

Walking the Extra Mile For
The Youth of Puerto Galera



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I survived Typhoon Reming

By Russ Hughes S/V Karis

DAYS BEFORE typhoon Reming (Durian) bruised Puerto Galera I was following its track closely. For 2 days it was forecast to pass the Northern portion of Luzon. Unfortunately as Reming got closer to the Philippines it angled further south. I, and all the other boatmen and bankers began the normal preparations: Adding mooring lines, stowing gear, wrapping sails, removing awnings. By late afternoon Reming was obviously going to be a direct hit! Seven of the moored yachts had their captains aboard all maintained a nervous radio contact.

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S/V Karis had 2 strong mooring lines that snapped when 90 knots wind and 4-foot waves swooped through Muelle. The typhoon sent her crashing to boats parked near shore along Muelle cove. Damages to Karis may reach 1 million pesos.

Mayor Teo wants new loan to improve Balatero pier

IN A LETTER to the Sangguniang Bayan (town council), dated November 23, Mayor Teo Atienza said that the municipality needs "to improve the facilities of the Balatero pier to accommodate all vessels."

This is in connection with the enforcement of the "One-point of Entry" ordinance.

The Mayor has given owners of all vessels plying the Batangas-Puerto Galera route 30 days starting November 14 to comply with the ordinance. However, some shipping owners said they will not follow the Mayor's directive as this would violate the issued Certificate of Public Conveyance (CPC) of MARINA (Maritime

Industry Authority. Under the CPC, both the port of origin and the port of destination are clearly specified. The shipping owners also contend that Balatero pier is not big enough to accommodate all the vessels.

The Mayor wrote: "For immediate resolution of the situation, I am requesting your august body to adopt a resolution authorizing the undersigned (Mayor) to avail or enter into a loan agreement with the Land Bank of the Philippines."

A reliable source said that the Council will ask the Mayor for a Program of Work to find out the details of the plan and the amount needed.

Super typhoon Reming devastates Puerto Galera

IT STARTED almost 12 midnight; the steady swooshing turned into a roaring nightmare as super typhoon Reming, international name Durian, pounded Puerto Galera and left a trail of destruction that will forever haunt its people.

As of this writing, 1 week after Reming, Puerto Galera has no electricity, no cable TV, no landline telephone and Smart cellular still has no signal.

Thanks to the valiant efforts of municipal officials, water service was restored in just 2 days. And private boats have started to fill-in the transport needs as scores of the regular public passenger ferries were damaged, some beyond repair, paradoxically while moored inside sheltered coves.

ORMECO, the local electric cooperative, said that power might be restored before Christmas. They said many poles were knocked down in Calapan, Baco and San Teodoro. Poles can be seen dangerously tilted along the road at Balatero.

Reming has brought Puerto Galera back 3 decades ago when there was no TV, no telephone and no Internet.

A Smart tower in Sabang collapsed on a brand new house and a tree fell on a van and completely smashed it. No one was reported hurt in both incidents.

Councilor Danny Enriquez estimates the damages to reach 70 million pesos. Russ Hughes, owner of a yacht that crashed onto the jetty, said that the estimate may be too conservative. The typhoon wrecked more than 300 houses in 8 barangays, some with roofs completely blown off. Many resorts in Sabang and White Beach also fell victim to Reming as repairs would amount to hundreds of thousands of pesos.

Felled trees littered the roads. For a moment, Sabang and White beach were virtually

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One of many passenger bancas sunk at Muelle



