



The Anchor

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I invite our readers to pause from the persistent reports of worldwide shipping crisis affecting many in the industry and take a glimpse of inspiring images of 2016:

It is after all, in learning to appreciate the finer things and in counting our blessings especially in the most trying times that make celebrating Christmas- a truly beautiful & meaningful occasion.

1 & 2 -Dredger, Deo Gloria & crew in the middle of an emergency rescue operation: assisting in pumping out water and taking on evacuated passengers on board from the Royal Iris ferry after it ran aground off Eastham -10.07.16 (Photo Credit: www.liverpoolecho.co.uk/news)

3-Happy faces of Officers & crew after an intensive docking period of MV Momentum Scan at Brodo Trogir Shipyard, Croatia.

Despite the generally low freight rates 4- MV Thunderbird loading modules in Punta Cugno, Italy bound for Antwerp and 5- MV Deo Volente busy with cargo operations in the port of Harlingen, The Netherlands.

6- The splendor of the MV Eendracht photographed in

the serene waters of the port of Kalundborg, Denmark.

7- Galley crew happily barbecuing to celebrate a Good Team spirit, living up to their vessel's name "Stemat Spirit".

Page 2-Celebrating Christmas in the Philippines

Page 4- Crew taking a break from a hard day's work bonding with their families during the Finesse' call in Batangas.

Page 5- Galley crew on the MV Pugnax passionately preparing a sumptuous meal for all.

Page 6-With determination, loyalty & Perseverance, long time BMI Roy Namocatcat finally promoted to Master on board MV Kronoborg.

Our Congratulations to Mario Ramirez for his promotion to C/M on board the Kronoborg and to William Chua, Jotham Bison and Jose Estudillo for passing their OIC exams.

And.....the source of it all- the birth of our LORD JESUS CHRIST- the STRONGEST ANCHOR OF ALL. I wish you Good health & Good Will, a blessed, joyous Christmas and a Prosperous 2017.

By: F. Arcellana



WHY IT'S MORE FUN IN THE PHILIPPINES : CHRISTMAS IN THE PHILIPPINES

It's that most wonderful time of the year again! The Philippines is the country distinguished in celebrating the longest Christmas season in the world.

When do Pinoys (Filipinos) start celebrating Christmas exactly??

Only in the Philippines! It starts as early as the first –Ber month!

Every household, malls , streets, etc. are starting to adorn their places with various Christmas lights and decorations. Some are made of recycled materials like Parol (Christmas lanterns) made of bamboo sticks ,colorful papers or plastics with sparkly and shiny embellishments..



By this time, you see people lining up in the malls or the night market (Tiangge) to buy gifts for their loved ones. You can just imagine the monstrous traffic this is causing. In the metropolis.

On a merry note, come end November– Carolers from all walks of life; young & old, young once and young at heart and anyone with a Xmas voice to belt knock at your hearts and serenade you with



Christmas carols. Children singing at your doorsteps will be joyful you if you have a couple of coins to spare. This is the moment you realize that you are getting warmed up for Christmas is getting near.



Religion in the country is predominantly Roman Catholic. Christmas in the Philippines is never complete without the 9 days Novena Midnight or Dawn masses (locally known as Simbang Gabi) leading to Christmas eve. It is a challenge for most to wake up so



early in the cold morning and attend the usually 4 am mass. The "Simbang Gabi" is forever a part of the Filipino Christmas

To cope up with the sleepy mode and hunger pangs one would opt to eat 'Bibingka' – a traditional rice cake cooked in clay pot and lined with banana leaves covered with pre-heated coals, or 'Puto Bumbong' – a cylindrical usually of purple color steamed glutinous rice cooked by steaming in a bamboo tube seasoned with grated coconut and sugar and 'Tablea Tsokolate' – a hot chocolate drink or 'Salabat' – a turmeric or ginger tea which are being sold by the vendors to the faithful outside the different churches and parishes.



A traditional belief dictates that when you complete the nine-day mass, one's wish will come true. Well, don't we all wish for better health and a better life in the coming new year?

The most cherished moment during Christmas is on... of course, Christmas Day. Well actually, the thrill starts on the morning of December 24, the Eve of Christmas. People get busy baking and cooking foods in preparation for the Noche Buena! A lot of Filipinos would attend Misa de Gallo or Midnight Mass. This also marks the end and the final mass of the "Simbang Gabi."

Come 12:00 AM of December 25, children would wake up and see their gifts inside the socks hanging in the walls, windows or doors. Others would go right under the big Christmas tree to see their presents. Almost a lot of the children would receive toys from the make-believe Santa Claus, while parents and other siblings would lovingly hug and greet each other "Merry Christmas".

