

The Bay

Subic Lifestyle, Leisure & Business

August - September 2005

- MAD DOGS LAND ON A DIME
- THE GENERAL'S JEEP AND OTHER RIDES
- FROM DEWEY TO DINGHIES



AMERICAN LEGACY

PLUS: TOURISM / BUSINESS / EVENTS / HISTORY / CUISINE

1st August 2005

Welcome back to The Bay, the only magazine promoting the lifestyle, leisure and business opportunities of the greater Subic Bay area.

Perhaps nowhere more so than in the areas of Subic and Clark has the legacy of the American involvement in the Philippines been sustained. Most especially the culture and lifestyle of the U.S. Military is engrained in almost every facet of life here – from the religiously followed traffic rules and the philosophy that exercise and recreation are good for the soul through to the wide-open spaces, where nature has prevailed to bless residents and visitors with spectacular colors and sounds.

In this issue of The Bay we explore some of the historic sites that remain largely untouched, we take a look at some of the icons that have been retouched and we highlight some of the epitaphs that are forever touching people around the world on celluloid.

But don't stop with just the entertaining views offered here . . . if these pages raise a smile, jog a memory or give birth to a vision then you must (by car, boat or seaplane) come and explore further, for we have barely scratched the surface.

Visit those who advertise in these pages, for they know more intimately the passions of the locale and will go the whole nine yards for you to deliver satisfaction; they are, after all, living the American legacy every day.

Martyn Willes
Editor

THE COVER

Don West, alias "General MacArthur" and his US Army Jeep
Photo by Kevin Hamdorf ©

OCTOBER - NOVEMBER ISSUE

SEA Games

EDITORIAL

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Eight Hours From New York



From an Interview with Rex Chan, Vice President Operations for the Bases Conversion Development Authority

Imagine you are sat in your Wall Street office watching the tickertape roll across the bottom of your Nikkei monitor; it is 10.00pm EST and you have just made US\$10 million on a hunch. The sheets of cold winter rain pummeling the floor-to-ceiling, tinted glass momentarily distract you; your PalmPilot vibrates. The Chairman's message is short: "I think we should do Clark for lunch". You say to yourself, "Clark! . . . the old man has finally lost it". Whatever: a few mouse clicks in your Firefox browser and a travel selection later, dumbfounded you pen the reply "Yes Sir Mr. Chairman".

The eight-hour flight aboard the Boeing 787 delivers you at the Clark International Airport terminal building where a waiting limousine whisks you to The Grill Room for lunch. A bottle of Chateau de Salle '87 with the fresh Highland Grouse, followed by a glass or two of port, and the pace finally begins to slow . . . another thirty-five minutes in the limousine and the wide expanse of Subic Bay appears in splashes of color through the rain forest. An hour later you are aboard a chartered Baltic 147, sliding effortlessly across the bay towards the Grande Island Resort, the warm sun sparkling between the wave tops.

This is Rex Chan's vision for the continued

development of Clark and Subic as an international destination for leisure and business.

"We see Clark offering a taste of Nevada and Subic a slice of Hawaii . . . just thirty five minutes apart" Rex says with an enthusiastic smile.

The foundations are already laid: the new, Php 22 billion Clark / Subic highway under construction; the Clark Airport terminal development slated for completion in 2010; the ongoing Subic port development; the new Polar route across China and Russia is under negotiation; and, the recent forming of the Greater Subic Bay Tourism Bureau and the Subic-Clark Alliance (see separate story on page 8).

Despite current Government austerity measures, Rex believes that private enterprise with clear direction from Government can turn the dream into a reality by the end of the decade.

In particular, he envisions Clark adding an additional, longer runway and becoming the aircraft maintenance hub for many carriers operating in Asia, "we have interest from companies in Japan and Britain to build this much needed facility . . . we could capture the bulk of the market because we are geocentric to the Region and we are more accessible".

In Subic "there is a huge potential for shipbuilding and repair in addition to passenger cruises"

Although the bases have finally made up for the loss of jobs resulting from the departure of the U.S. Military in the early nineties (40,000 now employed in Clark and 58,000 in Subic) the burgeoning population requires that more jobs be created. "It is a nationwide problem" but with the plans in the pipeline, Rex believes that the commercial and the tourism sectors combined should be able to take up the slack.

"The Customs Free highway linking a major airport to a major seaport in the geographic center of Asia will create a unique business proposition for international investment . . . and with the extension of the highway past Clark to Luisita, Tarlac, we can offer a workforce with a varied skills base and with excellent accessibility".

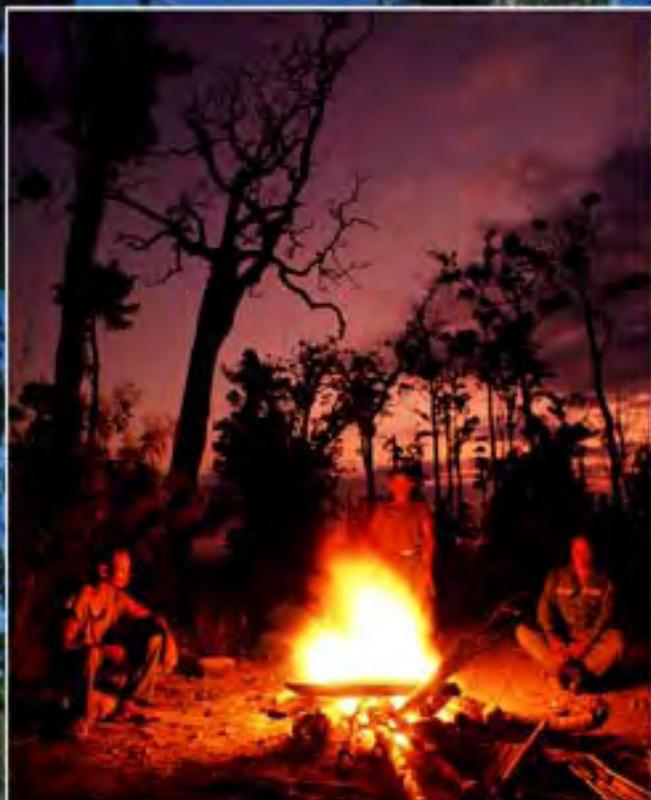
"We will nurture the sentimental relationship that Americans have with the Philippines and combine this with our competitiveness against other Asian countries . . . this corridor created by the highway will create an oasis of development that will show the way forward for the rest of the country".

