshall Islands 729 (10.16%)**, **Liberia 720 (10.03%)** and **Hong Kong 705 (9.83%)**.

The highest number of CIC inspections by ship type were conducted on **bulk carriers 2,773 (38.65%)**, followed by **container ships 1,276 (17.79%)** and **general cargo/multipurpose vessels 1,234 (17.20%)**. Reference: <https://safety4sea.com/tokyo-mou-preliminary-results-of-cic-on-emergency-systems/>

Dredgers and Tugboats Freed the Ever Given

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

Anyhow, the Ever Given is finally free as of March 29 morning thanks to around-the-clock digging and tugging, not to mention a lift from Mother Nature herself in the form of rising tide. The Suez Canal Authority threw everything it had at the effort, and when that didn't suffice, it called in the assistance of even larger machinery. Here, we're recognizing their contributions to the seemingly impossible task.





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

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

The effort by the ship-management association come as sources told TradeWinds that a family pursuing a claim could be entitled to \$100,000 for death in service under a vessel's collective bargaining agreement (CBA).

But an ambulance-chasing lawyer will find the family and tell them they need legal representation to get the best deal.

They will offer a no-win, no fee contract, with the lawyer receiving 50% of the proceeds. And they may also offer to lend money at 20% interest pending the payout, so families receive much less than they otherwise would with no legal involvement.

Some lawyers may even file what are described as



"outrageous" claims of \$250,000 and may be awarded more than the CBA amount.

Excess to be paid

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

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

"Owners and managers are reluctant to engage with

Philippines crewing agencies for fear of being abused."

He said InterManager members are working with trusted partners in the Philippines or are opening their own branch offices to ensure correct recruitment of seafarers.

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

A POEA employment contract will see a seafarer's family awarded \$50,000 for a fatal accident, and \$60,000 for 100% disability.



A typical International Transport Workers' Federation union CBA disability payment can be up to \$175,000 for senior officers.

Situation not improving

"It's gone on for years and everybody tries to do something about it — the ITF, IMEC, the Philippine Association of Manning Agencies and Ship Managers, the P&I clubs," CFSsharp Crew Management director Roger Storey said, listing a series of shipping groups.

"It's not getting better."

The sharp practice, known as garnishment, is very frustrating for owners, Philippines-based Storey said.

"It's an added cost of employing Filipinos. There has been some movement, where an owner says, 'I'm fed up with the Philippines system, I'm going to get rid of my Filipinos and am now going to take on Indians,'" he said.

Families exploited

Storey said CFSsharp has seen a lower number of these legal battles, because it is known that payouts to the ambulance chasers will take too long.

"It's better for them to go for the easy meat," he added. "The trouble is these lawyers are working within the legal framework," Storey said. He said the practice is exploiting Filipino seafarers.

"The lawyers are driving around in their Mercedes and the seafarers' families are not," he added. "It's a deterrent for shipowners to take on Filipinos."

Seafarers are briefed on the terms when they sign contracts, and are asked to explain their entitlements to families, but many do not.

But contract knowledge is getting better as time goes on, Storey believes.

Figures from the POEA showed a 60% drop in Filipino seafarer deployments last year, amounting to a fall of around 300,000 jobs. The Philippines is by far the world's largest labour supply country.

Francesco Gargiulo, chief executive of the International Maritime Employers' Council, told TradeWinds in March that the drop could mostly be attributed to the pandemic.

But he added that shipowners have since found alternatives in India and Ukraine.

He is concerned that they may not return to the Philippines because of cost and other issues.

Lobbying from insurers

The International Group of P&I Clubs has been lobbying that any awards are put in escrow during an appeals process.

A law aimed at protecting seafarers and their families from the unscrupulous attentions of lawyers was passed in 2015.

The UK P&I Club said at the time that "it was never the intention that these generous contractual benefits should go to anyone other than the deserving seafarer or his/her family, but the reality is it is often their lawyer who benefits, through the substantial fees charged for their services".

[Source:https://www.tradewindsnews.com/ship-management/intermanager-tackles-ambulance-chasers-driving-shipowners-away-from-filipino-crews/2-1-998896](https://www.tradewindsnews.com/ship-management/intermanager-tackles-ambulance-chasers-driving-shipowners-away-from-filipino-crews/2-1-998896)





8

KEY PRINCIPALS ON HUMAN FACTORS

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

People make mistakes



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



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



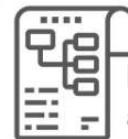
Leaders contribute in shaping conditions that influence what people do



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



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



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



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



What is a Toolbox Meeting?