After ransacking Santa Claus' gifts, children together with the whole family would proceed to the dining table and enjoy their Noche Buena. One would be delighted to find lechon, hamon de bola, queso de bola, spaghetti, fruits of different kinds, pancit, lumpia and rice on the table. Desserts include ice cream, coffee, pastries and cakes. The adults would indulge in wine or beer to celebrate Christmas. Christmas in the Philip-

ines and as elsewhere in the world is a celebration of family, relatives and friends.



However, we should never forget that it's not all about the activities that we do during the lengthy time of the season. It's also that time we should remember the One who is the reason why we are celebrating Christmas. However you want to celebrate your Christmas, the most important of all is to reflect the true meaning of the season. It is not about gift giving we share with our family and friends nor the delicious food we eat. It is when we receive the joyful news of the birth of the Christ child.

Why did He come? Why did God send His only son to this sometimes cruel and hard world? He sent Jesus to us so that one day, He would grow up to become a very important part of our existence on earth. His story is one of truth, love, and hope. It brought salvation to all of us. Without Jesus, we would all die in our sins.

We can truly be happy at Christmas! No matter what may be happening, we can know that we are His children. We then become sons and daughters of God. Heaven will be our home one day.

Ms. K. Robion

Photo Credit: Mano Po Ninong, Mano Po Ninang by Faith Sensei

Health is Wealth



Hepatitis B is a serious liver infection caused by the hepatitis B virus (HBV). For some people, hepatitis B infection becomes chronic, meaning it lasts more than six months. Having chronic hepatitis B increases your risk of developing liver failure, liver cancer or cirrhosis — a condition that causes permanent scarring of the liver.

Most people infected with hepatitis B as adults recover fully, even if their signs and symptoms are severe. Infants and children are more likely to develop a chronic hepatitis B infection. A vaccine can prevent hepatitis B, but there's no cure if you have it. If you're infected, taking certain precautions can help prevent spreading HBV to others.

When to see a doctor

SYMPTOMS AND SIGNS OF HEPATITIS-B

- Jaundice
- Fever
- Fatigue in a short period
- Loss of appetite
- Gastrointestinal problems
- Abdominal Pain



Tracksify

If you know you've been exposed to hepatitis B, contact your doctor immediately. A preventive treatment may reduce your risk of infection if you receive the treatment within 24 hours of exposure to the virus. If you think you have signs or symptoms of hepatitis B, contact your doctor.

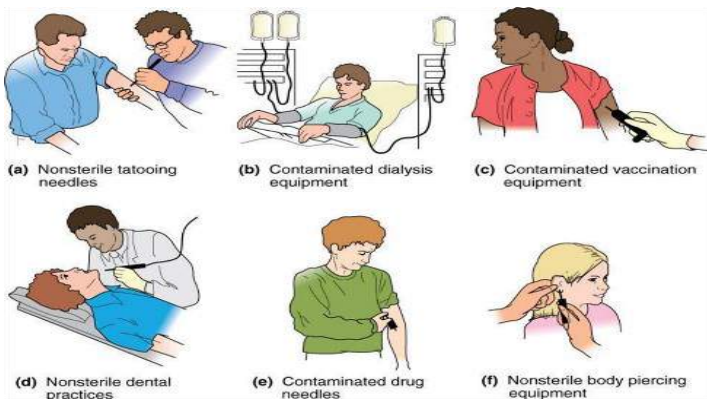
Causes

Hepatitis B infection is caused by the hepatitis B virus (HBV). The virus is passed from person to person through blood, semen or other body fluids.

Common ways HBV is transmitted include:

- **Sexual contact.** You may become infected if you have unprotected sex with an infected partner whose blood, saliva, semen or vaginal secretions enter your body.

Sharing of needles. HBV is easily transmitted through needles and syringes contaminated with infected blood. Sharing intravenous (IV) drug paraphernalia puts you at high risk of hepatitis B.



- **Accidental needle sticks.** Hepatitis B is a concern for health care workers and anyone else who comes in contact with human blood.
- **Mother to child.** Pregnant women infected with HBV can pass the virus to their babies during childbirth. However, the newborn can be vaccinated to avoid getting infected in almost all cases. Talk to your doc-

tor about being tested for hepatitis B if you are pregnant or want to become pregnant.

Prevention

The hepatitis B vaccine is typically given as three or four injections over



six months. You can't get hepatitis B from the vaccine.

