

BLUE PACIFIC

The official newsletter of DNR Offshore and Crewing Services, Inc.

2021
ISSUE

ALL-FILIPINO CREW SAVED THE DAY FOR THE 86 EGYPTIAN REFUGEES.


MV Fleur N, a container vessel manned by an all-Filipino crew on their way to Livorno, Italy was alerted by the Augusta Italian Coastal Navy that they are about to pass by a boat full of refugees believed to be stalled and in need of immediate rescue.

Mykel Angelo Genilo, Filipino Crew Member later told the press that they were able to rescue 86 Egyptian refugees from the stalled boat who were headed to Italy in search of job opportunities, however, the boat's engine conked-out and they were left floating helplessly without enough food and drinking water.

The refugees were mostly weak and dehydrated when rescued. They were later safely transported to the Augusta port in Italy and finally turned-over to the Italian Coast Guard.

Genilo later said: "We wanted to share this experience to raise awareness that there's always a chance to help in any situation, extend help without any doubt, because helping one person might not change the whole world, but it could change the world of that one person."

The Philippines is a predominantly Catholic nation; it is the nature of most of its citizens to extend help no matter what their status in life.

Photo credit to : 





“If you want something done right, do it yourself.”

- Ulyses G. Bautista, Crewing Manager, DNR OFFSHORE

You are the judge of the things that you want to do or you've done. If you want that job done exactly the way you want it, then it is best to do it yourself. You care about that certain task more than anyone else will, and so you will really exert an effort to do it superbly. Sir Ulyses is a graduate of BS Computer Science batch 2001 in STI College Fairview and is now a happily married man with his wife, Vivian Bautista, for 17 years and blessed with a Unica Hija named Kira, who is growing to be a beautiful Lady like her Mom (your forgiveness Sir Uly). Being the ideal “Padre de Pamilya” Sir Ulyses will always secure a comfortable living for his small family. Sir Ulyses got into the company in 2012 and is now on his 9th year with the DNR family, but prior to his stint with DNR Sir Ulyses started his career as Crewing Processor with Belchem Philippines, Inc.. Because of his perseverance and commitment to his job, he was rewarded with a big break to work with DNR during its heydays. To date, Sir Ulyses is the incumbent Crewing Manager, directly in charge in handling DNR's top principal, Grand Isle Shipyard. He looked back and recalled that if he had not been introduced to DNR, he could probably still an office employee doing clerical works. He reckoned that supervising the whole Crewing Department as Crewing Manager is quite challenging, and what brought him to the fore was something inconceivable. Just like the ship on sail, the company likewise experienced rough sailing and because of these, a manager, particularly the Crewing Manager must exert all the efforts and talents to survive and weather the storms. According to him, his ability to put his self on other's shoes contributed a lot on his well-being moreover being the Crewing Manager. Sir Ulyses, a nature lover and being a Batangeño once dreamt to become Farm Manager/Owner. Even at this stage of his life, He stated that if given the opportunity to land his dream job he would choose it over his current job. Sir Ulyses said that if he had a chance to talk to his younger self he'll say “find a job that will make you happy or at least find happiness in your current job.” and that is something meaningful and helpful for everyone who find it stressful for working a job that they don't have the passion to do so. Who doesn't want to become successful in life? Everyone does. But what does success really meant? For Sir Ulyses success means to achieve the feeling of contentment in every situation. With that amazing statement he is resolved that even if his position and possessions are suddenly taken away, he would still feel contented and would still call him self successful.

By: MI HWA VILLAMOR



ALL ABOUT WORKER'S WELFARE

The terms 'employees' welfare' and 'workers' welfare' are used interchangeably to denote various services provided by the employers to the employees in addition to wages. According to Arthur James Todd, “Employee welfare means anything done for the comfort and improvement, intellectual or social of the employees over and above the wages paid which is not a necessity of the industry”.

*As stated by **International Labor Organization (ILO)**, “Employee welfare should be understood as such service, facilities and amenities which may be established in or in the vicinity of undertakings to enable the persons employed in them to perform their work in healthy and peaceful surroundings and to avail of facilities which improve their health and bring high morale”.*

With these, DNR Offshore Crewing Services Inc. is developing a dynamic concept as new welfare measures in addition to our quality policy, health and safety. The company acknowledge and strongly believes in supporting and protecting the welfare, security and dignity of each worker or employees in the office or on its projects.

