



# The Anchor

July—December 2017

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## OWWA— Overseas Workers Welfare Administration

Republic Act (RA) No. 10801— an act governing the operations and administration of the OWWA was approved last May 2016 by former President Benigno Aquino.

However, it was not until 15 days after publication on March 8, 2017 of the IRR (Implementing Rules & Regulations) in 2 leading newspapers that the said rules actually took effect.

RA 10801 defines the functions of the OWWA, its board of trustees and its secretariat and the uses of its trust fund, the OWWA Fund.

The Act also declared OWWA as an attached agency of the Department of Labor & Employment (DOLE).

OWWA's principal task is to develop and implement welfare programs and services that respond to the needs of its members- the Overseas Filipino Workers (OFWs) and their families and to administer the trust fund contributed by them.

It is also mandated to protect the interest and welfare of OFWs, provide prompt response to emergency or crisis situations overseas workers may face, and finance projects for OFWs and their families.

One of the salient features of the IRR is the (2) two year OWWA Membership compared to the former co-terminus with the employment contract.

This means that even if the employment contract is prematurely terminated, an OFW can still avail of his benefits from OWWA because of his two-year period membership.

The membership can be renewed at the end of the two-year period.

Membership in the OWWA, either through the compulsory or voluntary coverage, shall be effective upon payment of membership contributions in the amount of USD 25.00. Such membership shall be considered active until the expiration of the OFWs existing employment contract or after two years from contract effectivity whichever comes first.

## BMI LIVELIHOOD PROGRAM : Now on its 9th year

Why not learn and earn while you attain your sense of fulfillment and hone your potential to be a successful entrepreneur?

This is the theme of Blue Manila's Livelihood Program. Now on our 9th year, BMI's 1st livelihood offering for 2017 was held last May 11, 2017. BMI crew on vacation came with their wives in tow, and wives and daughters team of our seafarers on board eagerly attended the Livelihood Seminar in **Soap, Dishwashing Liquid, Fabric Conditioner and Perfume Making**. It was conducted by ASC Mom Cares Marketing Company which advocates to offer Livelihood trainings & seminars to Filipinos who have the dream to become entrepreneurs.

The participants experienced a day full of actual hands-on experience in the making of the featured products and were given valuable techniques and costing lessons. At the end of the day, everybody went home not just with a sample of the products they themselves made but also with new ideas to venture into a business endeavor which they can start right at their own.

By: T. Millar

Contributions to the OWWA Fund must be paid by the employers or principals..

Rule V of the IRR provides the following OWWA Benefits & Services to active members:

### 1. Reintegration Program

RA 10801 further boosts the government's capacity to assist migrant workers who lost their jobs by making the reintegration of OFWs one of the core programs of OWWA, which will be funded with not less than 10 percent of the total collection every year.

The reintegration program includes granting of loans and other financial support, trainings on financial literacy, entrepreneurial development, techno-skills, business counseling as well as job referrals for both local and overseas employment.

### 2. Repatriation Assistance Program— extended to OFWs in distress ; or his/her remains or personal belongings.

### 3. Loan & Other Credit Assistance Program extended at low interest rates

### 4. Workers Assistance and On-Site services in all its overseas and regional offices

### 5. Social Benefits:

A) Death and Disability Benefits Program including Burial Benefit

B) Education and Livelihood Assistance Program for deceased OFWs (ELAP)

C) Health care Benefits Program

D) Education and Training Benefits Program

By: F. Arcellana

Reference: RA # 10801 and its IRR/OWWA BR 015, Series of 2016; Press Releases



Participants are crew's dependents and other on vacation crew.



Finished products of bath soap, dishwashing liquid soap. Fabric conditioner and perfume/cologne.

WHY IT'S MORE FUN IN THE PHILIPPINES : BATAD RICE TERRACES



It's more fun to hike at Batad Banaue Rice Terraces: The Enduring Stairway to heaven.

Batad Rice Terraces is one of UNESCO's World Heritage sites and I'm proud that I visited the place once and twice in Banaue.

It was my first time to hike and was excited with my complete gears on. My legs were ready for the adventure. Hiking is a fun activity specially if you love nature. The cold crisp fresh air of a morning mist, the sound of the birds and insects in the plants you are passing by are just a few; to precious moments to enjoy and a refreshing sight of greens all around you, while trekking the trail to Batad.

pass and steep drops of 10 or more feet in some places, careful navigation, physically fit and strong legs are required. There is no greater reward than reaching the promontory overlooking the brilliant terraces whittled into the mountains of Ifugao.