The hepatitis B vaccine is recommended for:

- Newborns
- Children and adolescents not vaccinated at birth
- Anyone who has a sexually transmitted infection, including HIV
- Developmentally disabled people who live in an institutional setting and staff
- Health care workers, emergency workers and other people who come into contact with blood
- Men who have sex with men
- People who have multiple sexual partners
- People with chronic liver disease
- People who inject illicit drugs
- People who live with someone who has hepatitis B
- People with end-stage kidney disease
- Sexual partners of someone who has hepatitis B

Travelers planning to go to an area of the world with a high hepatitis B



Other ways to reduce your risk of HBV include:

- **Know the HBV status of any sexual partner.** Don't engage in unprotected sex unless you're absolutely certain your partner isn't infected with HBV or any other sexually transmitted infection.
- **Use a new latex or polyurethane condom every time you have sex** if you don't know the health status of your partner. Remember that although condoms can reduce your risk of contracting HBV, they don't eliminate the risk.
- **Stop using illicit drugs.** If you use illicit drugs, get help to stop. If you can't stop, use a sterile needle each time you inject illicit drugs. Never share needles.
- **Be cautious about body piercing and tattooing.** If you get a piercing or tattoo, look for a reputable shop. Ask about how the equipment is cleaned. Make sure the employees use sterile needles. If you can't get answers, look for another shop.
- **Ask about the hepatitis B vaccine before you travel.** If you're traveling to a region where hepatitis B is common, ask your doctor about the hepatitis B vaccine in advance. It's usually given in a series of three injections over a six-month period.

References:

MedlinePlus Medical Encyclopedia

By: L. Dalisy

MARINE HIGH VOLTAGE

The ship's electrical system is essential in the distribution and safe conveyance of electrical power to every equipment connected to it. The main switchboard which is the most obvious element in the system supplies the bulk of power to motor starter groups, section boards and distribution boards. Ships usually have a common 3phase, 60Hz, 440 Volts supply being generated and distributed all throughout. But as engineering and technology progresses the demand for bigger ships increases which can bring more profitability. As the ship size increases, there is a need to install more powerful engines and other machineries. This increase in size of machineries and other equipment demands more electrical power and thus it is required to use higher voltages on board a ship.



HV and LV

Any Voltage used on board a ship if less than 1kV (1000 V) then it is called as LV (Low Voltage) system and any voltage above 1kV is termed as High Voltage.

The principal items of a high voltage electrical system would be:

The main generating sets.

The main and auxiliary HV switchboards with associated switchgear, protective devices and instrumentation.

High voltage cables.

HV to LV transformers.

HV to HV transformers typically step down or isolating transformers supplying propulsion converters and motors.

HV motors for propulsion, thrusters, ballast-pumps, cargo-pumps and compressors.

Typical Marine HV systems operate usually at 3.3kV or 6.6kV. Passenger Liners like the Queen Elizabeth 2 operate at 10kV.

Why High Voltage?

On many ships the demand for electrical power has increased especially those with electric propulsion system. The supply current becomes too high and it is not practical and efficient to use the com-

mon voltage supply of 440 on ships. **Higher voltage** is needed to reduce the current.

For example, a current of 220 amps is produced in generating 6.6 kV of power as opposed to 3300 amps if the voltage is 440. The short circuit current would also be much lower at 9,000 amps for the 6.6 kV instead of 90,000 amps for 440 volts supply. This potential fault current is considerably lower for high voltage supply and is easily handled by the equipment.

Let us assume a ship generating 8MW of power at 440V, from 4 diesel generating sets of 2MW, 0.8 power factors each.

Power loss is reduced if the voltage is stepped up and thus it is always efficient to transmit power at a higher voltage.

Training

The 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW) introduced revised competence standards for the engine department, including a new additional requirement for engine personnel to have undergone training and education in HV (High Voltage) systems.

The Manila Amendments entered into force on 1 January 2012. Seafarers who started their training before 1 July 2013 may continue to meet the previous training requirements until January 2017. However, from 1 January 2017, engineering personnel will have to demonstrate that they meet the new HV requirements. Companies should conform individual flag state requirements, but it is likely that, when it comes to revalidating their certificate (every 5 years), engineering officers who are unable to provide documentary evidence of previous sea services on ships fitted with HV systems or of having completed an appropriate HV course will have an HV limitation placed on their Certificate of Competency.

Certification

In the Philippines the Maritime Industry Authority (MARINA) is the sole government agency that exercises oversight and supervision over compliance with all qualification requirements and conditions under the STCW Convention, as amended, relating to maritime education, training and certification.

