



# The Anchor

January—June 2016 Volume 3 Issue 4

Blue Manila, Inc. (BMI) is now on its 32<sup>nd</sup> year of providing quality crewing services to its valued clients of Shipowners and Crewmanagement companies.

Shipping, from where our company depends for its sustainability and livelihood for many Filipino seafarers and their families, continues to face tough challenges. It has not fully recovered from the Financial Crisis that shocked the World's Business Community in 2008.

Amidst the above, one quality that defines the Filipino and the BMI character is RESILIENCE.

The dismal global shipping outlook in 2016 are not enough reasons to demean our spirit and our drive to continue to do what we do best and that is to supply our valued Clients with qualified & "possessing the right attitude", Filipino seafarers to help navigate their vessels, transport the world's goods to the different parts of the globe and thereby in our own humble way, contribute in steering the Global economy back to its robust and ever dynamic position.

Last year I embarked on a "Courtesy Visit" to our European based principals.

It was both a fruitful and significant visit aimed at fostering and strengthening our partnership with our principals, promote better understanding and cooper-

ation among each other and thereby work closely together in achieving common goals.

Back in the home front, we pursued various welfare activities for our crew and employees; facilitating new programs aimed at increasing Awareness during Disasters (The Philippines as we know, is frequented by natural calamities) training on Basic First Aid, Basic Life Support; Disaster Preparedness were conducted by the Philippine Red Cross; Basic Occupational, Safety and Health Training ; Commercial Aspects of Shipping as well as a Valuable Lecture on Keeping Family Ties Strong in an OFW (Overseas Filipino Workers) Setting.

Our business district in the Ortigas Center was among those who actively participated in the National Earthquake Drill held in September 2015.

In behalf of our Filipino seafarers and our employees and their families and others who depend so much on Shipping, I extend our Good Will and Gratitude to all our Principals for the continuous employment opportunities you provide; for looking after our crew's welfare on board and that of their families back home and for the chance to grow in their chosen profession through your specific Training Programs.

Together as a team, we will continue to work through 2016 and thereafter with the same zest & optimism.

By: F. Arcellana





## WHY IT'S MORE FUN IN THE PHILIPPINES : Exploring BATANES

Several years ago, BATANES was not as popular as it is today. Ibatan's are the natives in this northern most part of the Philippines and Taiwan is the nearest neighboring country. The reason why few people knew this place before was because BATANES does not exist on any old Philippine maps. Batan, Sabtang and Itbayat are the three large islands of the province. Several islets also surrounds these islands but are yet to be explored.

To date, well-known artist and politicians like Kris Aquino, Gloria Macapagal Arroyo, Drew Arellano, Jay Taruc, Toni Gonzaga and many more showed the world by the power of social media how truly amazing BATANES is! July of this year was my recent trip and like these guests, I would like to share to you my co-workers, crew, principals and all of the readers why you should experience BATANES!

Batan island is the largest of the three where Basco, the capital is situated. Other municipalities here are Mahatao, Ivana, Uyugan, Ivana and Itbud. Batan's most visited sites to name few are Basco Lighthouse, Boulder Beach, Mahatao View Deck, Fountain of Youth, Marlboro Hills and Vitaoy Beach.

To start, **Basco Lighthouse** is located on top of Naidi Hills. The lighthouse let's you view Basco from end to end. To mention few of the view are Mt. Iraya, airport, seaport, cemetery, houses and fields. Many tourist had made this a choice for their wedding location due to it's stunning scenery.



The **Boulder Beach** also called Valugan Bay is composed of rocks settled by the bay instead of sands. Amazing right? Where could you possibly find a destination like this? History tells that the rocks are from the eruption of Mt. Iraya way back 400 AD. Since these are sedimentary rocks, they are generally smooth, perfect to sit on, relax and enjoy the blue sky, clear sea and the backside view of Mt. Iraya. Truly astonishing!

**Mahatao View Deck Grotto** displays the entire seabed from Basco port to Mahatao port and facing the South China Sea. Walking down is allowed but will take you over a hundred steps in this adjacent cliff. You can take more pictures at the bottom or just simply enjoy the view. While going down is easy, prepare yourself for the climbing as it is quite a workout. Sunset viewing is best at this place but to prevent accidents, this spot is open until 5 PM only as there are no lights going down the cliff. Sorry guys, it is mainly for your safety though.