Listening to Rex's pragmatic approach to the challenges the area faces in the coming five years, it is easy to imagine that he already has most of the answers and, given a relatively stable political situation, will



Gardeners of the Forest: The Aeta Legacy

Words by Bruce Curran
Photos by Kevin Hamdorf



Left: Original JEST member, Instructor Pepito Tabrodillo (Rtrd). Camping at Hill 394, Subic Bay



Right: Cooking rice in a traditional Negrito bamboo "pressure cooker". Traditional Aeta bamboo raft,



Since the beginning of time, when man started to inhabit the great island of Luzon in the western Pacific, the Zambal Aeta people have learnt the secrets of the forest. Edible plants are everywhere, growing amid the poisonous ones. The many varieties of the bamboo plant have many Aeta uses – cooking pot, spoon, animal trap, fishing spear, and the source of the bamboo heart can conjure up fire. It is this legacy of the Aeta that still hovers precariously within the only intact forest in Zambales, within 'the base' now known as the Subic Bay Municipal Authority (SBMA). This is all thanks to the American forces' need to survive.

One sticky tropical day in early 1960s the crack forces of the US Marines were out there deep in the jungle, far from anywhere that looked quite like downtown Chicago. They ran out of that vital lifeline called H2O or, as they say in Tagalog, "tubig". A Zambal Aeta stepped forward, led them off the track into the dank recesses of twisted greenery, unsheathed his bolo (chopping knife) and sliced through a large tube-like vine attached to a very big tree. Water gushed from the inside and the crack troops asked for more, until all their water canteens were brim full of fresh, sweet, drinking water.

One humbled American soldier, recognizing the pure expertise of the Zambal Aeta, formed a training camp for forest survival and, even though the American troops left in the early nineties, the legacy continues today because the Aeta were asked to maintain the Jungle Environmental Survival Training (JEST) camp.

The itch from a mosquito's syringe is an annoyance till an Aeta grabs the juices from a particular plant. Medicinal plants abound if you but know where to find them. If you are far from a market and determined to stay within the 15,000 hectares (37,000 acres) of the only remaining pristine rainforest in Zambales you could lay various Aeta traps to catch a wild chicken, a wild pig, a monkey or a monitor lizard. River fish can be caught by spearing, or 'tickling' with both hands beneath in the cold tingling waters of the jungle river. The menu depends on your interpretation of fine dining tastes, which might include a wild cat roaming with intent in the protected area within the SBMA.

This inheritance it is all owed to Eking Bulatao, the Zambal Aeta who set up the camp in 1965 to train Americans to survive in

the jungle. So that an airman, downed in the jungles of Vietnam, at least had learnt the principals of the Aeta tools, honed over thousands of years, for survival. In the end, 200,000 American troops knew how to find jungle coffee, jungle soap, make a proper shelter against the rain and make crossbows. They even learnt 'jungle humour' from the Aeta, as recalled by that well respected American writer, Jon Miller, who asked Eking Bulatao whether it was true that there were plants in the jungle that could eat humans.

"Yes sir" he nodded with an air of gravity, "But I think only in the movies!"

If they had wanted to stay and live in that there jungle, the Aeta would have told them about making a proper jungle clearing in the form of their 'kaingin'. The Aeta condensed their thousands of years of knowledge in to training courses as short as 36 hours, or up to 72 hours for the more needy.

Louie Bulatao, a relative of Uncle Eking, the founder, is today one of the two Supervisors; altogether 17 Zambal Aeta purvey this knowledge that comes from generations of magic.

The American troops marched out in 1992, just after Mount Pinatubo exploded in June 1991 — the biggest volcanic eruption on our planet of the last century. Some of the Pinatubo Aeta who survived the eruption, but had to move down the mountains from the smothering vastness of the volcanic lahar fields, are now survival instructors at JEST; their ages range from 27 to 63. Although they have long since said goodbye to their many warring American friends – when the Vietnam was in full swing — a regular supply of Filipino armed forces personnel and urban policemen get training in Subic. Even a troop of 100 Pakistani soldiers did a stint here, but today JEST caters mostly to a different market. They practice their knowledge on the tourist hordes that come from far away for a handful of minutes to learn these secrets of the jungle. Koreans are pouring in this current year, but last year it was the Taiwanese, and always the occasional Japanese tourist . . . a far cry from World War II when the Japanese held sway over the Subic area, and the Zambal Aeta retreated deep into their jungle and survived on their skills well beyond the reach of the Japanese army.

Those who study history will recognise the importance of the Americans in ousting the Japanese war machine, but the Aeta in particular

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will remember the American legacy for it allowed them to transfer to new generations their unique knowledge of the jungle — it is the Aeta's knowledge that keeps the jungle alive, protected and useful to this modern age.

All around this protected 15,000 hectares (where some trees are well over 100 years old) other jungles have long since succumbed to the logger's saw. Encouragingly though parts of Zambales have trees that have now stood for 30 years and, hopefully, with the 'new age' consciousness seeping into some communities these trees will be the legacy for another century. Their survival has a lot to do with the knowledge of the "gardeners of the forest": the Aeta. The gardeners, who have also become "guardians", have their own motto at the Jungle Environmental Survival Training camp, which seems too simple but actually sums it all up: "Learn and Return". There is no doubt that the Aeta really understand that need because deep in the jungle where there is simply no other choice. The Aeta say it as "natuto kayna nin survival tanda mo eth nin magbira" in Zambal. Let us hope that we can all learn and make room for the jungle.

'Jungle humour' is still ripe in this modern day and age. In a world that inundates us with promises of sexual potency on billboards and through the Internet the Aeta, if asked, will point into the distance and, with beaming smile, tell you that that particular plant, which you didn't quite identify, is indeed the Aeta's very own vine-viagra. They have used it for thousands of years. In our modern world the jungle still returns its own legacy and holds many secrets that may add to the chances of survival for our own humanity. Are we ready to learn?

The 17 JEST Aeta are: Juan B Denito as the Assistant Chief; Loioe D Bulatao as the Supervisor, with Monico C Dimpin as the Assistant Supervisor; the Senior Instructors are Domingo C Bulanhigan (63 yrs old, and with JEST since 1978), Julio B Denito, and Alfredo M Viornos; and the Junior Instructors are Gervacio A Bagat, Orlando D Bulatao Jr., Eduardo P Tolentino, Graciano M Duero, Estebaniano D Bulatao, Septimo G Bulatao, Ronnie F Ramos, Jopol C Calundre, Nomer T Dimpin, Nicanor D Bagat and Johnnie D Tabradillo.

