

## **Reaction on article: Crackdown on Maritime diploma mills**

### **An honest opinion viewed from Seafarer's perspective**

The issue of closing PMI's BSMT and BSMARE, due to the alleged outstanding deficiencies shown in EMSA report, is a poor judgment. The fact that other schools were not yet inspected, does not automatically qualify PMI's maritime programs as deserving to be closed to say CHED's action is laudable. It is easy to judge a great percentage of the maritime students aspiring to be one of the Ten Outstanding Maritime Students of the year finding them short of understanding on how rust is formed. But, it takes only 2 minutes to explain to them scientifically the oxidation process and they will understand. Look, even parrots can learn to speak good English. PMI's deficiencies can easily become the least if all schools are equally audited.

Seafaring is not purely a measure of IQ. Seafaring is the ability of one mind to withstand and remain stable after it has been bombarded with 3 years academic data, one year hard work at a temperature range of -5 C to 40 C, dust, rust, fumes, poor diet, poor social environment, highly physical job, etc. Seafaring reflects the resilience, the character of the person to remain at sea; not merely his mental capacity. Try to find *summa cum laude* from the best schools in the world, in all disciplines, then ask them to use their genius chipping rust, painting, greasing cargo wires and see what is their success rate. Can we expect them to love sea life? Look at those countries owning ships, why won't their nationals getting enticed going back to sea? What went wrong? Their schools are world class and they have the best of the best faculty and facility to speak of.

We must be thankful of PMI because the backbone of the seafaring boom that the Philippines enjoy today can be traced back to the great contributions of hard core PMI graduates since 1948 who excelled and conquered the life at sea. Many successful PMI alumni are still alive and working today. They are sitting as consultants, top executives, managers, and entrepreneurs. Surely, if challenged, and if they have the time, they can still engage in paper-based competition.

This is what non-maritime commentators and shore-based maritime experts must first realize so they can appreciate the value of dilapidated but effectively working PMI machinery.

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