A house missing a roof in Muelle



Roads were littered with felled trees

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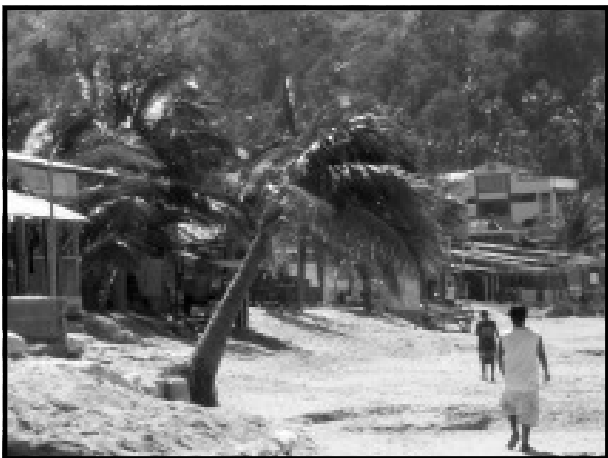
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Small bancas were crushed beyond repair



a strange White Beach; a lot of its famed sand lost to the sea

Super typhoon Reming...

isolated from the rest of Puerto Galera.

In White Beach, swirling waves took away a lot of its famed sand producing a strange sight as bars and restaurants sat eerily atop the newly created sand bunkers.

Perhaps the biggest losers were the owners of the bancas, the outrigger ferries, yachts and other seacraft moored in Muelle, Dalaruan and Minolo, coves which for ages sheltered vessels from raging seas and typhoons. Not this time.

Hughes narrates that the wind started coming in at 18 knots and then suddenly gusts of 90 knots carrying waves of up to 4 feet crashed into Muelle, snapping mooring lines from anchors and cement blocks. All the vessels smashed onto Muelle, banging and bumping against each other, pitting the heavy against the light, the result was a catastrophe to the shipping industry.

At break of dawn, Muelle was a sight of destruction, 7 yachts thrown ashore, 10 passenger ferries, 14 outrigger boats and other vessels, all sunk

in shallow water. The sea was littered with debris, plywood, bamboos, plastic and oil.

A bankero came and saw his boat completely wrecked and sunk aside a huge ferry boat. His boat had no chance against the big ferry. He tried to salvage what he can but even the small engine was no more. His livelihood was no more. Tears trickled down his jagged face.

There were many tears shed that day. Although no one was killed, many had to face the reality of starting from nothing again especially the bankeros.

Questions have been asked as to what the government can do to help. No one can give an answer as to how much is left of the more than 2.5 million pesos Calamity Fund. Truly, this is a calamity and the victims need immediate financial aid.

Nature showed its mighty hand that night. She giveth and taketh away as she pleases.

Sana matulungan ang mga sumusunod na bankero: Edgar Seles, Jimmy Garvin, Hemin Evangelista, Ludy Maranan, Tino Manongsong, Nato Reyes, Rey Aliwalas at Lito Villaruel.



Electric poles atilt perilously at Balatero road



Capt'n Gregg's in Sabang lost a part of its roof

Talk of the Town

The Sangguniang Bayan passed a resolution endorsing the multi-billion peso wind energy project of the Philippine Hybrid Energy System, Inc. (PHESI). The Council approved the resolution after councilors went on a study tour to Pagudpud, Ilocos Norte, more than 700 kilometers away, where a similar power project is located.

The councilors note that the project will be beneficial to the host community and may even be a tourist attraction like Pagudpud.

PHESI needed the Council's endorsement for it to proceed with other government requirements like the Environmental Compliance Certificate from the DENR. It had earlier secured the endorsement of WWF, an influential environmental group.

The members of the Coastal Resources Management Board (CRMB) want more power in the Environmental User Fee (EUF) ordinance.

This after Councilors Raffy Cataquis and Danny Enriquez seemingly clipped the powers of the CRMB as written in the first draft of the EUF ordinance. The councilors said that a grant of too much power to the CRMB might not be in accordance with the Local Government Code. In the second draft, the CRMB was given the power to recommend and oversee the management and use of the funds. However, the Kido Kalaw and the other members of the Board want more power in the administration and management of the Environmental Fee. They want the CRMB to prepare the annual budget and have control on how and where the funds will be spent. The Mayor who is the Chairman of the CRMB had requested the councilors to go along with request of the CRMB members.