The Sound Of SubiK

Subic, SubiK, SubOC . . . the acronyms expand along with the enthusiasm to develop tourism as a core strategy for urban and rural development.

In the last issue of The Bay we highlighted the aspirations of Kenneth Peralta, Manager of SBMA's Tourism Department. The SBMA now joins forces with the Provincial tourism offices of Olongapo, Zambales and Bataan to create the Greater Subic Bay Tourism Bureau (GSBTB), dedicated to the continued development of the Subic / Clark Corridor as a bustling hub of tourism. Together they have added a new word to the Philippine dictionary – SubiK – that defines their marketing strategy and provides a hook for a raft of activities designed to highlight at least 600 uniquely worthy attractions throughout the three provinces.

Funded and driven by the private sector the SubiK experience will be felt first in October when, through the efforts

of SubOC, a Travel Exchange will provide a platform for purveyors of tourist delights.

Created in June (and giving it the "OC"), SubOC represents a multifaceted amalgam of professional, promotional talent and expertise. It is powered by more than 230 people that have come together with a singular objective: to promote SubiK to the World. SubOC will delve into every turn and crevice in the Corridor then chart and signpost the attractions to produce a definitive map so that forever more people will know that the Corridor is "your vacation haven right next door".

In February the whole country will be invited to marvel at and join in the SubiK! SubiK! festival – an extravaganza of color and culture to rival the Rio Carnival in Brazil and the Mardi Gras in New Orleans – which will in some way involve the majority of the Corridor's two million plus residents.

For more information on how you can get involved with the GSBTB and SubiK contact the SBMA Tourism Department: +63 (0)47 252 4829 or, email greatersubicbaytourismbureau@yahoo.com



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MAD DOGS LAND ON A DIME



From and Interview with Captain Rob Fisher, Chief Pilot, FedEx Photo by Kevin R. Hamdorf

Former US Naval Air Station, now Subic Bay International Airport and the Asia hub for Fedex operations, efficiently handling cargo around the clock.

In 1951, following the signing of the U.S.- Philippine Mutual Defense Treaty, the first Seabees arrived in Subic Bay to commence one of the most ambitious five year projects ever undertaken on foreign soil — construction of the Naval Air Station Cubi Point. Cubi Point reportedly takes its name from a memo to the Chief of Naval Operations, Admiral Arthur W. Radford, from a skeptical US Navy top brass. In the memo they asked, “Can you build it?” In doing so they unwittingly gave name to the airstrip (C U B I) that has since seen hundreds of thousands of troops and millions of tons of cargo fly to destinations throughout Asia and the Southwest Pacific.

Evening envelops the bay and stars slowly appear in formations that have been recognized in the heavens for eons. While taking in the clean, rainforest scented, night air, an astronomer notices a new point of light far out to the West, just above the mountains, and makes a note of the time. A comet? A meteor? Bringing telescope to task it is apparent that the point is slowly moving (a satellite?) and increasing in intensity (a UFO?). As the

minutes tick by the point grows a twin, then a little color, then a large, dark, cigar-shaped body is evident. With inexorable momentum the entity descends to the ground and consumes the silhouetted letters on the long, low, illuminated building: T-R-O-P-I-C-A L-A-N-O-I-T-A-N-R-E-T-N-I Y-A-B C-I-B-U-S, which is not quite the palindrome of “Subic Bay International Airport”. The astronomer crosses out his note — it is just another inbound FedEx, MD11 “Mad Dog” cargo plane filled with packages, destined for somewhere else.

Employing the same navigational technology that can place a cruise missile at the front door of an opponent’s office on the other side of the World, FedEx’s cargo planes touch down at Subic Bay’s International Airport every night on an area of runway not much bigger than a handkerchief. Nowhere else in Asia is Global Positioning technology employed to land aircraft and it is only possible in Subic Bay because of the cooperation and enthusiastic support of the Philippine Air Transport Office (“ATO”).

Following the departure of US Forces in 1992, the

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Philippines realized it needed some assistance to enhance the Cubi Point facilities to commercial aviation standards. A World Bank loan was made available and in the two years that followed the passenger terminal was built, runway strengthened, aprons expanded and landing aides upgraded. With their shiny new airport facility ready for action the Philippine Government and the Subic Bay Metropolitan Authority went looking for a core locator.

FedEx was encouraged to create its Regional hub in Subic Bay because, from a cargo-volume-centric perspective, it was the most central location in East Asia and, being a newly civilized facility with minimal aircraft movements, it allowed great flexibility in flight scheduling. What FedEx did not know ten years ago was how beneficial a decision it would ultimately prove to be for both the carrier and its 1,000 staff.

The first operational flight in 1995 was to Kuala Lumpur, Malaysia. "The airplane was empty except for one package", recalls Captain Rob Fisher, "but we have come a long way since then".

Every night, 365 days a year, it manages the unloading, sorting and loading of packages from twenty Asian destinations, with direct links to other hubs in Europe (Paris) and the US (Anchorage and Memphis).

The two key benefits that Subic offers FedEx over other potential locations in Asia are the Philippine "Open Skies" policy, which removes many challenges in terms of routes and scheduling, and the ability to use satellite based navigational guidance for landings.

Satellite navigation is not new. Commercial vessels and pleasure yachts have been using a Global Positioning System (GPS) for decades, but it was not until the Pentagon approved the turning off of the "selective availability" option – implemented originally to prevent unfriendly forces from using it for weapons guidance — that it became accurate enough for aircraft control purposes. "It used to be accurate to within 30 meters . . . that could leave nearly a million pounds of Mad Dog floating high above the runway or buried beneath it . . . today we can land on a dime in almost any weather condition without the help of ground based equipment."

The Area Navigation system ("RNAV") that FedEx employs receives navigational data from Earth orbiting satellites to provide three-dimensional positioning with an accuracy of less than one meter. "The navigational aides have cut our no-landing days from eight a year to virtually nil since 2002 . . . equivalent to a saving of approximately US\$4 million a year". The other advantage for the Philippine ATO is that it is an extremely low-cost maintenance system because all of the components required for successful operation are either, in the aircraft (maintained by the carrier) or, in the satellites (maintained by the US Government).

RNAV is the same technology used in the latest automobile navigation systems where, once a driver has identified where s/he wishes to go, an in-car computer will guide the driver along the fastest route and indicate turnings and other options along the way.

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Lights, Camera, Action... Philippines!!!