Another Mahatao attraction is the **Racuh-a-idi Fountain of Youth** located at Diura (fishing village). From the words itself, you'll know how the locals work for living. After passing the village, you can find the fountain of youth where water flows from the nearby mountains and is trapped in a semi man-made pool. What makes it more special is that it is fronting the Diura beach. Elderly Ivatans believe that, when you dip into the water, it will make you look younger! Whether or not it is true, undoubtedly you will enjoy the cold fresh water swim!

**Vitaoy Beach** is situated in the municipality of Uyugan. This is a picnic ground where you can set "duyan" (hanging cradle) and play volleyball at the court constructed in the area. Day tour and overnight stay are allowed as long as you ask for a permit from the Baranggay office of Uyugan. Fine white sand, check! Clear water, check! Blue sky, check! What else could you wish for a beach? Naturally God made minus the city noise.

**Marlboro Hills** or "**Racuh A Payaman**" is a communal pastureland. Why Marlboro Hills? If you ever seen and remembered the old commercial of the Marlboro cigarettes, you'll definitely notice the resemblance. Tourists who visited this place are speechless, and felt that they are transported to another country. You can perfectly capture the sky, green pasture, ocean and all elements in one frame!



Sabantang, the second island from the province of BATANES is famous because of their white beaches, one of it is the **Nakabuang Beach**. Often compared to Boracay because of it's fine white sand, blue sky and crystal clear water minus the bar, hotels and busy people around. Indeed, perfect for people who wishes to escape the noise of Metro and pollutions. It is visibly simple and everything here is natural. You don't need to be a professional photographer to capture such a perfect shot. Going to Sabtang is simple, just ride a jeep or tricycle to Ivana port, and wait for boats. Roaming around Sabtang can be assisted by the tricycle on standby at the Ivana port and charges a fee for a day tour. The tour will take you from end to end of Sabtang. If you want to stay for a night, just head over at the local government unit near the port and inquire. They will happily serve you. Sabtang have the poorest signal so be you'll definitely end up at a no disturbance zone!

Ivatan houses are built with limestone walls, reed and cogon roofs, strong enough to withstand the typhoons and earthquakes that visit the island. Some houses have roof nets which allow the roofs to last from 25 to 30 years. Only three walls of the house have windows; the fourth wall faces the direction of the strongest typhoon winds.

Lastly, the third island is Itbayat. You can get here by airplane and boat but I strongly recommend to take the boat transfer as airline ticket is expensive! The island is interesting as it is mainly bordered by cliffs and no shore at all. That is correct! Cliffy island it is! Disembarking from the boat is as thrilling as climbing a mountain. You need timing before jumping off the boat, not a usual trip you may say but every view you find will make you to an awe.

Life in BATANES is simple. By day we toil the fields, at night rest and occasionally have grand fiesta celebrations. Fiesta's are fun and gastro-friendly but diet-unfriendly. During festivities, every household has food prepared for guests. Ivatan delicacies such as turmeric rice, uved (minced banana pith, fish and pork), venes (dried gabi stalks), luñis (Ivatan adobo cooked with salt only), tatus (coconut crabs), lobsters and pako salad (fiddlehead fern) all of which are fresh and a must try! Every home knows how to prepare the native foods so no need to worry on where to find one.



BATANES vacation is costly, tickets range from 6,000.00 - 7,500.00 per way on



peak seasons. But don't worry, promo tickets still exists, you just need to stalk Philippine airline's website and pages and viola! To get a cheap ticket, you must book a year before your planned vacation, that's how it is. Cell phone reception is poor since there are no stand-by maintenance from the providers settled yet in the province. And for the record an average of eight typhoon a year visits BATANES. Don't get sad, as long as your vacation is planned carefully, I greatly assure, once you experience BATANES, you'll definitely want to visit again! As everyone is already saying, "Ang Batanes ine-experience, hindi gino-google", in English, Batanes should be experienced, not googled. See you in Batanes!