Specific requirements for ETO:

1. Sea service in an approved capacity or position on seagoing ships powered by main propulsion machinery of 750 KW propulsion power or more. Existing



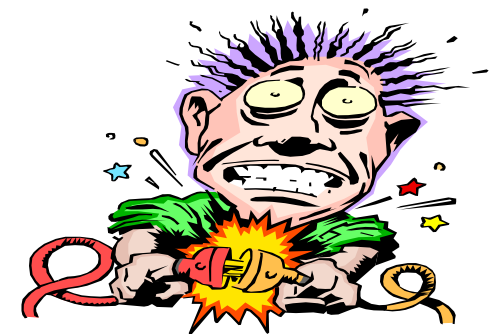
Sa BMI, Bawat Marino Importante

seafarers who intend to be certificated as ETO shall have not less than 12 months of sea service within the last five (existing seafarers) years prior to December 31, 2016.

2. Existing seafarers who meet the required sea going service as mentioned above shall qualify to take and pass the practical assessment approved by the administration.
3. A candidate who satisfactorily pass the assessment required above shall be allowed to apply for the issuance of the certificate of Competency (COC) as ETO.

Candidates who are unable to provide documentary evidence of previous sea services on ships fitted with HV systems or of having completed an appropriate HV course will have an HV limitation "COC as ETO with limitation on ships that has power system operating in excess of 1,000 volts" placed on their Certificate of Competency.

**For further details please see MARINA STCW Circular 2016-04*



By: F. Bautista

References: MARINA.gov.ph; Willem Maes, Antwerp Maritime Academy



Family Bonding on board the Finesse during her call in Batangas.

LIVELIHOOD: Cakes, Cupcakes and Muffins



Finished baking products: Cakes, Cupcakes and Muffins together with BMI crew and dependents who participated.

With the holiday season rolling in, a lot of people are already thinking of what food to put on their tables and to be given away for Christmas. Other than ham, among the most popular Christmas fares are cakes, cupcakes and muffins.

With this in mind, BMI thought of offering a livelihood seminar which could give our participants some food business ideas they can make and sell for extra cash. After all, the holiday season is a perfect time to get into business. A one day baking class was held at the BMI In-House Training last November 16, 2016 with Chef Emy Pascual from Ultima Entrepinoy Forum Center as the resource trainer. The baking class was participated in by some BMI cooks on vacation and the wives of the seafarers. The cooks welcomed the opportunity of improving their baking skills while the wives eagerly tinkered with the ideas of putting to use the new skills they have learned. The highlight of the baking class was the preparation of Blue Manila's 33rd anniversary cake on November 17, 2016.

By: T. Millar



COOKY'S DELIGHT

LUNCH SERVICE

A day in the kitchen or at least a quick look on what is for lunch today aboard MV Pugnax.

Me together with 2 messman are preparing a four course meal, starting with a salad then a hot soup, the main course and a dessert.

Chopping and slicing is the cue in preparing any meal (mise en place). We kicked off by gathering all needed ingredients. So for today's menu, we'll be having:

1-Cesar Salad:

- Lettuce
- Bell Pepper
- Onions
- Cucumber
- Tomato
- Red Radish

2-French Onion Soup:

- toasted baguet topped with mozzarella cheese
- 10 large onions sliced
- 2Tbsp butter
- 2Tbsp parley freshly chopped
- Salt and pepper to taste
- Beef stock

3-Roast Pork Tenderloin paired with mash potato and boiled dutch beans :

- 2kg Pork tenderloin bone-out
- Salt pepper to taste
- 2Tbsp Mustard
- 1/2cup Soy sauce
- 1/4cup Vinegar

Mirepoix:

- 3 carrots diced
- 3 Onions diced
- 6 stalk celery diced
- room ; beef stock; salt pepper

Mushroom sauce:

- butter
- all purpose flour
- canned mushroom

4-Mashed potato:

- 30 large potatoes peeled and boiled

Dutch beans:

Cleaned and washed then boiled.

Food pairing makes up the key for a right and balanced meal.



And then we finished this lunch service with a lavish chocolate strawberry cake.



5-Chocolate Strawberry Cake:

- 500 grm cake flour
- 3tsp baking powder
- 3tsp salt
- 1 cup sugar

1 cup chocolate powder

250grms melted butter

100ml fresh milk

- 6eggs
- filling : strawberry jam and cream
- topping: whipped cream



Kitchen of MV Pugnax, with Messman Billy Ray Paroginog and Messman Jay Angelo Saulan.