Words by Bob Couttie
Photos by Kevin Hamdorf



I sat down to watch a movie called *Spitfire* in the hope of seeing the world's most beautiful warplane of all time. Mild disappoint . . . the title was of a 1994 potboiler featuring Kristie Philipps (1986 US Women's Senior National All-Around Champion in Women's Gymnastics). Notwithstanding, the movie has some secret delights for the Subic-Olongapo watcher.

The action takes place in several locations in the U.S.A. and Kuala Lumpur (KL). In one scene, our "heroes" are chased around KL in a... Jeepney. Hmm. Any illusion that this was the Malaysian capital is firmly dispelled by the appearance of the then-distinctive Rizal-Magsaysay rotunda; neither Subic Bay nor Olongapo got a name-check

Hollywood discovered Subic Bay Naval Station in early 1950 when the famous film director Fritz Lang arrived to shoot *American Guerrilla in the Philippines*, starring Tyrone Power. The advertising tag line was "One of the great adventures to come out of the Pacific!" It was loosely based on the exploits of a real American Guerrilla, Chuck Parsons.

It was another twenty years before another big

movie came to the naval station, *Too Late The Hero* with Michael Caine, Cliff Robertson, and Toshio Mifune. Sailors who were not on duty were 'invited' to be extras on the film, presumably to help the budget. Harold Moorhead remembers "we'd all sit around in our underwear so the costumes wouldn't get messed up and drink iced San Miguel, eat fish and rice out of newspaper cones . . . and play poker for pennies"

The shoot had its problems, not least of which was the set catching fire. Says Moorhead, "a bunch of extras were playing poker in one of

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the set houses and knocked over a kerosene lantern . . . FOOOF! The whole set was on fire . . . some of us grabbed the three inch hose off the water truck . . . being young and stupid I was at the nozzle when they turned on the water . . . the fire roared and I opened the nozzle and out rushed a stream of water at about the volume of a good beer piss . . . the whole set burned, but they shot around that and rebuilt it in a couple of days.”

Another film, which had problems with its sets, was the classic *Apocalypse Now*, made in 1976. The scenes of the river temple were shot in Pagsanjan. It is said that Filipino set makers started building the Cambodian temple hideout of Colonel Kurtz (Marlon Brando) in real sandstone but the folks from Hollywood knew better and used plaster and lathe instead; much of the set vanished downriver in the next typhoon. Another set, in Baler, Quezon province, also burned down but was rebuilt in time to be burned down again in the famous “Ride of the Valkyries” helicopter attack sequence.

The US Navy in Subic Bay and the U.S. Airforce in Clark offered a good supply of Caucasians for the much-needed extras in Vietnam war films, popular in the 1970s and 1980s. This was when a few dared to dream of making the area the South East Asian Hollywood.

Olongapo appeared as itself in the opening sequences of the 1982 film *An Officer and a Gentleman*, starring Richard Gere and Debra Winger. Subic Bay Naval Station appears in *Flight of The Intruder* (1991), although the U.S. Navy base itself didn't get its close-up until *Goodbye America*, made in 1997.

A film that played its own part in Freeport history was *Fortunes of War* (1994), in which the naval magazine and Morong (just down the Bataan coast) became Cambodia. The film's producer, Michael Sellers, decided to move to Subic Bay Freeport and opened the first restaurant, the Hollywood Steakhouse, which became the watering hole for investors and locators and tourists from Manila for many years.

Sellers went on to make two more films involving Subic Bay Freeport. The best known is *Goodbye America* (1997), set during the last ten days of the Subic Bay Naval Station, starring James Brolin, Michael York, John Haymes Newton, Corin Nemec, Alexis Arquette, Alma Concepcion, Angel Aquino and Nanette Medved.

Brolin, who played the owner of what is now Blue Rock, proposed by phone to Barbra Streisand from the Subic International Hotel during filming.

The second, *Legacy* (1998), with David Hasselhoff, Rod Steiger, and Chin-Chin Gutierrez.

Then came *Doomsday* (2000) directed by Michael Sarna with Joe ‘Tarzan’ Lara, Udo Kier, Brigitte Nielsen, and January Isaacs. An action adventure movie shot entirely in the Freeport it had more than its share of big bangs, including one next to the International Airport that rattled windows on the other side of the bay.

Meanwhile, other movie companies discovered the area's uniqueness. In advance of the 1997 hand-back of Hong Kong from Britain to China, *Hong Kong '97* was filmed here in 1994.

Success breeds more movies and after the success of Arnold Schwarzenegger's *Predator*, another movie, *DNA*, was shot on the Freeport in 1997. However, it is probably more true to say that success breeds dumb movies — the box office hit about a large crocodile, *Lake Placid* (1999) led to a movie about a bigger one, *Krocodylus* (2000), shot in the Freeport . . . bits of the enormous animatronic crocodile can probably still be found around the Freeport.

With such a heritage Subic Bay has a homegrown film star: Lou Diamond Philipps was born on the former naval station.

The tragedy of 9/11 put an end to much international filmmaking in the Philippines. While the dream of Subic Bay becoming



Left photo: Exploding car: Ambush scene on Dewey Avenue in front of SBMA Chapel for “Goodbye America”.

Bottom: Original film poster for the 1950 film, “American Guerilla in the Philippines”. Much of the film was shot on Baloy Beach area.

Right top: “Goodbye America” set - film crew on Alava Pier with the USS Georgetown in background.

the Hollywood of South East Asia has, for now, faded with celluloid, perhaps it waits only for the digital revolution to turn its lens towards the low-cost-varied-scenery opportunities in and around Subic Bay and Clark Field . . . after all, so much of the equipment is made here.