## HEALTH IS WEALTH: STRESS TEST

**What is Stress Test??** A stress test can be used to test for heart disease. Stress tests are tests performed by a doctor and/or trained technician to determine the amount of stress that your heart can manage before developing either an abnormal rhythm or evidence of ischemia (not enough blood flow to the heart muscle). The most commonly performed stress test is the exercise stress test.

**What Is an Exercise Stress Test?** The exercise stress test -- also called a stress test, exercise electrocardiogram, treadmill test, graded exercise test, or stress ECG -- is used to provide information about how the heart responds to exertion. It usually involves walking on a treadmill or pedaling a stationary bike at increasing levels of difficulty, while your electrocardiogram, heart rate, and blood pressure are monitored.

**Why Do I Need a Stress Test?** Your doctor uses the stress test to:

Determine if there is adequate blood flow to your heart during increasing levels of activity. Evaluate the effectiveness of your heart medications to control angina and ischemia. Determine the likelihood of having coronary heart disease and the need for further evaluation. Check the effectiveness of procedures done to improve blood flow within the heart vessels in people with coronary heart disease. Identify abnormal heart rhythms. Assess the function of heart valves if they are not functioning properly

**What Are the Types of Stress Tests?** There are many different types of stress tests, including:

### Treadmill stress test:

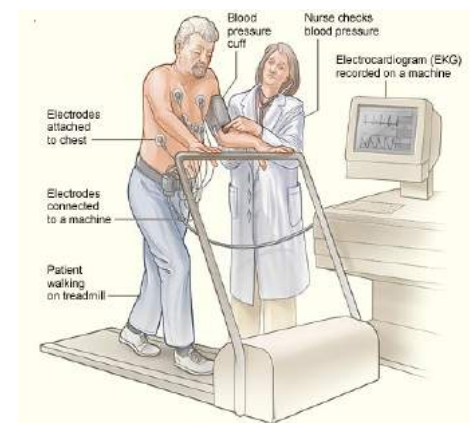
As long as you can walk and have a normal ECG, this is normally the first stress test performed. You walk on a treadmill while being monitored to see how far you walk and if you develop chest pain or changes in your ECG that suggest that your heart is not getting enough blood.

**Dobutamine or Adenosine Stress Test:** This test is used in people who are unable to exercise. A drug is given to make the heart respond as if the person were exercising. This way the doctor can still determine how the heart responds to stress, but no exercise is required.

**Stress echocardiogram:** An echocardiogram (often called "echo") is a graphic outline of the heart's movement. A stress echo can accurately

visualize the motion of the heart's walls and pumping action when the heart is stressed; it may reveal a lack of blood flow that isn't always apparent on other heart tests.

**Nuclear stress test:** This test helps to determine which parts of the heart are healthy and function normally and which are not. A small amount of radioactive substance is injected into the patient. Then the doctor uses a special camera to identify the rays emitted from the substance within the body; this produces clear pictures of the heart tissue on a monitor. These pictures are done both at rest and after exercise. Using this technique, areas of the heart that have a decreased blood supply can be detected.



Preparation for these types of stress tests will vary from preparation for the exercise stress test. Ask your doctor about any specific instructions.

### How Should I Prepare for the Exercise Stress Test?

Before your stress test:

Do not eat or drink anything except water for four hours before the test.

Do not drink or eat foods containing caffeine for 12 hours before the test. Caffeine will interfere with the results of your test.

Do not take the following heart medications on the day of your test unless your doctor tells you otherwise, or if the medication is needed to treat chest discomfort the day of the test: Isosorbide dinitrate (for example, Isordil, Dilatrate SR); Isosorbide mononitrate (for example, ISMO, Imdur, Monoket); Nitroglycerin (for example, Deponit, Nitrostat, Nitro-bid). Your doctor may also ask you to stop taking other heart drugs on the day of your test. If you have any questions about

your medications, ask your doctor. Do not discontinue any drug without first talking with your doctor.

If you use an inhaler for your breathing, bring it to the test.

**What If I Have Diabetes?** If you have diabetes and are scheduled for a stress test:

If you take insulin to control your blood sugar, ask your doctor what amount of your medication you should take the day of the test. Often, you will take only half of your usual morning dose and eat a light meal four hours before the test.