The rice terraces sadly don't stay this vibrant shade of green throughout the year. If you want to see the rice terraces at their greenest, it's best you visit sometime between March and June. As harvest season approaches in July and August the terraces become a golden brown, before turning into brown pools of mud after harvest. Keep in mind the rainy season begins in July and rain can be expected until January. The area is also prone to landslides so it can be best to avoid traveling during those months. I visited in early April when the terraces where a glorious shade of vibrant green.

So while it may not be the quickest and easiest journey to reach the rice terraces of Batad, it is sure to be one of the most unique highlights of anyone's time in the Philippines.



After a long walk, we rested in a local Inn where they served local food as well. After a few minutes rest we trek again going to Tappiya Falls another walking adventure.



The Tappiya Waterfalls is a hidden treasure in the Ifugao province.

Through the meandering, steep and treacherous trail, the beauty of the Tappiya Falls awaits those who wanted to see it. The massive river falls from its brink, around 30 meters in height and is imposing. It seems that all the streams of the mountains convened together to create a gigantic spring of water. As the river falls in full force, it creates a booming sound so domineering and so constant, but yet those who hear and see it resign themselves to its serene beauty. The mists created from its gushing could reach several meters depending on the wind direction that sometimes create a rainbow. Its water of different hues of emerald green is reflected from the surrounding lush vegetation. After experiencing the waterfalls its time to trek again back to the Batad proper.

Batad is a tiny, remote village within Banaue which is accessible only by foot. Batad is home to some of the most pristine rice terraces not just in the region, but perhaps in the whole country. Adventure awaits in Batad since most of the attractions in the area require trekking or walking. Walking along the rice terraces and being surrounded by amazing scenery make a day in the village a truly worthy experience. The terraces are a stunning scene to behold, sculpted like giant staircases from the mountains of Ifugao, an enduring stairway to heaven. Trekking the rice terraces of Batad is a trail commendable to any traveler. The 2,000-year-old terraces require careful navigation and balance. With pathways only wide enough for one person to

It's a tiring yet fulfilling adventure experienced. Something I should say, I'm proud of that I was able to trek that far and enjoy the beauty of nature.

Well, tired feet? Yes. But my happy feet will bring me to places and more adventures to count on and explore the beauty of Nature.

# Health is Wealth

## Ergonomics

"Science of work; of the people who do it and the ways it is done; the tools and equipment they use, the places they work in, and the psychosocial aspects of the working situation"  
Pheasant, 1998



Ergonomics is the science of designing the workplace, keeping in mind the capabilities and limitations of the worker. Poor worksite design leads to fatigued, frustrated and hurting workers. This rarely leads to the most productive worker. More likely, it leads to a painful and costly injury, lower productivity and poor product quality.

A systematic ergonomics improvement process removes risk factors that lead to musculoskeletal injuries and allows for improved human performance and productivity.

By making improvements to the work process, you are removing barriers to maximum safe work performance. You are providing your workers with a job that is within their body's capabilities and limitations.

### Benefits of Ergonomics

An effective ergonomics process can benefit your organization in a number of different ways.

#### 1. Ergonomics reduces costs.

By systematically reducing ergonomic risk factors, you can prevent costly Musculoskeletal Disorders or MSDs. Also, don't forget that indirect costs can be up to twenty times the direct cost of an injury.

#### 2. Ergonomics improves productivity.

The best ergonomic solutions will often improve productivity. By designing a job to allow for good posture, less exertion, fewer motions and better heights and reaches, the workstation becomes more efficient.

#### 3. Ergonomics improves quality.

Poor ergonomics leads to frustrated and fatigued workers that don't do their best work. When the job task is too physically taxing on the worker, they may not perform their job like they were trained. For example, an employee might not fasten a screw tight enough due to a high force requirement which could create a product quality issue.

#### 4. Ergonomics improves employee engagement.

Employees notice when the company is putting forth their best efforts to ensure their health and safety. If an employee does not experience fatigue and discomfort during their workday, it can reduce turnover, decrease absenteeism, improve morale and increase employee involvement.