British writer/Director Bob Couttie has been involved in video and filmmaking on the Freeport since 1993. He was assistant producer of *Fortunes Of War* and co-producer/screenwriter of *Doomsday* but is perhaps best known for his book, *Hang The Dogs: The True Tragic History*

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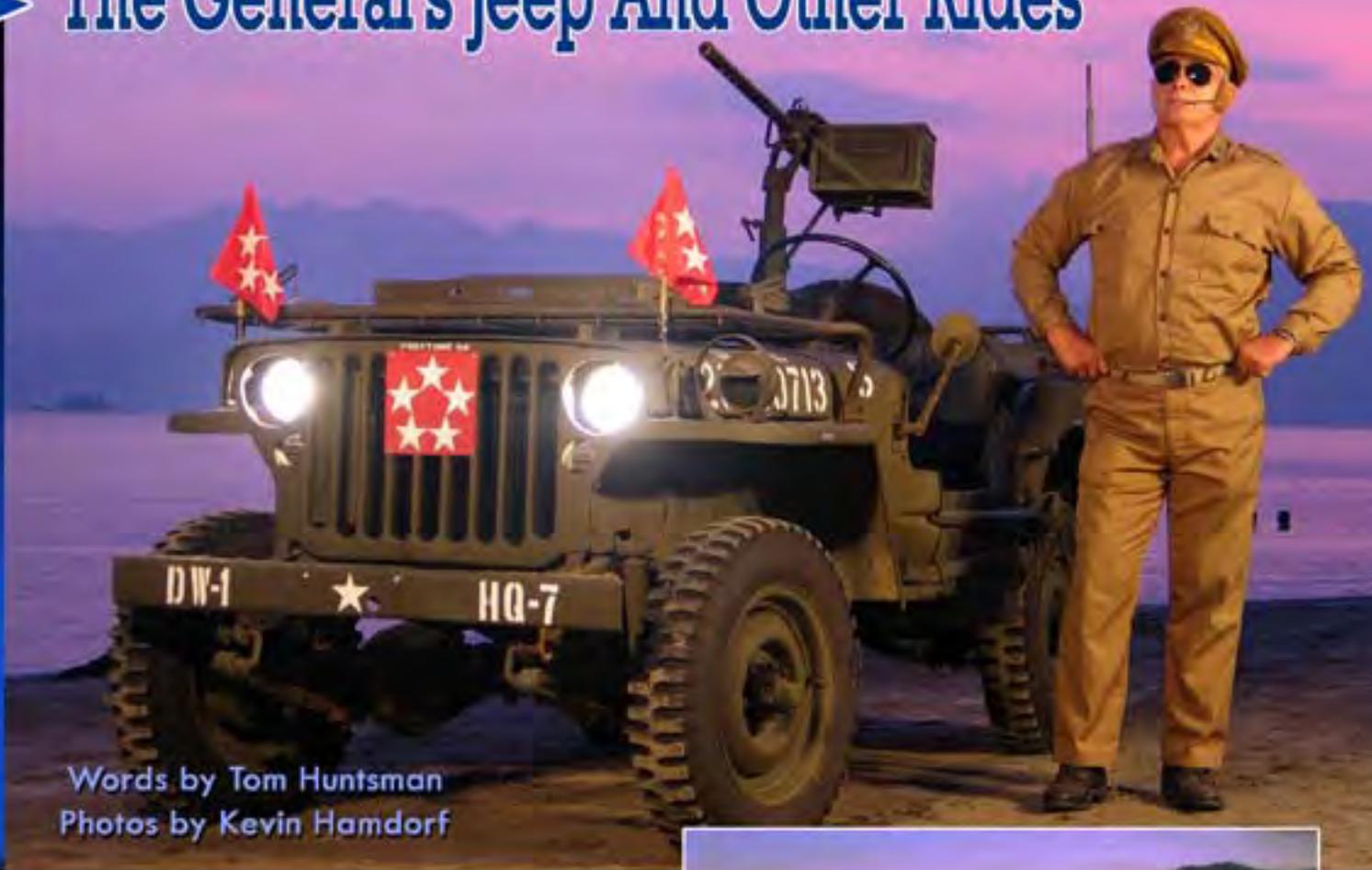
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The General's Jeep And Other Rides



Words by Tom Huntsman
Photos by Kevin Hamdorf

Don West was watching TV in his Olongapo home when a picture of General Douglas MacArthur riding in a Jeep, in Leyte, flashed across the screen. West thought that there was something oddly familiar about the Jeep in the picture. Fortunately, he was recording the program and as he played the tape, he realized with a start what had caught his eye – the Jeep the General was riding in was the very same one now sitting in his garage!

West, a retired American serviceman and owner of the General's Gym in Barrio Barretto, Olongapo, has been involved in the fascinating hobby of collecting and restoring military Jeeps for the past seven years.

"The Jeep is a real part of the Philippines' rich history. Its simple, tough design gave the Jeep its legendary reliability in the field and was beloved by the troops . . . bringing an icon like this back to its former glory is very satisfying and also a lot of fun," said West.

West is frequently invited to take part in parades and fiestas; many local brides and beauty queens, as well as congressmen and mayors, have ridden in the "General's Jeep".

West is not alone in his enthusiasm for Jeeps. The popularity of Jeep restoration and collecting is growing nationwide. Clubs exist in almost every part of the country including Bulacan, Pampanga, Cebu and Davao. The clubs regularly hold rallies and meetings, attracting dozens of the vintage military vehicles and hundreds of Jeep aficionados; many dressed in World War II uniforms.

As any Jeep fan will tell you, the Jeep was born in response to a U.S. government proposal for a multipurpose military vehicle. The American car manufacturer Willys won the initial contract in October 1941 and the Jeep model MB went into production. In November 1941 Ford Motor Company started building Jeep model GPW based



Top: Long-time Subic Bay investor, Art Allegar with his eye-catching, classic 1953 Chevrolet pickup truck. Photographed at the Scuba Shack Beach Bar & Restaurant beach front. Bottom: Colorfully decorated Jeepney, which implies the color coded "yellow" route in downtown Olongapo City.

on the Willys MB design. Willys and Ford went on to make 650,000 Jeeps during the war years.

Exactly how the little workhorse ended up with the name Jeep is still a mystery. A common misconception is that the name Jeep was derived from a slurring of the letters "GP", but the word "Jeep" was in common usage as early as 1938 - two years before the first Jeep left the drawing board.

Surprisingly, there seems to be a regional preference in the Philippines for particular models of Jeeps: the wartime Willys MB and Ford GPW, known locally as MacArthur Jeeps, are extremely popular in Cebu; in Bulacan and Nueva Ecija Jeep owners favor the post-war produced M38A1 Eisenhower Jeep. Today, there are more World War II Jeeps in the Philippines than in any other country in the world.

Jeep collecting in the Philippines can be more than just an enjoyable (if expensive) pastime . . . it can also be a lucrative investment if you are prepared to put in the sweat — a dilapidated Jeep purchased for PHP 60,000 can go for up to \$20,000 (Php 1.1 million) after restoration if sold abroad. However, because of its unique tie to history, Don West rightfully considers General MacArthur's Jeep priceless.