While it is true that Puerto Galera especially White Beach and Aninuan need a tourist development plan, many were caught with surprise at the pro-

posal of the Asia Pacific Projects, Inc. (APPI). This company headed by former Department of Tourism Head Narzalina Lim is proposing to do the Tourism Masteplan for barangay San Isidro and Aninuan for 3.750 million pesos plus 12% VAT.

Tourism Committee Chair, Councilor Raffy Cataquis said that the Council is still studying a resolution sponsored by Councilor Danny Enriquez giving the Mayor the authority to enter into a Memorandum of Agreement with APPI.

Cataquis who was not present in the first meeting with APPI said that he would like Sabang and the rest of Puerto Galera included in the masterplan.

Well, there had been several attempts to do a masterplan. I remember in 1997 we had this workshop where we outlined the things that we like and don't like to see in Puerto Galera. Most of the problems that were discussed were mostly ignored, the plans never enforced and a decade later, here we are discussing the same ills and more plans.

Reming nearly wipes out local shipping industry

ALMOST ALL the shipping companies suffered from super-typhoon Reming. Estimated cost of damages may reach 7 million pesos.

Seven boats of Father and Son Shipping Lines (FSL) were damaged by Reming, 2 of which may no longer be repaired.

Five boats reportedly from Brian Shipping Lines were also badly damaged. Two boats from ZCL Shipping were also affected. One Golden Hawk vessel sunk in Muelle.

Private big boats, known as taxi bancas, are now filling in the gap on the transport needs as the shipping companies begin repairs on their vessels.



One of 7 big bancas of Father and Son Shipping Lines (FSL) that was badly damaged by typhoon Reming in Muelle. FSL said that 1 or 2 boats can no longer be repaired.

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Noe Lineses SILVER BULLET**The Calamity Fund**

THE MUNICIPALITY has an automatic appropriation of more than 2.5 million pesos or 5% of the annual budget as the Calamity Fund. As the name implies, the money can be used when a "state of calamity" has been declared by the Sangguniang Bayan and the provincial government. It will be spent to repair and rehabilitate government facilities, restore basic services, and more importantly aid victims of typhoons and other natural calamities.

In the aftermath of typhoon Reming, we now asked for the release of the Calamity Fund most especially for those who lost their means of livelihood and whose houses were demolished, to at least bring much needed relief after such fury and destruction.

A good Barangay Captain will have the nerve to ask municipal officials for financial aid to his constituents. *Ang magaling na Barangay Captain ay kayang humingi ng tulong pinansyal sa munisipyo para sa mga naging biktima ng bagyo sa kanyang barangay.*

The big question that we now ask is: how much is left with the Calamity Fund? There would be big questions if the funds were spent in "other things" which might not be acceptable to those who had lost everything.

The Barangay Captain and the victims must not be cowed to ask for financial help as it is but their right and privilege to do so.

Go ask the Budget Office, the Mayor's Office and the Social Welfare Department. Go to them and ask for money, ask for relief, ask for help.

There were 3 big typhoons that came our way and this one, Reming, was the strongest and most destructive. It would be but natural that the biggest bulk of the Calamity Fund should be made ready and spent for the victims of the recent typhoon.

If the local funds will not be sufficient, the municipal government should ask the help of provincial and national government agencies, for more funds. Now more than ever, we need a Sangguniang Bayan which will pass resolutions to seek help for the victims of typhoon Reming.

I survived Typhoon Reming... from p. 1

In the early stages of the storm the wind came out of the northwest at about 60 knots (100 kph). As Reming eye got closer the wind clocked to the north and increased— north winds are the worst possible for boats and bancas in Muelle bay as the "fetch" (the amount of wind exposed water) was at its greatest meaning that the wind generated waves would be at their maximum. The now 85 knots (130 kph) winds tossed up 4-foot waves at the Muelle. Added to these waves was wind gusting to 98 knots (160 kph). The howling of the wind, the tossing in of the waves, the painful force of the torrential rain which came like machine gun bullets horizontally in a cloud of fog-like spume was terrifying.