#### 5. Ergonomics creates a better safety culture.

Ergonomics shows your company's commitment to safety and health as a core value. The cumulative effect of the previous four benefits of ergonomics is a stronger safety culture for your company. Healthy employees are your most valuable asset; creating and fostering the safety & health culture at your company will lead to better human performance for your organization.

**There are five aspects of ergonomics: safety, comfort, ease of use, productivity/performance, and aesthetics. Based on these aspects of ergonomics, examples are given of how products or systems could benefit from redesign based on ergonomic principles.**

**Safety** - Medicine bottles: The print on them could be larger so that a sick person who may have impaired vision (due to sinuses, etc.) can more easily see the dosages and label. Ergonomics could design the print style, color and size for optimal viewing.

**Comfort** - Alarm clock display: Some displays are harshly bright, drawing one's eye to the light when surroundings are dark. Ergonomic principles could redesign this based on contrast principles.

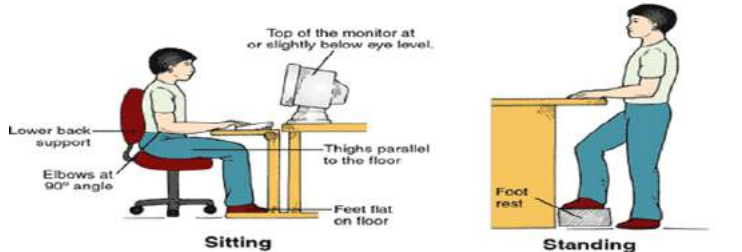
**Ease of use** - Street Signs: In a strange area, many times it is difficult to spot street signs. This could be addressed with the principles of visual detection in ergonomics.

**Productivity/performance** - HD TV: The sound on HD TV is much lower than regular TV. So when you switch from HD to regular, the volume increases dramatically. Ergonomics recognizes that this difference in decibel level creates a difference in loudness and hurts human ears and this could be solved by evening out the decibel levels. Voicemail instructions: It takes too long to have to listen to all of the obvious instructions. Ergonomics could address this by providing more options to the user, enabling them to easily and quickly skip the instruction.

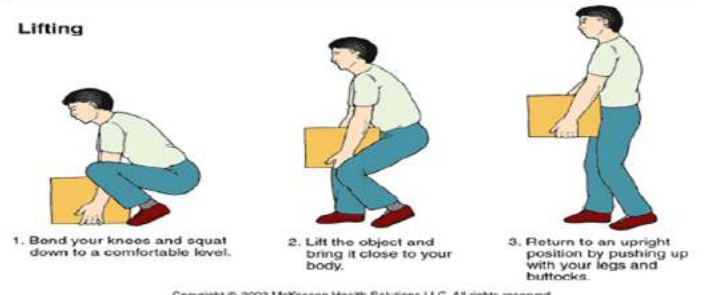
**Aesthetics** - Signs in the workplace: Signage should be made consistent throughout the workplace to not only be aesthetically pleasing, but also so that information is easily accessible.

### Proper Positioning:

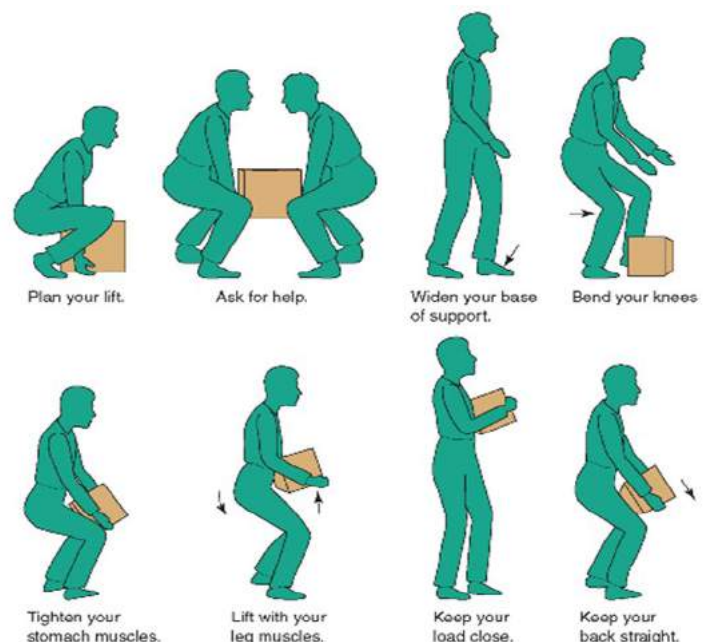
#### Proper Sitting, Standing, and Lifting



#### Lifting



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Blue Manila, Inc. is regularly conducting In-house seminar on Ergonomics.