***DNR Offshore and Crewing Services, Inc.** is committed to establishing and maintaining high worker welfare standards for all our employees and individuals working on Projects on our behalf. We will share this policy with our clients, or principals and strive to influence other firms in our industry to adhere to the practices outlined in our Welfare Policy as well as other relevant laws including local and international regulations, decrees, guidelines or directives issued by relevant authorities in the country of operation.*

*About the writer: **Engr. CLETO ENALPE, Jr.** was part of the so called Hurricane Katrina boys who were deployed as the very first all-Filipino offshore oil field workers at the Gulf of Mexico for and during the rehabilitation and repairs of its platforms after the onslaught of Katrina. They were chosen because of their performance in the Bongga FPSO, Nigeria, West Africa project by Royal Dutch Shell in the year 2004. Engr. Enalpe is currently DNR Offshore Welfare/HR Officer.*

Crews mark Day of the Seafarer between a rock and a hard place as crew change crisis continues to brew

• HUMAN CAPITAL

June 25, 2021, by Jasmina Ovcina

As the shipping industry marks this year's Day of the Seafarer, hundreds of thousands of seafarers continue to face challenges as a result of the COVID-19 pandemic with regard to repatriation, shore leave, and medical support.

"After a year of seafarer mistreatment by governments and ineffective lobbying on their behalf by the shipping industry, stronger action is now needed as the industry marks Day of the Seafarer 2021 on June 25," Captain Rajesh Unni, Founder and CEO of Synergy Group, commented.

Based on the latest collective industry analysis, around 200,000 seafarers are currently affected by the crew change crisis, considerably lower than 400,000 that needed to be repatriated at the height of the crisis.

Data from the Global Maritime Forum shows that the crisis is worsening: the number of seafarers working over their contracts has grown from 5.8% in May 2021 to 7.4% in June.

What is more, seafarer abandonment cases have hit a record high during the pandemic, leaving crews without pay and in terrible working conditions on board ships for months and even years.

"Seafarers cannot survive on platitudes. The ships sounding their horns today are letting national governments know that the world is watching," Esben Poulsen, Chairman of the Board at ICS.

Recent figures released by the ITF show that 60 new cases were lodged by the union of the record 85 cases which appeared in the International Labor Organization's (ILO) abandonment database in 2020.

Just 34 cases were reported to the ILO in 2018, with a slight rise to 40 in 2019. Between 2019 and 2020, the number of cases more than doubled, with the 85 last year representative of hundreds of seafarers who were owed repatriation flights, more than two months' wages, or both.

Furthermore, the ITF and its inspectors recovered almost \$45 million last year for seafarers from employers who didn't pay them.

The unprecedented crew change crisis remains a hot potato for governments across the world, with limited progress made to facilitate seafarers' travel as key workers, especially as new COVID variants continue to emerge.

Furthermore, vaccination of seafarers remains sporadic with very few global nations offering inoculation for national and international seafarers, such as the U.S., Belgium, and the Netherlands, with many others lagging behind with the rollout, especially developing nations which account for around 900,000 seafarers.

Captain Unni believes there are simple steps political leaders can take to uphold seafarers' human rights and bring some order to the Covid-related national rules that are now often making it difficult to ensure crews receive emergency treatment and vaccines.

The ITF insists the world's governments can:

1. start actively supporting the TRIPS vaccine patent waiver being considered by government representatives at the WTO

2. purchase and distribute enough vaccine doses to fully vaccinate all seafarers who are due to visit those ports by the end of 2021, offering every single seafarer the opportunity to be vaccinated

3. purchase and distribute enough vaccine doses to fully vaccinate all seafarers who work on vessels by the end of 2021. If a flag state can't get doses to all the vessels they are responsible for, they should partner with governments who can

4. introduce permanent 'green lane' exemptions for vaccine-certified seafarers to get to and from ships as part of crew changes

5. restore visiting seafarers' rights to shore leave and medical assistance

6. scrap bans on repatriating seafarers' bodies to their grieving families

7. publish accurate information about how seafarers can access both vaccines and their restored rights online, in plain English

8. Many countries are even banning the repatriation of the mortal remains of seafarers that pass away at sea, irrespective of the cause of death or the Covid-19 status of those on board the vessel

9. The problem became apparent with the tragic case of the Romanian captain of the Vantage Wave, who passed away on April 19 after suffering a suspected heart attack. There were no suspected Covid-19 complications. However, efforts to repatriate his body were thwarted by lockdown regulations.

10. "Human Rights at Sea reported that efforts were made to disembark the captain in a number of Asian countries, but permission could not be obtained. Almost two months later and the body was still on the ship and crew were facing food and water shortages at anchorage off China. This is not right," he said.