During one of the gusts, the air pressure difference between the inside and outside of the boat became so great that the front and rear hatches exploded outward. The last I saw of the forward hatch it was scything toward the church bell tower. The violent action of the boat opened all the lockers/drawers/closets which spilled their content throughout the interior. With two lost hatches rain and spumes poured in, nothing on board escaped a severe dunking.

At about 2 in the morning, I was on deck hunkered-down behind the small deck housing when other boats started breaking their moorings and heading uncontrollably towards shores. I could hear screaming high powered engines over the screeching wind as several large bancas tried desperately to keep themselves off the concrete Muelle pier and the small bancas wallowing there: They were to eventually lose this battle, as was I at 3 in the morning.

When my mooring lines parted with the percussion of a grenade, I crawled forward (it was impossible to stand!) and let go of the anchor—a conditioned response or any experienced boater— unfortunately, before the anchor held I was amongst the bancas mere seconds after the mooring lines parted. The crunching of bamboo and plywood beneath my keel and the anguished cries of the bankeros momentarily exceeded the deafening bellow of the holocaust. I rushed below and as the boat heeled over 45 degrees I desperately closed through the hull valves and seacock and, after radioing my friends, "I'm OK", switched off power.

Up on deck again I realized the anguished cry of the bankeros was concern for my safety not a lament over the destruction of their bancas. Strong hands helped me over the growing debris to the relative safety of the M/B Buri Princess which was now wedged between me and the shore, my boat now ironically acting as a temporary breakwater.

Four bankeros and I found ourselves in the belly of Buri Princess tucked below the gunnels shivering in the icy blasts of typhoon-blown rain and spume. We sat in a circle dazed but relatively safe. We could still hear the crunching and bashing as my 18-ton boat continued to devour bancas as it was pushing closer to Buri Princess and the shore. The owners of the smashed bancas sat shivering with me; they had just, in one brief moment, lost their sole means of livelihood. They looked stoic and resolute. The captain of Buri magically brought out a stove and in the middle of the tempest, brewed a pot of 3-in-1 which was slowly passed around this rather forlorn group. The camaraderie of shared experience, aided by the best cup of coffee any of us had tasted, brought a smile onto everyone's face— we were going to survive.

I have since made a deal to compensate for the lost bancas and also "assisted with other bancas damaged further along the Muelle. I know that "in law" I may not be obligated to do this in these types of calamitous situation. But I live here, I feel a part of the community— even more so now— I would not sleep well at night knowing I had, albeit unwittingly, taken a man's livelihood without some form of compensation— to hell with Force Majeure!

So there you have it! What did I learn from the experience? Well, of course, a few boaty things, but most of all I learned something of immeasurable value about Filipinos. For all his idiosyncrasies: His rather peculiar concept of time. His amusing inability to maintain adequate stock... When confronted with adversity the Filipino is a man to be admired. I'm proud to live amongst them and call Puerto Galera Home.

(Editor's note: Russ Hughes lives aboard his 45' two-masted boat which he has called home for 25 years. He and Karis have been in PG 10 years.)

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The Puerto Galera Fortnightly JOURNAL

Puerto de Galera

Kasaysayan ng Mindoro (3 ng 5 serye)

UPANG hindi magkalansag-lansag ang kanilang hukbo, nagpulong ang mga pinuno at mga frayle at nagpasiya silang subukang sakupin ang Luzon, nabalitaan nilang malawak at mayamang kaharian na maaaring tahanan nang permanente ng buong hukbo. Subalit ipinaalaala ng mga frayle, at sumang-ayon sina Legazpi at ang mga pinuno, na gagawing mapayapa ang gagawing pagpasok sa Luzon, gaya ng habilin ni Felipe 2, hari ng Espanya, na huwag tularan ang pagdanak ng dugo na naganap sa pagsakop ng Espanyol sa America. Sina Goiti at Salcedo ang napiling mamuno sa pakikipag-kaibigan sa Luzon. Maliban kay Salcedo, na apo ni Legazpi at kapatid ni Capitan Felipe de Salcedo, alalay ni Goiti bilang mga pinuno si Sargento Mejor Juan de Moron, Mejor Amador de Rriaran, punong pulis Graviel de Rribera, at ang tagapag-ulat (notario) ni Legazpi, si Hernando Riquel.