Stashed away in a bodega somewhere in the country is the rusting hulk of a military Jeep, resting undisturbed across the six decades since World War II. To the Jeep devotees of the Philippines a find like this is more exciting than discovering a cache of the fabled Yamashita's Gold!

In the Philippines, the unpretentious military Jeep evolved into a popular cultural icon — the "jeepney". The first jeepney was an ordinary military surplus Jeep with the rear panel cut open, a rear step and simple seat cushions placed over the rear wheels. Soon, the Jeep chassis was extended to accommodate three seated passengers on each side behind the driver, making room for eight. Now they are stretched to carry 30 paying passengers . . . and some are air conditioned! The saying goes, "you can always get one more passenger on a jeepney".

Aside from the Jeep-to-Jeepney conversion, the legacy of American automobiles in the Philippines includes some off the first automated production lines: early Ford's, Reo's, Maxwell's and their brethren went wherever there were Americans and a road to drive on.

Today the Philippine roads are more crowded with Japanese and

Korean cars. Yet Fords and Chevy's are about. Occasionally older cars are seen on the roads or parked around Subic Bay. Most of the older "Classics", once abundant, have been restored and shipped to collectors abroad but some remain in the hands of loving owners.

Art Allegar drives a 1953 Chevy pickup that always turns heads. This car, still in original condition and older than most of the local retired veterans, is truly a classic. With the three times this truck has been shipped back and forth to the States, the customs duty paid alone is staggering.

Noted photographer Kevin Hamdorf drives a familiar luxury car often seen. This black 1980 Lincoln is one of the last of the older high quality Gangster rides. Favored by movie stars, Kings, Presidents and "Da Boys", of this gem were coined the words "They don't make 'em like they used to." To those who appreciate old time luxury, "it doesn't get any better than this one."

Ralph "Papa" Clay, deserves much of the credit for keeping older American V-8's in great running condition for the past 33 years. The former Sonar technician ran the US Navy exchange auto center for 18 ½ years and since the Navy left, he has continued his Doctor of motors practice to the benefit of many.



With over 30 years of experience working on "Yank Tanks" in the Subic Bay area, mechanical engineer Ralph Clay, fine-tunes the 351 cubic inch V8 motor of "The Lincoln".

Top left: Subic Bay character, Don West - Alias "General MacArthur", with his fully restored US Army Jeep in which The General himself toured battlefields upon his return to the Philippines during World War II. Photographed at Blue Rock Resort, Baloy Beach

Bottom right: Subic Bay photographer, Kevin Hamdorf's impeccably restored 1980 Lincoln Continental Mark VII. Photographed at Pundaquit Beach, north of Subic Bay.



USS NEW YORK

Words by Tomas de Makati

Surrounded by verdant mountains Subic Bay offers spectacular scenery, beautiful beaches, hiking trails, waterfalls, duty-free shopping and countless quality restaurants. There is a zoo, botanical garden, marine adventure park, a yacht harbor, parasailing and some of the best snorkeling and Scuba diving in Asia — with coral reefs, colorful fish and a variety of sunken ship wrecks, all to be explored beneath the surface.

Originally developed as a naval base by Spanish colonizers in 1885, after the Spanish American war Subic Bay became the largest US naval facility in the Far East. Many ships are known to lie in Subic Bay's waters: the 19th century Spanish gunboat San Quintin went down in the late 1800's; luxury liner Oryoku Maru, a Japanese "Hell Ship" carrying 1619 American prisoners of war, sunk by American fighters lies on the bottom not far away. These two, along with the ex-USS New York, are but the largest and most famous of the wrecks.

The most requested dive site is the sunken, former US Navy Armored Cruiser, known as the USS New York. This 8150-ton ship was scuttled by the Navy in December 1941 to prevent the approaching Japanese invasion forces from capturing it. Today her 115-meter (384 foot) hull lies in less than 27 meters of water and is a haven for many varieties of colorful fish and many hundreds of colorful Scuba divers every year.

Built in Philadelphia, Pennsylvania, and commissioned in 1893, the USS New York served a distinguished career, including as the Flagship during the Spanish American war campaign leading to the battle of Santiago, July 3, 1898. Renamed the USS Saratoga in 1911, she served in both the Pacific and Atlantic oceans. In 1917 she was again renamed as the USS Rochester and remained in the Caribbean / Atlantic fleet until 1932, when she was

returned to the Pacific, as the Flagship of the Asiatic Fleet, serving mainly in the China Theater. In 1933, the USS Rochester, nee USS New York, came to Subic Bay, where her final decommissioning came. Over the final years of her life, this grand ship served as both an auxiliary power plant and as a spare parts source for the US Naval station at Subic.