If you take pills to control your blood sugar, do not take your medication until after the test is complete.

Do not take your diabetes medication and skip a meal before the test.

If you own a glucose monitor, bring it with you to check your blood sugar levels before and after your exercise stress test. If you think that your blood sugar is low, tell the lab personnel immediately.

Plan to eat and take your blood sugar medication following your stress test.

### What Should I Wear the Day of the Stress Test?

On the day of your stress test, wear soft-soled shoes suitable for walking and comfortable clothes. Do not bring valuables.

### What Happens During the Exercise Stress Test?

First, during a stress test, a technician will gently clean 10 small areas on your chest and place electrodes (small, flat, sticky patches) on these areas. The electrodes are attached to an electrocardiograph monitor (ECG or EKG) that charts your heart's electrical activity during the test.

### References:

WebMD Medical Reference

View Article Sources

SOURCE: American Heart Association.

Reviewed by Suzanne R. Steinbaum, MD on September 28, 2014 © 2014 WebMD, LLC. All rights reserved.

By : L. Dalisay



## CREW AT WORK

### From the Engine Room



When I finished high school, I never thought of seeing myself in a noisy engine room. I always thought of something else- working with white collared pal in a classy and spacious air conditioned room, and even sleeping on my own bed every night. The whole scenario has changed. I do not know what is the greatest driving force in this universe that drive me down into this very opposite manner of living where I am now. Regret was never a part of it. Instead, all the efforts exerted have paid off not later but sooner than I expected. After years of torments and endurance, I finally appreciated my destiny and embraced the consequences of it.

After completing my 3-year academic requirements leading to the degree BS Marine Engineering, I had to do my cadetship. Of course it was never easy! Away from home for six months. First time in your life is not an easy adjustment to cope with. Despite of everything, "to earn dollars and to travel the world for free", the famous adage I've heard from my instructors since my college days kept knocking on my memory.

Then, finally I had my license and was assigned onboard as 4<sup>th</sup> Engr. First service as an Engine Officer was a lot of hard work. The ship was on dry dock and was about to be sold to the new owner. A lot of repairs are expected. I do not know exactly where to start. Luckily, after a month, they pulled me out and transferred to a newer ship-as 3<sup>rd</sup> Engr, sort of promotion. Although everything seems new and functional, the sophistication of the installation of its auxiliary appurtenances was to me a new ordeal. But as the old saying goes..no pain, no gain. So I need to deal with it, I've been this far

and given this chance so I'd rather make the most of it than go back and start anew. After two contracts as an Operational Level Engineer, I obtained my 2<sup>nd</sup> Engr. License. I spent few years for that position. I was exposed to almost all types of the ship in fleet but the monotony of it boosted my desire to find a new phase ahead of my career.

As time goes by, as people changed- everything has changed. I decided to leave my old company to quench the thirst I felt, until I took shelter in Blue Manila in 2013. I was hired as 2<sup>nd</sup> engineer and was placed in Momentum Scan. After two contracts, a life changing opportunity was given to me-I was promoted to Chief Engineer. My unspoken gratefulness runs unto them who in one manner or another simply helped me in attaining my dream.

As of this writing, I am currently on my second term aboard the ship where I couldn't possibly forget -the MV Marvel Scan. My first term here was full of surprises. Here, I experienced sailing with leaking cylinder cover-HT cooling water into the combustion chamber for couple days. Replacement of two units of cylinder covers at the mid pacific in an unprecedented move to keep the ship in its course despite of unfavorable weather condition. It was a week of trouble full of sleepless nights. My comrades even jokingly said it's all about the "curse of first time chiefs". But I was lucky enough to have a handful of help from my engine room crew. Yet, still a lot of work to do and a lot of challenges to face.

By: Chief Engr G. Solano

### Nautical Training in Amsterdam

Nautical Training June 6 to 13, 2015

I was invited to attend a one week Nautical Training at Amsterdam sponsored by CFL Shipmanagement BV and in coordination with Global Crewmanagement BV & Blue Manila, Inc. The training was very fitted for my position as captain to update important concerns in manning vessels handling cargo with special demands.