Pagkalayag pahilaga nang 2 araw, nakarating sila sa pulo ng Zibuyan (Sibuyan, sa pagitan ng Romblon at Masbate), matayog at bundukin at bantog sa dami ng mina ng ginto. Hindi sila tumigil sa pulo na 14 leguas (67 kilometro) ang layo sa Panay. Bandang 15 leguas (72 kilometro) sa hilaga ng Sibuyan, nadaanan nila ang maliit, bilog at matayog na pulo ng Banton (sa pagitan ng Romblon at Marinduque), kung saan nakatira ang ilang Espanyol kasama ng maraming tagapulo, makikisig at kinukulayan ang mga katawan at nabubuhay sa pag-pastol at paglakat ng mga kambing.

Barko ng mga Intsik

Sa kanluran, 12 leguas (58 kilometro) mula Banton, malaki ang pulo ng Bindoro (Mindoro), ang tinawag na munting Luzon (lesser Luzon). Bahagi nito, sa kanluran, ang nayon ng Mamburau at ang pulo ng Luban (pulo ng Lubang, sa tapat ng Batangas) ay nalupig na ni Salcedo noong nakaraang taon, at nagbabayad na ng buwis (tribute). Kaya tinanghal na conquistador si Salcedo. Nabalitaan ng mga Espanyol na pulos Muslim (Moro ang tawag ng mga Espanyol, ayon sa mga Muslim na dating sumakop sa Espanya, na mga taga-Morocco) ang nakatira sa mga dalampasigan sa paligid ng pulo. Sa gubat ng mga bundok sa looban, may mga hubad-

hubad na tao, tinawag na Chichimeco (Mangyan ang tawag sa kanila ngayon).

Sa may Pola Bay dumaang ang buong pangkat ni Goiti. Pinakalat niya sa paligid ang mga sundalo at mga Visaya upang magsiyasat. Sa kanyang nakita na, walang mga bukid sa pulo at malamang kulang sa pagkain. Hindi maaaring mamahay dito ang mga Espanyol ni Legazpi.

Pagbalik ng mga nagsiyasat, narinig na may 2 dyong ng mga sangley (xiang li, tawag sa mga nagkakalakal mula China) sa ilog Bato (Baco) 5 legua (24 kilometro) ang layo. Lumalakas ang ihip ng hangin, pakanlurang timog (south-west), mapanganib pumasok sa ilog ang 2 barkong San Miguel at La Tortuga.

Inutusan ni Goiti si Salcedo na dalhin ang karamihan ng mga parao, naisasagwan kahit saan, at makipagpayapa sa mga taga-China. Kalilipat pa lamang ng mga sandatahang deboga nang naging bagyo ang hangin at, noong gabi, nagkahiwa-hiwalay ang mga barko.

Nagkanlong sina Goiti, sakay sa San Miguel, sa tabi ng isang gulod sa dalampasigan. Natangay ang La Tortuga at 4 parao na inawan ni Salcedo sa malayo. Ang mga parao ni Salcedo man ay nakalat din. Pagkaraan ng bagyo noong madaling-araw, silang lahat ay naghanapan. Isang pangkat ng mga parao, ang napadpad sa may ilog Baco, ay nagpapatok ng mga arquebus (baril na de-sabog) upang marinig ng mga nawawalang kasama. Biglang lumusob ang mga Intsik.