C/Ck Dan Philip Emperado, married and proud father of 3, is a BMI crew in good standing since 2012 having sailed on our manned General Cargo, Heavy Cargo, Bulk Carrier and Multipurpose vessels.

C/Ck Emperado is presently on board the vessel MV Audax. He would like to share with the readers a famous recipe of a meal serve on board.

CREW AT WORK

FROM ORDINARY SEAMAN TO MASTER MARINER

(By: Captain Roy C. Namocatcat)



(L-R: C/M M. Ramirez, AB R. Bautista, OS A. Primavera, AB/3M M. Castillo, AB C. Cabañero, **Capt. Roy C. Namocatcat**, Ftr Weber, Cook A. Raoet, 2/E A. Avdejev, AB J. Senados)



Capt. Roy Namocatcat

"I'll never know what brought me here, as if somebody led my hand, it seems I hardly had to steer, my course was planned. And destiny it guides us all..." These are my favorite lines from the song "Ever Since the World Began" from the popular American Rock band "Survivor"

Twenty one years ago as I was seeking for greener pastures, I submitted job applications to six manning agencies. Blue Manila, Inc. (BMI) was the first to respond to my application. That was in June 1995 and the BMI office was then located in Greenhills, San Juan.

In July 1995, I signed my first 12-month contract with BMI to join my first container vessel, M/V Kent Trader a 8,106 GRT, German flag registered and owned by Sibum GmbH & Co. KG. I served as OS on board for a total of 17 months, signing off on December 7, 1996.

I rejoined Kent Trader, now renamed MV Maria Sibum for another 12 months contract as OS from April 1997-April 1998.

Back then, I was informed that I have a potential to become an Officer and so I was advised by the former CEO, now President of Blue Manila, Mrs. Francis V. Arcellana that I should to take the 3rd Mate License Examination.

I finally decided to take my 3rd mate exams in July 1998. With God's blessings, I passed it.

I rejoined for the 3rd time, finally as AB from 22.02.00-20.06.00. In between, I sailed my first AB contract on Fisser von Doornum's container vessel, the MV Kronoborg from 17.09.98-20.06.99

Since sailing with BMI in 1995, I have only served on vessels of their principal, IC Shipmanagement Ltd., (based in Cyprus) for their 3 shipowners namely: Sibum GmbH, Vega Reederei and Fisser von Doornum.

The turning point in my career was when I got promoted to AB-3M way back in October 2001 on board the MV Corona, a sister vessel of the MV Kronoborg.

With the guidance and support of my senior officers, my colleagues on board, my agency back home and our Principal and shipowners, I pursued my seafaring profession until one day in 2005 when I

was first time 2/Off on board the Vega Diamond, I met Capt. Bernt Gienskey, Managing Director of IC Shipmanagement and he whispered to me "hurry up..be a Master before I retire in 5 years..."

Now, it can be told that Capt. Gienskey did not really retire in 2010 as he continues to head IC Shipmanagement till this day.

I continued to upgrade my license until I obtained my Master's certificate December 2015.

In April 2016, I was again engaged to serve on the M/V Kronoborg for the 2nd time, but now as a Chief Officer (my first was as AB in 1998) and my 6th contract as Chief Officer.

In July 2016, my present Bulgarian Master -Capt. Zahari reviewed my documents and realized that I had already a Master certificate. Without any doubt he made a recommendation letter of promotion to the owner as his reliever. The owner, Zachariassen Fisser GmbH & Co.KG accepted and approved his recommendation thus granted my promotion to Master.

Capt. Bernt Gienskey sent me a congratulatory message via e-mail stating: "My Personal best for your first command. I still remember that during a visit on board many years ago, I Mentioned to you that before I retire you will be a Master. So the goal has been achieved..."

On 18th of July 2016 my first command as Master took effect on board the Kronoborg until my sign-off date last 30th of August 2016.

I have finally fulfilled my dream and realized my goal to become a Master on board but not without thanking all those who have been instrumental and guided me through the years in my career path; the BMI Team through its President/General Manager, Mrs. Francis V. Arcellana and Crewing Manager, C/O Fernando R. Bautista III for your continued trust and confidence and for having your agency as a blessing to me and to my family; to Capt. Bernt Gienskey and the ICSM team, Dr. Michael Fisser, Sven Heymann, CONMAR Shipping GmbH & Co.KG and team, C/E Jochen Meyer, Capt. Paul Kirschbaum and Capt. Zahari I. Antonov, and my family for their love and above all the Almighty God for His abundant blessings and the rest of those who extended their greetings and wishes to me.