For several years as a captain, this is my first time to expose myself in trainings with global standards. The trainings and workshops were comprehensive as to the details of quality management systems in respect to: maintenance and procurement, catering services, painting requirements, handling heavy cargoes, risk management, safety requirements, and be equipped in the

details of data recording when it comes to damages.

The presentations were very clear and were supplemented with materials to facilitate easy learning. The materials at hand were simulations in case similar events happen like pocket checklists for safety, risk assessments, detailed recordings that can be replicated in practice.

Finally, being the lone representative from the Philippines, it made me feel proud to be considered as equal in terms of competencies with my European counterparts. It made me realize that learning is a continual process and equalizer to all people, may they differ in race, color, and faith.

By: Capt. J. Tayapad



Sa BMI, Bawat Marino Importante

## IN-HOUSE TRAINING

### **BASIC LIFE SUPPORT (BLS) and CARDIO PULMONARY RESUSCITATION (CPR) TRAINING and FIRST-AID**

*"The scene is safe. I'm Sarah de Leon, a trained first aider. May I help you?"*

This statement is retained in my mind during our 2-day BLS, CPR and Standard FIRST-AID Training Seminar.

I'm honestly not well equipped with these emergency awareness skills and was thankful I am able to participate in a 2-day training organized by our office and conducted by the Red Cross. Every day we are exposed to variety of risks in our home, in streets, in our workplace and everywhere. In fact, there's no safe place to live nowadays. Hence it is an advantage to be safety aware, mentally prepared and physically equipped in height of chaos. We never know when and where inopportune moment may occur so it's better to be personally prepared. The training gave me critical knowledge and confidence to respond immediately during emergency cases without fear and confusion which mostly our greatest battle fear and confusion of what to do and how.

I really enjoyed how our instructors from Philippine Red Cross facilitated our training which is comprehensive yet adoptable. Basically, the course is very knowledgeable and informative in sense. As our instructors has real life experience or I should say, has lot of experiences as paramedics. They got personally engaged in several incidents and shared to us photos and videos of critical emergency cases they responded to and how they were able to rescue and save lives with such heroic acts! Just knowing the basic of BLS, CPR and FIRST AID we can be a hero/heroine of somebody and ourselves. There's no degree that could compensate the possibility of saving a life so better get fit.

Our late Capt. Joe also participated in our training and I still remember how curious he is about different topics well, actually all of us! Our hands -on activities are quite tiring. However that served as a tangible proof of being physically fit for the tasks! :-) We took a lot of actual emergency response scenarios where I believed the best learning mode. We learned from our own physical engagement. I got body aches afterward yet the experience is fulfilling as well as the knowledge I acquired during the course is indispensable. I absolutely appreciated the importance of being a certified first aider! :-) From then, up to now and in the coming days I will be able to apply what I learned.... Thanks BMI for the opportunity of being a part of this training seminar.

Just to share some of my learning and photos during this course.

#### **Basic Life Support and CPR**

- guidelines in giving emergency care
- emergency action principles
- respiratory arrest and rescue breathing
- foreign body airway obstruction management
- cardiac arrest and safely conducting CPR

#### **Standard First-Aid**

- roles, responsibilities and characteristic of first-aider
- guidelines of giving emergency care
- patient/casualty handling for different types of emergency case (e.g. shock, soft tissue injuries, poisoning, bones, joints & muscle injuries)

#### **Bandage Techniques**

By: S. De Leon



### COOKY'S DELIGHT



This is a classic soup of Russia and Poland.

#### **BORSCH SOUP**

##### **Ingredients:**

- 2lbs uncooked beetroot, peeled and strips
- 2lbs potato, peeled and cubes
- 2 celery sticks, strips

- 2 carrots peeled and strips
- 2 onions med size, sliced
- Tomato paste, 200 gms
- 3 pcs bay leaves
- 5 whole peppercorns
- 1.5 litres beef stocks
- 3 tbsp of veg. oil
- Salt to taste

##### **Method:**

- \*Heat large pan put oil and cook the onions over a low heat for 5 mins, stirring occasionally.
- \* Add beetroot, carrots and celery and cook for further 5 mins, stirring occasionally.
- \*Add garlic and tomato paste, stirring for 2 mins.
- \* In another large pan bring beef stock to boil, Add the potato cubes, reduce the heat and simmer until potato almost cooked.
- \* Add the cooked vegetables mixture, peppercorns and bay leaves simmer for another 30 minutes or until the vegetables are tender. Put salt

to taste.