Bakbakan sa dagat

Maaaring nagulat sa putukan ng mga baril, bumulwak mula ilog ang 2 dyong, ladlad lahat ang layag, hinahalibas ang mga tambol, bumubuga ang mga torotot at mga sipol, naghihiyawan at panay ang paputok ng mga culverin (maliit na kanyon) at mga dambuhalang kuwitis (rockets). Sanay sa digmaan sa Mexico, hindi nasindak ang mga sundalong Espanyol, at lumusob din sila at pinaligiran ang 2 dyong. Pinagbabaril ng mga arquebusiers ang mga Intsik at napilitang magkubli ang mga ito. Inakyat ng ibang sundalo ang mga dyong at naghalo ang balat sa tinalupan. Sa 80 sangley, 23 ang pinatay. Nabihag ang iba.

Hinalughog ang 2 dyong at nakalkal ang maraming sutla (seda, silk), ginintuang sinulid, mga pabango, mga porselanang mangkok, mga telang bulak (cotton), bakal, tanso, pagkit (wax) na nabili ng mga Intsik sa Mindoro, at mga sinoratas, -malalaki at magagandang banga (jars) na porselana.

Ano'ng ginawa n'yo!?

Narinig ang bakbakan, agad dumating si Salcedo kasama ang ibang mga parao. Nagalit siya nang nakitang sinalanta ng mga sundalo at mga mandirigma ang mga sangley. Pagdating ng San Miguel, lalong galit si Goiti, binulyawan pati ang mga Intsik.

Hindi kayo dapat sumugod!

Gusto lang naming makipag-payapa!

Pagkabalik ng hinahon, pinakawalan ni Goiti ang mga bihag na Intsik at ibinigay ang isa sa mga barko nila upang makabalik sila sa China. Dumaang sila sa baranggay sa tabi ng ilog Baco.

Si Riquel, ang tagapagsulat ni Legazpi, ang inutusan mangasiwa ng pagkumpuni sa barkong babalik sa China. Ang pang-2 barko ng mga Intsik ay pinapunta ni Goiti sa Panay, sakay ang mga nakalkal na kalakal, 4 sundalo, 4 Intsik at 12 taga-Mindoro na sumapi sa mga Espanyol.

Hindi lumaban ang mga taga-Baco at nangako sila na magbibigay ng 200 tael ng ginto, kung maghihintay si Goiti nang ilang araw (Ang tael ay lumang sukat sa China, katumbas ng 1.5 onsa o ounce. Ang 200 tael ay kulang-kulang 9 kilo ng ginto).

Ibnalita nila kay Goiti na may 3 pang dyong ng mga sangleys sa pangunahing nayon sa isla ng Mindoro, ang lugar na tatawagin nilang Puerto de Galera, na may 5 legua (24 kilometro) ang layo. Sinabi ng mga taga-Baco na may malaking kuta dito na binabantayan ng maraming Moro.

Nasabik ang mga kastila ng makita ang "puerto ng Mindoro". Inutos ni Goiti sa mga taga-Baco na ipunin nila ang ginto at tatanggapin niya pagbalik mula sa Mindoro. Sumulong ang buong pangkat kinabukasan ng umaga.

Kutang Mindoro

Tanghali na ng Mayo 12, 1570 nang mamasdan ng mga Espanyol ang kutang bato sa Mindoro, sa isang matarik na gulod na naliligid ng pader na bato, 4 metro ang kapal, at nakasampa duon ng maraming culverin. Nakahanay sa gulod at pader ang 400 mandirigma, nakasibat, may pana ang iba, nakasuot ang marami ng makukulay na putong (head wraps). Umuugong ang ihip sa maraming kabibe, saliw sa dagundong ng mga tambol at gong, at hiyawan ng mga mandirigma nang dumaang ang San Miguel, kasunod ang La Tortuga at mga parao.

Sa gitna ng ingay ng mga mandirigma, napuna ni Goiti na nagdadalawang loob ang mga taga-Mindoro, nais makipag-payapa ng marami. Inutusan niya ang buong pangkat na manatili sa malayo sa dalampasigan, at kasama lamang ng isang sundalo, isang binyagang Visaya na tagapagsalita (interpreter), at si Riquel, ang tagapag-ulat, lumapit at tumayo sa paanan ng kutang bato.