References: Washington State Department of Labor and Industries

By: L. Dalisay

## SHIP's GENERAL SAFETY: THE PPE (Personal Protective Equipment)



Photo credit: [www.bu.edu/ehs/plans/management-plans/safety-and-health/ppe/](http://www.bu.edu/ehs/plans/management-plans/safety-and-health/ppe/)



Photo credit: [Safetysign.com](http://Safetysign.com)



Photo credit: [vbeng.com](http://vbeng.com)

Hazards exist in every workplace in many different forms: sharp edges, falling objects, flying sparks, chemicals, noise and a myriad of other potentially dangerous situations. Therefore it is the crew's responsibility to properly wear PPE (Personal Protective Equipment), attend training sessions on PPE, care for, clean and maintain PPE and inform the safety officer of the need to repair or replace PPE.

**Selecting PPE:** All PPE clothing and equipment should be of safe design and construction, and should be maintained in a clean and reliable fashion. These are:

- ✦ Boiler Suit
- ✦ Steel toe capped Safety Shoes
- ✦ Safety Helmets
- ✦ Ear Defenders (ear muffs, plugs)
- ✦ Gloves
- ✦ Goggles and eye protection

**Body Protection:** Personnel who face possible bodily injury of any kind that cannot be eliminated through engineering, work practice or administrative controls, must wear appropriate body protection while performing their jobs.

**Foot and Leg Protection:** Personnel who face possible foot or leg injuries from falling or rolling objects or from crushing or penetrating materials should wear protective footwear.

Examples of situations in which an employee should wear foot protection include:

- ◆ When heavy objects such as barrels or tools might roll onto or fall on the crew's feet;
- ◆ Working with sharp objects such as nails

or spikes that could pierce the soles or uppers of ordinary shoes;

- ◆ Exposure to molten metal that might splash on feet or legs;
- ◆ Working on or around hot, wet or slippery surfaces; and
- ◆ Working when electrical hazards are present.

**Head Protection:** Wearing a safety helmet or hard hat is one of the easiest ways to protect an employee's head from injury. Hard hats can protect employees from impact and penetration hazards.

Protective helmets or hard hats should do the following:

- ◆ Resist penetration by objects.
- ◆ Absorb the shock of a blow.
- ◆ Be water-resistant and slow burning

Head protection that is either too large or too small is inappropriate for use, even if it meets all other requirements. Protective headgear must fit appropriately on the body and for the head size of each individual.

**Hearing Protection:** Personnel exposure to excessive noise depends upon a number of factors, including:

- ◆ The loudness of the noise as measured in decibels (dB).
  - ◆ The duration of each employee's exposure to the noise.
  - ◆ Whether employees move between work areas with different noise levels.
- Types of hearing protection include:**
- ◆ Single-use earplugs
  - ◆ Pre-formed or molded earplugs

◆ Earmuffs

**Hand and Arm Protection:** Potential hazards include skin absorption of harmful substances, chemical or thermal burns, electrical dangers, bruises, abrasions, cuts, punctures, fractures and amputations. Protective equipment includes gloves, finger guards and arm coverings or elbow-length gloves.

Types of Protective Gloves:

- ◆ Gloves made of leather, canvas or metal mesh;
- ◆ Fabric and coated fabric gloves;
- ◆ Chemical- and liquid-resistant gloves;
- ◆ Insulating rubber gloves

**Eye and Face Protection:** Many occupational eye injuries occur because workers are not wearing any eye protection while others result from wearing improper or poorly fitting eye protection.

Examples of potential eye or face injuries include:

- ◆ Dust, dirt, metal or wood chips entering the eye from activities such as chipping, grinding, sawing, hammering, the use of power tools or even strong wind forces.
- ◆ Chemical splashes from corrosive substances, hot liquids, solvents or other hazardous solutions.