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

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

Safety usually receives insufficient attention as long as there are no severe incidents. Toolbox meetings are an ideal way to bring the theme safety back into the limelight with all employees in order to create a safer worksite.

A few tips for organizing effective toolbox meetings

by Jerry in AEC Business Tips

The toolbox meetings will be organized by project leaders or site managers. This shows that they are also involved and that they value safety.

CHOOSE A CURRENT SUBJECT



Has there recently been an incident or has somebody been injured? Then choose that subject, rather than something that is less current or immediate.



DRAW UP A SCHEDULE

Toolbox meetings are often scheduled on a monthly basis. Meetings are best held in the morning so the contents are retained better.

KEEP IT SHORT AND TO THE POINT



A good guideline for the duration of a toolbox meeting is 10 to 15 minutes.



DOCUMENT THE MEETING

Document who was present, what was discussed and which agreements were reached. These minutes are required anyway when checked for compliance for certifications.



Crew Changes



COFF TABOTOL, EUGENE
CENG LIM, ROGER

March 8, 2021
Prince Rupert, Canada

2OFF BALEROS KIM HARVEY | 4ENG
CHAVEZ JUNMAR | AB CASTILLO CARLITO
AB HARO CRES | AB RIVADENEIRA ARMAN
CENG BUOT ALBERTO | OLR ALCONTIN
KHALIL NIÑO | OLR NAMIT RICHLEY

April 2, 2021
Durban, South Africa



AB SY NORMALITO | 3ENG ALCOS
CHRISTOPHER | 3OFF VICTORIOSO
JAYRALD | 4ENG MANGUBAT JOSHUA |
AB MADJUS BELIJER | AB UY DANILO
CCK NAFARRETE SALVATORE LEONCIO
CENG ORTEGA JOEL | DEB NEVADO MARK
ELEC ASUELO VICTOR MICHAEL | FTR
FANTONE GALIHER | MSM SUMITNAN JAY
MARK | OLR PINO LOUIE