11. "And this was not a one-off event. According to the International Transport Workers' Federation, since March 2020 the bodies of at least 10 seafarers who died at sea have been held on ships and denied disembarkation to repatriate the remains, causing great additional grief for their friends and families. None of the seafarers died because of Covid-19."

Finding the means of getting treatment for sick seafarers is often all but impossible, irrespective of any Covid-19 infections on board, he continued.

"We have had several cases when Synergy-managed ships which have been made to wait for several days for emergency medical attention for crew," he said.

Finally, the industry is urging the IMO to work with WHO to expedite vaccination programs for seafarers and enable health workers to distribute vaccines on board ships for places where shore leave is denied.

ENERGY OFFSHORE HUMAN CAPITAL NEWS

Photo-credit-Asociacion-de-Navieros-Espanoles---ANAVE



Registration open for Offshore Energy 2021

June 16, 2021, by Bojan Lepic

The registration for Offshore Energy Exhibition & Conference 2021 is now live! The event, to be held on 26 & 27 October in Amsterdam RAI, the Netherlands, will attract thousands of offshore professionals and hundreds of exhibiting companies. Go to registration.offshore-energy.biz to register.

Offshore Energy Exhibition & Conference (OEEC) looks forward to an edition where people can see each other in real life. Because of the vaccination programmes around the globe we are returning to a situation where people can go out and meet face-to-face. Of course, OEEC 2021 will make sure that people can connect in a safely way.

Home of energy transition

For more than 14 years, OEEC has been unique in bringing together the various offshore industries: offshore wind, oil and gas and marine energy and as such gives the energy transition a home.

The energy transition is also reflected on the exhibition floor and the content programme consisting of Talks Shows, Energy Talks, Round Tables, and a "live from the floor" studio with interviews, demonstrations, pitches live from the floor and next-generation perspectives from students and young associations.

Offshore Energy in a Changing World

OEEC presents a content programme in which the energy transition and cross-market collaboration are leading. Expect two packed days of industry insights and network opportunities with like-minded peers. In the programme experts talk about, among others, the industry lifecycle and emerging markets of offshore wind, sustainability as driver of innovations in the maritime sector and adaptation as part of the energy transition.

Personal connections

On the exhibition floor, face-to-face connections are leading. "After a long period in which networking and sharing knowledge could only be done online, we see that the industry is longing to meet again in person. OEEC 2021 is grateful to provide an opportunity in which people from the offshore energy and maritime industry can see each other in a safe way", says Anne Visser, Director of Operations at Navingo.

"To facilitate our global community we will provide a physical exhibition floor and content programme combined with an online event environment. In addition, this content will be provided on-demand after the event".

Human Capital

To limit global warming, as agreed in the Paris Agreement, a lot of work has to be done. But do we have enough skilled people available to do make this happen? That is why OEEC 2021 will also focus on the human capital site of the energy transition.

Therefore, the Navingo Career Event will take place simultaneously on the 26th and 27th of October 2021 on the exhibition floor at Amsterdam RAI, as part of OEEC. During the Navingo Career Event companies present themselves to potential employees.

More information

More information about OEEC can be found on the website www.offshore-energy.biz. You can also register your attendance here, see which companies are exhibiting, book your conference tickets and find out more about the conference program and all other activities during the event.

Offshore Energy Exhibition and Conference (OEEC) is where the energy transition takes place. It is Europe's leading gathering of the entire offshore energy industry and offers the opportunity to network with highly qualified experts and professionals across global markets. OEEC 2021 takes place on 26 and 27 October 2021 at Amsterdam RAI, the Netherlands.

OEEC is unique in bringing together the offshore energy industry sectors – offshore wind, oil & gas and marine energy – yet there are many more elements that make the event a must-attend. More information on the event can be found on www.offshore-energy.biz.



Dutch to seek expert support on 4 GW IJmuiden Ver offshore wind zone

June 24, 2021, by Adnan Durakovic

The Netherlands Enterprise Agency (RVO) plans to issue an invitation to tender seeking experts to support RVO in managing offshore wind farm site studies. IJmuiden Ver Wind Farm Zone (IJVWFZ) is located 33.4 nautical miles (62 km) off the west coast of the Netherlands.

The tender is divided into three lots. Lot 1 will cover expert support on soil investigations, Lot 2 expert support on wind and water investigations, and Lot 3 client offshore representatives to be present at the vessels or the site of the executor of the soil investigations at the 4 GW IJmuiden Ver wind farm zone.

More specifically, Lot 1 concerns expert support on geophysical, geotechnical and morpho-dynamical investigations and ground modelling.

Lot 2 covers expert support on wind resource assessments, metocean conditions and modelling, and possibly client representatives during a metocean campaign.