Nagsugo ang mga mandirigma ng isang tagapag-usap (negotiator) na bumaba sa pader. Hinimok ni

Immaculada Concepcion

IPINAGUGUNITA sa atin ang pistang ito ng Kalinisinang Paglililihi kay Maria, ang katotohanang ang kaluluwa ni Maria buhat pa nang lalain ng Maykapal at isama sa kanyang katawan, sa tiyan pa lamang ng kanyang ina na si Santa Ana, ay di nabahiran ng salang mana (original) na minana ng lahat ng tao. Ang pistang ito na dating kilala sa pangalang "Paglililihi ni Santa Ana" ay galing sa mga taga-Silangan mula pa noong ikapitong daantaon; ito'y lumaganap sa Europa mula sa bansang Irland noong siglo 9. Ang araw na ipinagdiriwang ang katotohanang ito ay ika-8 ng Disyembre upang makaugnay ng ika-8 ng Setyembre, ang kapanganakan ng Birhen - siyam na buwan pagkaraan ng paglililihi sa kanya. Ipinalaganap sa buong daigdig ang pistang ito ni Papa Sixto IV ng Espanya at ito'y naging pistang pangilin sa bansang iyon.

Noong ika-8 ng Disyembre, 1854, sa harap ng 54 kardenal, 42 arsobispo, 92 obispo at ng di-mabilang na debotong galing sa ibat-ibang panig ng daigdig, ay tiniyak at ipinag-utos ni Papa Pio IX ang pagsampalataya sa katotohanan o dogma ng Kalinisinang Paglililihi kay Maria (Immaculada Concepcion). Noong 1830 sa Paris, ipinahayag ng Birhen na "siya'y ipinaglilihi di nagmana ng kasalanang orihinal" at sa kanya natupad ang pangako ng Diyos na yuyurakin ng isang babae ang ulo ng ahas. Sa bayan ng Lourdes,



nasaksihan ng daigdig ang himala ng Birhen na nagsasabing siya ang "Immaculada Concepcion" noong 1858. Ang matamis na taguriang ito ng Mahal na Ina, na siyang kauna unahang biyayang tinanggap ni Maria sa Diyos, ay pintakasi ng ating Bayang Pilipinas.

Goiti na sumuko silang lahat at walang masasaktan. Umakyat pabalik ang tagapag-usap, at isang pinuno naman ang bumaba at nangakong makikipagpayapa at magbabayad ng ginto kung lalayo muna sina Goiti. Pumayag si Goiti at sinabing bago sila lumayo, magpaparada ang mga sundalo bilang parangal sa pagkakasunduan nila.

Huwag kayong mabahala sa pakitang gilas namin, payo ni Goiti bago sila bumalik sa pangkat Espanyol sa dalampasigan.

Sa bawat sigaw na utos, magilas na nagpangkat-pangkat ang mga sundalo, iba't ibang panig ang hinarap, sabay-sabay ang paputok ng baril, sabay-sabay ang duro ng mga sibat at espada, tapos magsasama-sama

uli, susugod at babaril, nakatutok ang mga espada at sibat, babaligtad at susugod sa ibang dako, baril at tutok uli. Nasindak lahat ng tagapulo, pati ang 400 Visaya na nahaluan ng 200 mandirigma mula ilog Baco at mga karatig baranggay, lalo nang sumali sa pakita ang mga kanyon sa San Miguel. Unang ibinayad ng mga taga-Puerto Galera ay 60 tael ng ginto at humingi ng pasensya kay Goiti kung naantala ang pagdadala ng ginto. Nangako ang mga taga-Puerto na magbibigay ng 400 tael ng ginto. Unti-unti sa loob ng 5 araw na nanatili ang mga Espanyol nakapagbigay ng 200 tael na ginto. Tumalak na sila pa-Manila at nagsabing babalikan ang natitirang ginto na pangako ng mga Moro.

Itutuly sa sunod na kabanata

Ponderosa

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