April 25, 2021
Singapore



Crew Changes

<p>ACQUAMARINA PUM GERMAN JOVENCIO ENB CABARDO ARCHIE SMERALDO PUM ROSARIO HENRY TURCHESE 2OFF GOMEZ DEX ELEC BURDADOR RIZALDELINO PS VENEZIA 3ENG QUINAMAGUE JESON AB BAYLON DANTE DEB AÑORA CAYVIEN KLIENT PUM PANGILINAN JONHNY FAVOLA 2ENG CABANSAG ROMANITO AB BONYOG CHRISTOPHER FTR ROSAMIRAN DANILO JR. OLR ESTEBAN ARJAY OS EVANGELISTA JONATHAN WPR PEREZ STEPHEN REY SYN ZANIA OLR SUAREZ ELIAQUIM OS BUNYOG JOHN MARVIN SYN TABIT AB AYOS JOHN AB GARCIA RICHARD OLR FERRER JERONE EROL</p>	<p>FILICUDI M AB SERENCIO NIÑOMILO GINOSTRA M CCK NOCON RAUL MSB MOSATALLA ABELARDO LISCA NERA M CCK PIDO CESAR CALAJUNCO M AB MOLEÑO ARNOLD E/T PERALES ROLAND ELEC SALVADO EDSON VULCANELLO M FTR MANGILI JHUNE ALICUDI M CCK SALTING FERDINAND MELIGUNIS M AB OBISPADO EDUARDO JR RINELLA M OS UTANES MAGNO JR DEB CALAPOTO MHAYZON DATTILO M AB ALAGDON ADOLFO ERICUSA M CCK DE OCAMPO LEO</p>	<p>GRETA K MST CORPUS CHALMER 2OFF DIONISIO MARCELINO 3OFF ROSAL MICHAEL CENG MAICO EDUARDO OS JARABILO MARY JANE COFF CATALAN VILL ALEXIES NIKE CATOS NAFARRETE SHEEN FTR LONDON ROLANDO DCAD DURA MARK DALE WPR DEMATA NENIL AETHALIA COFF YLAYA VEGA SHAULA AB MATILLANO IAN CEASAR CCK TONELETE EDWIN ELEC LUMINARIAS MANUEL FTR PRUDENTE TRISTRAM 4ENG YOSORES JEAN REY MARY A FTR POWAO ALEX ODOARDO AMORETTI OS DASAS JOHN MICHAEL BIANCA AMORETTI OS CANANGA CLAUVIN ANTHONY</p>	<p>NONI AB DELIS MICHAEL OS JEMERA LEONARD MSM PANIMDIM EDWARD WPR YSATAM JAYMARK APHROS FTR ELOPRE PETER ARMONIA CENG LIM ROGER COFF TABOTOL EUGENE 3ENG ALPES JESSE 2OFF GINEZ FREDERICK AB NAVARRO JEFFREY 2ENG RAMOS RICKY ELSA WPR PALINGCOD ADONES ASTRA N CENG ESMERO VICTOR VIENNA WOOD N CCK JAYMALIN JAISON ST GEORGE 2OFF ALORRO GLOVENTH V DUE CCK DELA RAMA NICOLAS AEC DILIGENCE 2ENG GULAYAN RENE</p>
<p>BEATRICE 2OFF MATILLANO KENNETH ST. PETRI AB ACOSTA BOSCH</p>	<p>MSC LAURENCE BSN SAMARISTA ELVIN MSC MIA</p>	<p>SYN ACRAB FTR FABRE JOSE DEXTER OS DE GUZMAN JOMAR</p>	<p>MSC GAIA 4ENG GENONSALAO BENGIE BSN PINGKIAN CHARLES</p>
<p>AIGRAN D 2ENG BERNAD FRANCIS GIOVANNI DP 2ENG CHAVEZ FRANCISCO JR. 2OFF BOLOFER HONEY BOY 3OFF PADILLA RALPH AB CANALES ARCHIE LAGUNA D 2ENG MALDECIR PASCUAL JR. ELEC ASIS JOHN ROBERT VENEZIA D AB PERIT KING PAUL ELEC NUÑEZ JOFFER WPR CABADIN JAIME MIRO D AB TALMACI GEORGE ZAGARA AB BLANCO CLAYVIN PAUL AB MANLANGIT RICO CCK GONZALES CHRISTOPHER MSM GRIJALDO JUANCHO WPR LIBRES JR. SYLVIO AB BACALTOS JAPHETH</p>	<p>DAVIDE B 2ENG ESCOBILLA RONNIE 2OFF DEMETERIO LEMUEL 3ENG ARE VICENTE 3OFF NELLAS ARIEL PAUL 4ENG LEQUIN MICHAEL AB AUDITOR MANUEL AB FAJARDO AL-DRINN AB MARCO MICHAEL BSN PANOPIO ANGELITO CCK CACERES RAINELDO CENG SIPALAY FLORITO JR. COFF Karnaukh Oleksandr ELEC BLANCO JERMO FTR ECHANES MARLOU MSM GANTONG MARK ANTHONY MST LAMASAN FRANCISCO MST QUINTO GILBERT OS ANCERO REYMOND PUM ALTAR EDWIN WPR CAMARGO REGGIE KING WPR SANTOS CHRISTOPHER JOHN</p>	<p>SIDER CARTAGENA AB PRUDENCIO LEMUEL CCK GERMAN RODELIO JR. OLR VELASCO ALLAN OS CARRANZA BRYAN NACC MILBURN ELEC Oliva Marvin AB TABU-AO JESSIE JOHN SIDER CARTAGENA 2OFF SAMOY MARINO AB NATE JON KEANO SIDER MOMPOX AB CORRE JAYMAR SIDER TIS ELEC OQUENDO JOMAR GIULIA I CENG MANALILI ENRIQUE COFF OROWAN BEN MST CARIÑO HECTOR SAN FELIX BSN EVANGELISTA JONIE D/T DESTACAMENTO MARJUNE</p>	<p>SARACENA PUM SUAZO JOMAR SVEVA PUM ESPIEL SOTICO NORMANNA CCK DOLLENTE RODERICK BARBARICA CCK CURADING DARWIN BLACK SHARK OLR CORDOVA MARC LOUIE SERENA R 2ENG JIMENEZ ARGO TURCHESE ELEC BURDADOR RIZALDELINO ETO TALLUD ARIEL MSC MICHAELA FTR NAVALES ELEAZAR MSC JADE CCK RIVERA RANULFO SYN ANTARES FTR ANI VICENTE OLR AVILUNA MARVIN OS CAGATAN FLOYD</p>

Elburg Shipmanagement Phils. Inc.

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

www.elburgshipmanagement.com.ph

Follow us:



ElburgShipmanagement



Apply Now

We are in need of various ranks for different types of vessels. You can apply through the following link below:

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

ONE CREW
ONE HORIZON