And Lot 3 concerns client representatives who monitor the services to be performed by the geophysical and geotechnical contractors.

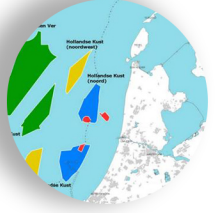
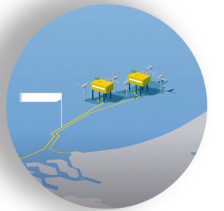
The tender is expected to be launched in June or July, RVO said.

Located some 62 kilometres off the west coast of the Netherlands, the 400 km2 IJmuiden Ver zone is divided into four sites – IJmuiden Ver I, II, III, and IV.

The Dutch government will issue two tenders for the permits to develop the sites, in 2023 for IJmuiden Ver I and II, and in 2025 for III and IV.

IJmuiden Ver is one of the three sites identified in the Dutch Offshore Wind Energy Roadmap 2030. The three zones have a combined capacity of 6.1 GW and will help the Netherlands reach the target of 11.5 GW of offshore wind capacity by 2030.

ENERGY OFFSHORE/
NAVINGO ARTICLE



Celebrity Edge Sets Sail From Fort Lauderdale, Marking Cruise Industry Return In U.S.

June 26, 2021 From : CRUISE CRITIC

Chris Gray Faust
Managing Editor

(6 p.m. EDT) -- With a blast from the horn as it left Port Everglades, Celebrity Edge set sail from Fort Lauderdale today, marking the return of cruising from U.S. homeports after a 15-month hiatus.

Passengers boarding were greeted with claps and cheers from the crew as they came up the gangway. "Welcome back, welcome back" calls were heard throughout the halls, public venues and bars by crew members who, although they were wearing masks, were clearly smiling.

The ship is a little over 36 percent capacity, carrying around 1,100 passengers. All crew are vaccinated, as well as all passengers, save two adults and 24 children.

The milestone sailing will last a week and follows successful restarts by several U.S. lines in both the Caribbean and Europe. Royal Caribbean, Windstar, Silversea and Celebrity Millennium and Celebrity Apex have made their return to service this month, in the Caribbean and Greece.

Still, cruises from U.S. homeports -- particularly Florida, which houses lucrative ports such as PortMiami, Port Everglades in Fort Lauderdale and Port Canaveral near Orlando -- are the bread and butter of the industry. Without the American market, the cruise industry would not be able to climb back to pre-pandemic success.

Emotional Press Conference

Emotions ran deep at a press conference held at Port Everglades earlier in the day where, among the speeches, allusions were made to how difficult the shutdown has been on not only the cruise line bottom line, but for the port and all the crew, businesses, longshoremen and related businesses that had been out of work.

"Today we are truly making history," Royal Caribbean Group Chairman and CEO Richard Fain said. He proceeded to lead the press conference in a rendition of Jimmy Cliff's song "I Can See Clearly Now."

"It means so much to every individual at our company, every individual in our crew to be part of the story of rebuilding the tourism economy," he said. "We are determined to take all the steps it takes to get through this journey as we start back up."

Captain Kate McCue, who has shattered barriers as the first female captain of a cruise line megaship and has become a social media star on TikTok and Instagram, reminisced about how little everyone knew what would happen when cruising shut down in March 2020.

"I'm truly proud, humbled and honored to be taking the helm of Celebrity Edge once again today and leading our industry back into the water and back into service," she said, before plaques and gifts were exchanged (She also received an honorary customs port badge for her hairless cat, Bug Naked).

A Long Stoppage

The 15-month pause in operations from the COVID-19 pandemic has been longer for the cruise industry than other aspects of the travel sector. Flights, hotels and resorts returned to service with paying guests in mid-2020.

But the cruise industry also has complex regulations, with direct oversight by the U.S. Centers for Disease Control & Prevention. The agency placed the industry first under a mandatory stop order in mid-March 2020, replacing it with a Conditional Sail Order effective October 2020.

The order, known as the CSO, ended up being far more complex than industry leaders hoped. While the cruise industry had united behind a series of health and safety protocols in September 2020 developed by a group called the Healthy Sail Panel, the CDC requirements to return to service added operational hurdles that were too steep for cruise lines to meet.

The CDC's thawing toward the industry came as the U.S. vaccination rate rose. Outside actions, such as a lawsuit filed against the agency by the State of Florida claiming that the CDC was overstepping its authority, also contributed to a more inclusive dialogue with the cruise lines.

Cruise lines also moved ships to homeports outside of the U.S. to return to service faster, although the sailings proved to be a tough sell for cruisers used to easy homeport access.