Photo credit: [SafetyPostershop.com](http://SafetyPostershop.com)

## MV LIDA— RECOVERING SUBSEA CABLE OUT IN THE OCEAN



M.v. Lida  
N Atlantic  
January 31<sup>st</sup> 2017

### Recovering subsea cable out in the ocean

Why would anyone in his right mind want to attempt to retrieve obsolete cable from great depths? Well, for profit, of course but it's also rather interesting.

Hello, my name is Rudi Reinders and I'm honoured Ms Francis requested me to contribute an article to the current issue of The Anchor. Furthermore I'm at present the proud Captain of m.v. Lida, the world's first deep-sea cable recovery vessel.

M.v. Lida is owned by Mertech Marine of Cape Town and for the past three years my crew and I have been operating here. The team consist mainly of Filipinos, supplied by Blue Manila and that arrangement is highly satisfactory; motivated people (both in the BMI office and on board) and great cooperation.

The vessel herself is a beauty of somewhat advanced age. She was launched as a cargo ship in 1974, rebuilt and converted to a CR ship in 2009 and is still going strong. She measures 992 in GT and 68 mtr in length.

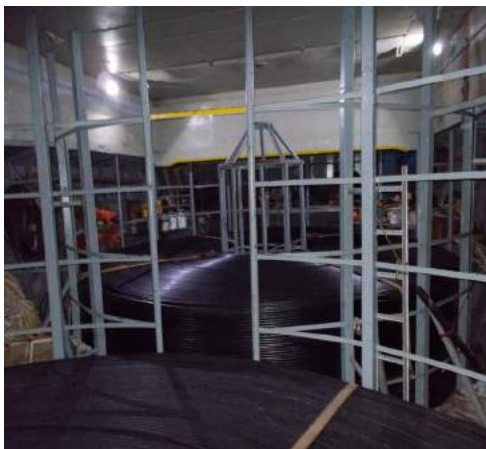
How does one catch cable at a depth of, say, 5,000 mtrs? Well, first of all we know where our cable is, from logs kept by the cable layer, all those decades ago. A Cable Recovery Plan is made, stating which sections where to retrieve. This takes some time and research and is nowadays done by the Office.

Secondly, upon arriving there, we lower an 8 km long grapnel rope with some hooks to the sea bottom and steam across the cable at very low speed. Usually the first run is a cutting run, using blades in the hooks to sever the cable. After a successful cutting run, we pick up the gear and replace the hooks by a different type. Then we lower the new rig, some distance away from the cut, and perform a holding run. Not every run produces the desired result but in time we will achieve our goal. If the prey has been caught, it can be noticed in raised tensions (as per meter on the

Bridge) and reduced vessel's speed. As might be imagined, we feel some suspense during these attempts.

When the cable is hooked we heave it on board by our cable winch. The moment the hooks are passing the bow roller, is when the tension reaches its peak, both in the rope and the crew. By now rope and cable are as taut as guitar strings (tensions up to 12 tons) and if one of them would part, we would have to start all over again. Plus one hates to lose either one's rig or catch, as any fisherman worth his salt can tell you.

When we have paid in far enough, we suspend heaving and apply rope-stoppers to both parts of the cable, make a cut a few minutes later, connect one end of the cable to



the grapnel rope, pay in some more and then commence loading the hard won cargo. By this time everybody on board breathes a collective sigh of relief.

Now the boring part begins: the stowage of cable in the tanks, termed 'coiling'. This needs to be done manually and for this purpose we employ six young Seamen, assisted by three men operating the winch.

Coilers and Winchmen work around the clock in three shifts. When all goes well, there's nothing exciting about coiling but if the cable parts, for some reason, or decides to kink, then it's a different story. So for most of us 'boring is good' and we learn to appreciate it.

During a prolonged recovery (a week or

more), the deck lights usually attract flying fish which attract larger predators in turn. Thus we have good opportunity to catch dorado, the occasional shark and other delicacies. Furthermore we frequently see animals taking a closer look at us; over the years we have been paid visits by, among others, inquisitive sea-turtles, a whale shark, a manta ray and this current trip, there has been a small whale seen circling the ship for a few days now.

When recovery has been completed, we head for port and discharge the cable. Literally every part of the cable is valuable and a visit to [www.mertechmarine.co.za](http://www.mertechmarine.co.za) will make this clear.



At times m.v. Lida herself is directed to that port and it's always good to see 'Cable Mountain' again.

So, now you learned something about a hitherto little known branch of the widely varied global shipping industry.