\*Ladle into a bowl and serve with sour cream, garnished with chop chives.



*C/Ck Manuel Resngit, married and proud father of 4, is BMI crew in good standing since 2009 having sailed on our manned AHTS, Bulk Carrier, container vessel and chemical tankers.*

*C/Ck Resngit is presently on board the Vento di Nortada. He would like to share with the readers a famous recipe in many Russian families as well as many Eastern and Central European countries, the BORSCH SOUP.*



## IN MEMORIAM

**Capt. Jose (Joe) Maclang Mangabat**  
22 September 1943—08 November 2015

**Necrological Service – 12.11.15**

## A Eulogy

My name is Francis Arcellana and I represent Capt. Mangabat's 2nd family, the BLUE MANILA, INC. (BMI Family or Team BMI)

After graduating with honors belonging to Batch 1961 from one of the oldest and most illustrious maritime institutions in the Philippines, then the Philippine Nautical School, presently the Philippine Merchant Marine Academy, Capt. Jose Mangabat embarked for his Cadetship on board a vessel of Botelho Shipping Corporation.

We are honored to have with us tonight 2 of his Batch mates, colleagues & long time best buddies: Capt. Delos Santos and Capt. Santos; and one of his closest friends and former colleague, Capt. Oseña.

Capt. Mangabat continued to sail for the next 2 decades until he decided it was time to retire from seafaring.

3 years later, together with Capt. Rainer Blum, a seasoned Master who hails from Hamburg, Germany, they founded BLUE MANILA, INC.

Capt. Mangabat spent his entire business career in shipping, marine personnel and industrial relations. He represented our company as one of the Board of Directors of FAME (Filipino Association of Mariner's Employment) for 7 years (1998 to 2001) & (2004 to 2006).

But... he was not all that.

Capt. Mangabat was also a Builder-building his Beach House in Batangas and Farm House in Tarlac guided not by the Blue Prints but by the point of his fingers.

In his prime, he was also a Tennis Player, a Scuba Diver and until recently, a Golfer. Two days before being rushed to the hospital, Capt. Mangabat was proudly showing off a photo of his, in a fashionable pose trying to hit a golf ball.

The one role closest to him though was that of a Farmer. He would share from time to time the produce from his farm such as tomatoes, string beans, bananas, etc. to us in the office, He recently (just barely 2 weeks ago) brought for us boar's (Baboy Damo's) meat.

5 days from now on November 17, 2015 our company Blue Manila, Inc. or BMI will turn 32 years old. We have planned to commemorate this day in the same modest way as previous years, giving away modest gifts and game prizes, granting Training Gift Sponsorships for the crew through a raffle and hosting simple snacks and lunch for our seafarers, families and office visitors on that day, as well as a mini-bazaar.

Last Monday, as we were shocked and struggle to come to terms with Capt. Mangabat's untimely passing, we announced that we will be cancelling part of the program in deference.

However, early this morning, 5 days after his death, an inescapable reality dawned upon us. The reality that while we, his BMI Family, with whom he spent most hours in a day, most days in a week, most weeks in a month and perhaps the most number of years in his lifetime.... while we mourn his death, we also celebrate his life.

What more cherished way to celebrate that dear life than by deciding to carry on.

Therefore, after arriving in the office this morning, we made a 360 degrees reversal of decision and announced that yes, we will proceed with the earlier planned Anniversary Program.

In behalf of Capt. Rainer Blum, Team BMI comprising of the BMI Family and the BMI Seafarers and their families, we thank you Capt. Mangabat for helping navigate our ship through the storms, for sharing your life with us, for being a part of our lives and for the chance to be a part of yours.

For where and when Capt. Mangabat's life on earth ended, his eternal life begins and eternally his memory will remain in our hearts.