Handling the Vaccine Debate

Saturday at PortEverglades, passengers were getting used to new rules such as staggered embarkation times that was enforced by port workers. One woman who arrived too early for her check in time had food delivered to the port to eat as she waited.

The passengers who arrived at the correct time found the process smooth. Passports and vaccine cards were presented to be scanned; port workers asked specifically for verification that your card was the original and not a copy or forged. This is in addition to a procedural email that went out before boarding, reminding guests that falsification of vaccination records is a federal crime subject to prosecution.

While the state of Florida has banned vaccine passports, the line is allowed to ask people if they want to show it voluntarily, Celebrity Cruises President Lisa Lutoff-Perlo has said.

Passengers who decline to show their cards are considered unvaccinated and go through a more thorough testing regimen, at their own expense. They must present proof of a negative COVID-19 test taken within 3 days before the cruise, take an antigen test before boarding, a test mid-cruise and finally a test to get back into the United States.

Vaccinated passengers need only take that final test. Celebrity Cruises picks up the tab for that test for those guests, while the ones who are unvaccinated must pay \$178 for each one. Children under 16 are exempt from these costs until the end of July, with that age dropping to 12 on August 1.

Another perk for vaccinated passengers: Because Celebrity Edge has more than 95 percent of its guests vaccinated, they do not have to wear masks in public areas of the ship. Unvaccinated passengers do have to remain masked, except in their rooms, outside with social distancing or when eating or drinking. Everyone wore masks checking in at the terminal.

Ports Have Different Requirements

Celebrity Edge will visit three ports during its weeklong sailing: Costa Maya and Cozumel in Mexico, and Nassau in The Bahamas.

In Mexico, passengers are required to take ship-sponsored shore excursions. This is a change already from sister line Royal Caribbean's cruises that visit Cozumel; on the first Adventure of the Seas sailing leaving Nassau on June 12, people could roam Cozumel on their own. In the email to guests, Celebrity Cruises said the adjustment was made because of low vaccine rates in the region.

In both Mexico and The Bahamas, where guests can explore on their own, people must follow the current masking and safety guidelines of the country -- a point that the cruise lines now must communicate to their passengers.

In Mexico, that means wearing masks both indoors and outdoors; same policy in Nassau, where restaurants require you to show your vaccine card if you want to eat inside. Because these rules can and have changed -- sometimes even within a week -- cruise line passengers must show some flexibility with their shoreside plans.

Onboard Life

Once they boarded, passengers behaved just as they would during any cruise. People visited the spa to make appointments. They sat at the Martini Bar for drinks. They got lunch in the Oceanview Café, or in the Luminae if they were suite class.

The new e-muster system proved to be simple, and easy to do on your own time. With so few people onboard, suitcases arrived to the room in record time.

"It's going to be as normal as anyone would think it was beforehand, if not better," said Brian Abel, Celebrity's Senior Vice President for Hotel Operations. "And the big reason is because, at Celebrity, we're sailing with all of our crew vaccinated. Over 95% of the guest vaccinated, which allows us to sail with a lot less restrictions. So, you know, you don't have to wear a mask on board. You don't really need to social distance."

Part of the distancing is coming naturally from the lower capacity. Abel said the line planned to keep capacity low this month and next, and keep building. "You get to enjoy the beautiful ship of Celebrity Edge, and you get to enjoy it with a little bit less people, which actually is a nice thing," he said.

"You know, all the restaurants are open, all the bars are open, we have all the theater shows going on, and it's less people, so you get to do more everywhere, even on the outer decks and the resort decks. And, I think that's great." He added that passenger reviews for Celebrity Millennium are coming in higher than before. "So not only are we getting good results on health and safety, but the guests are saying, this is an even better experience than before."



Stronger than ever





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ZOOM MEETING/ORIENTATION WITH MARINA

Crewing, Training & IMC personnel attended a zoom meeting/orientation with the Maritime Industry Authority, Monday, June 28, 2021. Agenda of which, are as follows:

- 1. EMSA (European Maritime Safety Agency) Related issues;*
- 2. Vaccination of Filipino Seafarers*
- 3. Repatriation of Stranded Filipino Seafarers including Offsigners.*

The management sees to it that the company is regularly updated on all issues concerning the International Maritime Industry and other relevant organizations.

Engr. June Enalpe, current Training Manager and Welfare/HR OIC emphasizes the need to upgrade the training providers/facilities of DNR Offshore in accordance with strict international standard not only to comply with existing and upcoming foreign principals but likewise for the safety of our crew members/seafarers.

*By: ROEL ABALLE
Crewing Supervisor*