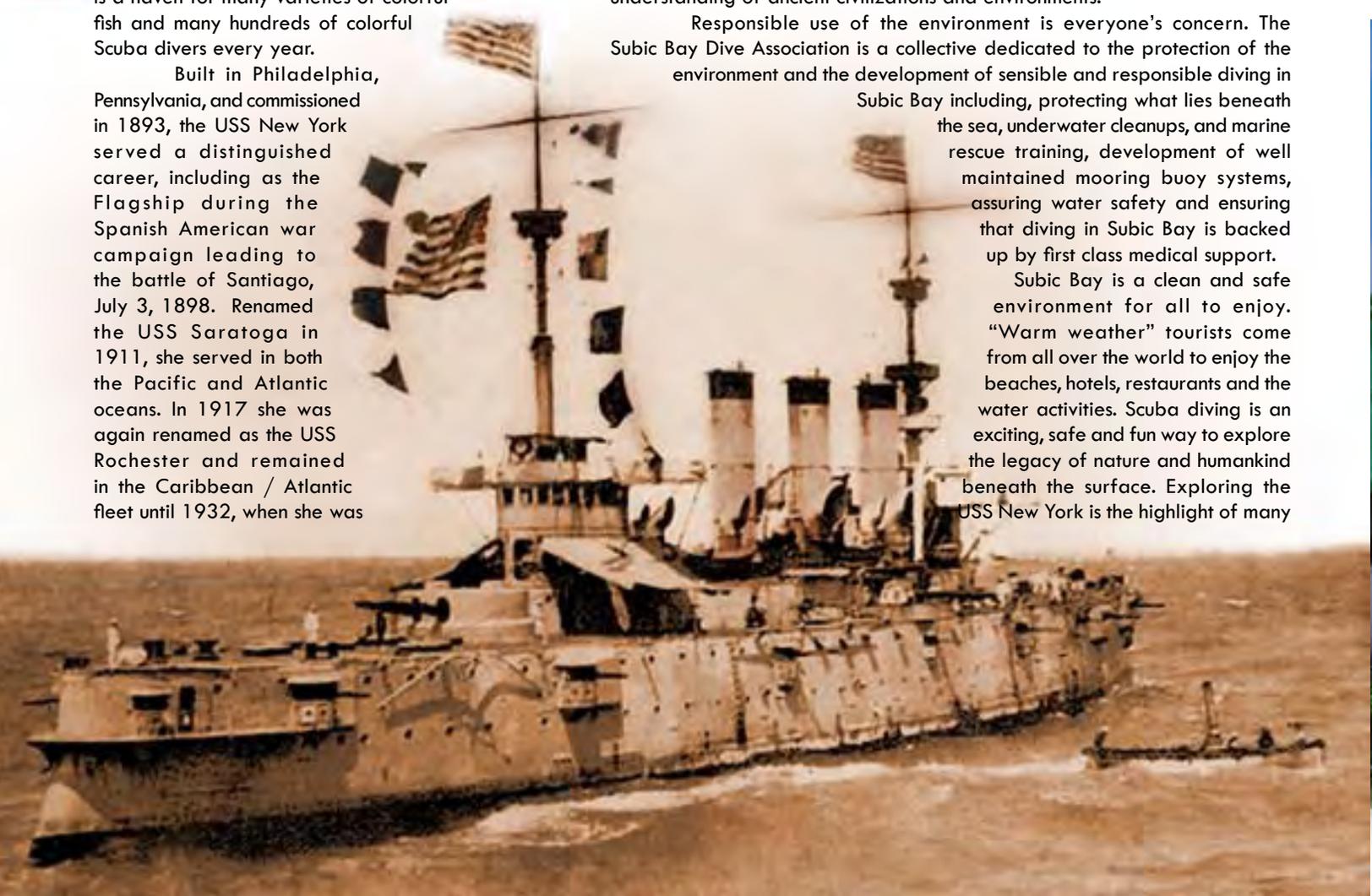
Today the USS New York with her four accessible decks offers the best site for "Penetration Diving". Though visibility is often unpredictable, a licensed wreck diver can wander through the labyrinth of decks, holds and cabins. Novice divers can safely learn to explore enclosed areas while taking special wreck courses with the aid of experienced wreck instructor or, just visit the ship on the outside to see her guns, huge propeller and plentiful fish life all over the deck.

Divers with an interest in the deeper history of the USS New York will enjoy diving with Johan De Sadeleir, owner of Johan's Dive Center on Midway Baloy Beach. He offers an enlightening tour of this ship, and many unpublished anecdotes. Johan has compiled extensive data on this ship, including pictures, blueprints and articles, and the details of how and why it came to be where it is today.

Sunken ships, like coral reefs and sea grass beds, are a natural breeding ground for fish and sea life. Protection of these environments is essential if future generations of divers are to enjoy what the past offers forward. Over-fishing using nets, dynamite or cyanide leads to a barren sea; salvaging the metal to sell as scrap is destroying many man-made reefs throughout the world. Salvaging relics for private sale is destroying many historical items of antiquity — items that often give new evidence for better understanding of ancient civilizations and environments.

Responsible use of the environment is everyone's concern. The Subic Bay Dive Association is a collective dedicated to the protection of the environment and the development of sensible and responsible diving in Subic Bay including, protecting what lies beneath the sea, underwater cleanups, and marine rescue training, development of well maintained mooring buoy systems, assuring water safety and ensuring that diving in Subic Bay is backed up by first class medical support.

Subic Bay is a clean and safe environment for all to enjoy. "Warm weather" tourists come from all over the world to enjoy the beaches, hotels, restaurants and the water activities. Scuba diving is an exciting, safe and fun way to explore the legacy of nature and humankind beneath the surface. Exploring the USS New York is the highlight of many



Education: The Transmission of Civilization

Photos by Kevin Hamdorf



When the former Subic Bay Naval Base transitioned to the Subic Bay Freeport Zone, it was recognized immediately that providing top educational options would be essential for attracting investors. Today, the excellent institutions for learning that it hosts enhance the Freeport's competitiveness as an investment destination. Those options include:

Brent International School

The Brent International School System is a private, co-educational school that prepares primary and secondary students for universities around the world. Associated with the Episcopal Church in the Philippines and the respected Brent educational tradition, students are taught to be intellectually curious and receptive to new ideas.

Brent encourages cultural diversity and an ecumenical perspective through a curriculum that focuses on mathematics, science, social studies, English and foreign language instruction; complimented by courses in religious studies, the arts and, where appropriate, English as a Second Language (ESL). Computer science is integrated into all areas of instruction and begins in kindergarten. Extracurricular activities that develop self-reliance and self-confidence are encouraged.

Brent Subic is the only school in Central Luzon that is accredited by the U.S.-based Western Association of Schools and Colleges. Faculty members originate in the U.S.A., Canada, Australia, New Zealand, the U.K. and the Philippines; students of more than 15 nationalities enjoy an impressive 6:1 student-faculty ratio.

The curriculum also includes preparatory and college-level Advanced Placement (AP) courses. Brent Subic graduates have gone on to Boston University, Colgate University, Seattle University, New York University, Ateneo de Manila, University of Oregon, the U.S. Air Force Academy and other distinguished universities. Brent graduates include Ralph Graves, the former Editor-in-Chief of Time Magazine.

The academic tradition of Brent school in the Philippines dates back to 1909. Bishop Charles Henry Brent established the first school in the country in Baguio. Over the years, the name Brent has become synonymous with world-class education.

Brent students also take full advantage of Subic Bay's outstanding natural and recreational environment through school-sponsored clubs: sailing, horseback riding, scuba diving, golf, tennis, kayaking, rock climbing, jungle trekking, camping and more. The school's wrestling team, which has competed in Japan and in other international tournaments, is highly regarded around the Region.

In addition, school-trips take students to national heritage sites such as Baguio and Corregidor plus international destinations including, China, Korea, Vietnam and Thailand.



Casa Kalayaan Learning Center

Nestled in the beautiful, pristine rainforest of Subic Bay, the Casa Kalayaan Learning Center is strategically located next to the swimming pool and tennis courts of the Kalayaan housing area. Its mission is to provide families in the community with the opportunity to avail of high quality, international education at an affordable and very reasonable cost. It does this by offering warm, caring, individualized instruction by educationally trained facilitators using the internationally accredited home-study program of Calvert School.