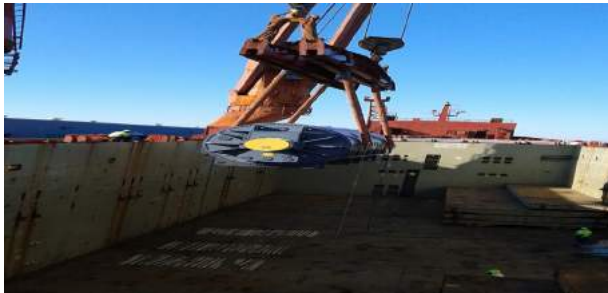
But please don't suspect our ship of having cut the wrong cable, next time there's a massive black out in Pasig City!



By: MV Lida- Capt. Rudi Reinders

**CREW AT WORK**

**MV THUNDER BIRD**



Lifting heavy cargo 395 Ton, in tandem with Ship's Crane operated by ship's crew.



Lifting 290 tons turbine. In tandem ship's crane operated by ship crew.



Ship's Maintenance (AB Junifer Ray Abendan and OS Arnold Pamesa)

Securing the heavy turbine 290 tons

The Philippines, is the biggest supplier of Seafarers on board ocean going vessels worldwide.

Not only are we Filipino seafarers hard working and adaptable, we are also proficient in the English language.

I am one of the luckiest people who through my seafaring profession, had the chance to travel around the world and visited many countries.

I recalled when I was younger, my relative who is a seaman and one of the well-off residents in our community were we can pawn land, jewelries and sold backyard products, told me that if i want to have a better life, I have to pursue my education and take a seaman's course in college. He told of stories about a seaman's life except the agony when encountering bad weather.

I was challenged to reach that goal.

Year 1990, I was given the opportunity to be employed at Blue Manila Inc. (BMI). My first assignment was onboard one of the heavy lifty vessels of Mammoet Shipping, a German based shipping company which specializes in transporting Heavy Lift cargoes. Thereafter, I also served on vessels of ABC, IC Shipmanagement, Wagenborg.

Since November 2001 till the present, I am a proud Bosun serving on board vessels of J.POULSEN Shipping. I am presently a regular Bosun (on rotation) on board their MV Thunderbird, a general cargo/heavylift/multipurpose vessel, trading worldwide.

The ship is fitted with 2 Electro Hydraulic cranes SWL 250 tons each and 2 hatches -box shaped. During heavy lift especially tandem lift, the crew (Bosun, AB and/or Deck Fitter) with crane driving certificates perform crane operations under the Chief Officer's orders, as Overall in command.

In other ports. the securing of cargoes are also performed by the crew.

It's very hard to work on a ship much more on a Heavy lift ship. High skills and precision are required. However, if you have a good team work on board as anywhere, the job becomes easier.

I'm 3 months onboard now and already travelled half part of the globe. We joined in Singapore.

Our vessel loaded 9 heavy lift units (178T each) and general cargoes in Asia bound for discharging in the US.

Navigating the Pacific Ocean to Panama Canal for 25 days (including 1

day back on IDL) plus 10 hours advanced on ship's time is a very long voyage.

We were fortunate not to have encountered rough weather. We arrived at our destination safely and delivered our cargoes on time.

Our next voyage is loading in 3 US ports: of two(2) Heavy lift turbines weighing 395 tons & 290 tons plus general cargoes and 11 containers .

Lastly, we all know that a seaman's job is a very challenging one. Our company and our agency have entrusted us with our delicate tasks so it is our duty as seafarers to perform our job very seriously, responsibly and safely. Always put in mind that "SAFETY is the BEST POLICY". We seafarers are responsible for our own safety and that of our colleagues on board. If you are in doubt, do not hesitate to ASK...

Thank you very much and GOD BLESS...

Bosun AMADO D. MARTINEZ  
M/V THUNDER BIRD



Captain Albert Dernovoy (wearing orange jacket) Chief mate Mikaelo (wearing black jacket) with Filipino crew from center to left. Starting with Bosun Amado Martinez, A/B Carl Mark Barrera, Engine Fitter Alven Camba, O/S Jeffrey Pamesa, Olr Michael Casapao and Deck fitter Ricky Tornea , O/S Junifer Ray Abendan (sitting) during our Christmas Party.