



All Maritime Integrated Groups of Seafarers-Marino (AMIGOS-MARINO), Inc.

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“To enjoy the fruits of democracy,

The citizens must guard against persons in authority spoiling the fruits...”

As a public service, call Amigos-Marino if you need help on WES, MLC & COC issues.

The Amigos-Marino helps all seafarers who seek it.

News Advisory:

- 1.) PRC Chair Lapena signed a memo instructing the Marine Boards, both Deck and Engine boards, to fully implement WES, OIC and Management Levels, effective October 2008. Our thanks to PRC Chair Lapena. The seafarers rejoice to see the responsiveness of the Marine Boards to take the helm of WES. The Boards can now show their competence in handling correctly PRC’s flagship modernization project.
- 2.) The Amigos-Marino questions the legal basis of MLC being made a mandatory requirement in getting COC. PRC resolutions 8-09 and 8-12 series of 2008 is poised to take effect by November 1, 2008 but already applied ahead of time. This is illegal and puts the PRC Marine Boards open to legal scrutiny. A brief backgrounder, the Marine Boards failed to resolve and settle properly the APPEAL filed by the Amigos to the commission against resolutions 8-09 and 8-12 on May 16, 2008. The resolutions were signed in haste. This constitutes a violation of due process. Because of MLC being required in getting COC since May 2008, ship officers failed to board their ships on time, to the detriment of their families and employers. This is patently wrong!

What should the ship officers do with regards to MLC:

Those who took the MLC beginning May 2008, those who were told that they would be exempted from taking the Master or Chief Engineer licensure examination in return for taking MLC, those who were told that MLC is a compulsory requirement under STCW 95,

should get a copy of the document or statement attesting to the conditions made. This action must be accomplished to give the affected officer the chance to recover his loss. If not, it indicates illegal detention of the seafarer’s COC worthy of legal action. They can call Amigos-Marino for help and guidance. The Commission strictly requires one duty examiner to serve each day in STCW department. Therefore, the ship officers must not take the excuse made by some STCW personnel “that there is no examiner on duty”. As far as MLC is concerned, the Amigos-Marino’s position is this: MLC must NOT be made a compulsory requirement to COC for as long as RA 8544 or STCW 95 does not explicitly requires. Those who have not yet taken the MLC must NOT be forced to take MLC while those who took MLC out of their FREE WILL must be compensated for their lost income and delivered the promises made them. Those who like MLC are FREE on their own.

3.) **MMAP** “Master and Mates Association of the Philippines” sent a text message, signed by ADB, dated Oct. 10, 2008, calling all its board of directors for a meeting as well as informing the directors of MMAP’s intention to write PRC, invoking section 9 of EO 496, to declare FAILURE of MMAP ad-hoc search committee to submit list of nominees. Commissioner Nilo Rosas dissented boldly against signing the recommendation of 10 nominees for board of Marine Deck officer last July 29, 2008 citing the concerns raised by the Amigos-Marino on the process of nomination and the qualification of the nominees. We thank Commissioner Rosas for his efforts to preserve the integrity of the Commission. The Amigos-Marino will help ensure that all persons appointed to the office of the Marine Boards are themselves role-model ship officers that prove beyond doubt their mastery of the marine profession in all aspects (physically, mentally, and spiritually); anything less is a disaster. MMAP has not yet resolved up to this moment the intra-corporate controversies caused by violation of its by-laws in the election of the board of directors on February 2007. The legal personality of MMAP to speak for its members is still in limbo.

4.) **The problem with WES on-line application:** As of October 10, 2008, in step 3 of PRC LERIS on-line application, the document SSBT (Ship Simulator and Bridge Teamwork) is mandatory required. Failure to attach the SSBT document freezes the web page text box without any hint for the next thing to do. **Note** that SSBT is another illegal requirement questioned by the Amigos-Marino. Assuming the applicant is a computer wizard and owns a computer at home with a valid e-mail, which is unlikely since most seafarers are on the move and few have e-mail accounts; Step 4 makes the applicant wait six hours or more. This ends his on-line application without notice. Most applicants don’t get the application number by e-mail so they are not entertained in PRC manually. The AMIGOS-MARINO web team noticed that the PRC on-line registration system for **WES** is designed to run only in “Mozilla firefox” browser. This is a sign of incompetent programming if not an intentional act by the programmers. 95% of world computers run in Windows OS that makes the “Internet Explorer” the most logical browser to use. Applicants using Internet Explorer have difficulty attaching document files to PRC LERIS server running Mozilla. Is this the best we get from the more than 200-million peso PRC modernization /computerization project? CAPUT, what a waste! No wonder, the seafarers are forced to take the traditional written examination; they’ve got no choice!

If we do not help correct the wrongs affecting us then we should not expect good things coming to us.

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