All the students of the Casa Kalayaan Learning Center from kindergarten through grade eight are also enrolled in Calvert School, which provides periodic assessments and final certification for each student. Calvert School, based in Baltimore, Maryland, has been serving hundreds of thousands of home-school families for ninety-nine years. Its outstanding home instruction courses are approved by the Maryland State Department of Education and accredited by the Middle States Association of Colleges and Schools, as well as by the Commission on International and Transregional Accreditation (CITA).

Formally incorporated in August, 2003, the Casa Kalayaan Learning Center was primarily formed for families in the Subic Bay community who wished their children to avail of the high quality education and materials that Calvert School's home-study course offers, but believed that learning would be maximized if children learned in small groups facilitated by trained professionals.

At present, Casa Kalayaan's fifty plus students enjoy an average student-teacher ratio of 5:1. The teachers have the children's best interests at heart and are committed to giving them the proper guidance they need to, not only fulfill Calvert School's requirements but also to excel as individuals.

What makes Casa Kalayaan so special is its educational philosophy, which is based on the belief that learning is most effective when children are provided with opportunities to engage in hands-on learning experiences in an environment that is warm, safe and nurturing. In other words, learning is maximized when it is enjoyable, experiential, holistic, meaningful, dynamic and fun. For this reason, children at Casa Kalayaan use a wide range of manipulatives to explore concepts and, when applicable, use modern technology to enhance learning. In fact, there is at least one computer in each classroom equipped with DSL Internet access and CD-Rom components.

Finally, the Casa Kalayaan Learning Center is also committed to providing the community with the opportunity to participate in a wide range of special learning activities. Casa Kalayaan does this by integrating music, art and sports into each week's academic program; by coordinating field trips and workshops; providing special classes and private tutorials in the visual and performing arts, music, sports, computer and other academic subjects for all members of the community. Currently, extra-curricular classes are offered in ballet, gymnastics, karate,



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First Ashore For Life: Tom Dryden



Tom Dryden purchasing fresh fish from his regular Olongapo Market supplier, Mae.

Words by Tom Huntsman

Photo by Kevin Hamdorf

ingredients especially, he says, for sauces, which frequently demand imported spices; otherwise the result will be a disappointment. In the kitchen he takes personal charge of the preparations while passing on to the kitchen crew his knowledge and the secrets of pleasing the widest variety of customer tastes from the same basket of ingredients.

Since 1992, Dryden's Restaurant has grown in popularity and is today perhaps the most famous American restaurant in the country, just around the corner from the Subic Bay Freeport in Barrio Barretto. But Tom's purview, as illustrated by the extensive Dryden's menu, is not just an American food extravaganza; like Tom, the menu doesn't stand still for long . . . he is always adding something new. Sometimes, when he is experimenting with a new recipe, the first diners (that "first ashore" logic again) will be treated to samples of cookies, cakes or pies, straight from the oven.

Tom's roots in Mexican food are still evident but, if you have read this far then you will know that, it is the first meal of the day that is most significant. Reading the breakfast menu one can deduce a simple philosophy. . . virtually every nation on Earth uses eggs as part of its breakfast fare, so give everyone three of those anyway, then start piling on the goodies: smoked bacon or ham, corned beef hash, fresh beefsteak, tapa, chorizo, hash browns, garlic rice and much more. He teaches his staff that once the meal is prepared and presented it is important to follow-up to make sure that the customer is truly satisfied. Many compliments have been overheard but nobody has ever been heard to say of Tom's work, "There is not enough on the plate".

Tom's life is made complete by other passions: his wife of many years, Lea; five Jack Russell Terrier dogs; his flamboyant shirts (which can hurt the eyes on the morning after); and, his love of driving fast – it seems that Parnelli Jones and Richard Petty, old friends who taught him to drive, forgot to tell him "Fast is good but not on Philippine roads".

But if you put on your shades and catch him between bakes, he will find the time to greet you warmly and provide entertainment from his kaleidoscope of anecdotes involving his travels and his current views of today's happenings in the world.

If you are interested to meet an icon who is rumored to have once sold a story to Playboy magazine then don't try to flag down that speeding red Ford pickup truck, just drop by the cantina and

During the hours before MacArthur waded ashore in Leyte (a moment captured in those now famous film clips) the U.S. Marines put Tom and a bunch of his buddies ashore to check out the level of Japanese resistance and direct the landing of the bulk of the invasion force to areas where the enemy fire was least effective. So pleased were the Top Brass with the result of this strategy that his group got fist pickings during landings in the Lingayan Gulf. He was called upon again as the combined might of the U.S. Navy, Marines, Army and Army Air Corp hop-scotched the islands on its way to Japan. This early education in the art of being first on the scene — and thereby getting the pick of the enemy to exchange shots with — stood him in good stead later in life when he became a master procurer in the produce markets of the World.

Born in San Francisco, Tom Dryden spent his childhood in the grain fields of Nebraska. As a youthful teenager he joined the call to arms and headed out into the Pacific to seek atonement from an aggressor. Since then his varied careers have included: chef, fisherman, sailor, author, Chief Steward and gambler. The variety and the depth of color of the people and experiences he has encountered spawn volumes of stories and anecdotes told in colors as vivid as his shirts: stories he tells of lobster and grouper fishing in Mexico or, sponge diving along the Spanish Riviera, remind one of vintage Hemingway; and, his knowledge of horse racing and the race tracks of North America and Mexico is a magnet for would-be punters.

He has traveled to every continent and most worldly ports of call . . . once, he spent more than a year just walking through Europe. The travel, living new adventures among new friends, and the full spectrum of tastes and smells of the World's food became his perpetual passion. So, not long after leaving the marines, he decided to start a career as a restaurateur: he opened a burrito stand in Baja California. Other restaurants in other places followed . . . he had found his first peacetime application for the "first ashore" logic he learned in the "Pacific Theatre" – being at the market first meant you got the pick of the eggs, fruits, vegetables, fish and meats. His first love became the need to create the most delectable and wholesome food.

Since Baja, Tom has tempted the palates of restaurant goers in the U.S.A., Spain and Mexico; he now operates Dryden's Restaurant in the Philippines.

Belying his 80 years, he's at the Olongapo market before 7am, seven days a week. His detailed knowledge of the current prices of all produce is as good, if not better than, most government statisticians. The vendors universally hold him in great esteem (he is greeted enthusiastically at every stall) and consider it a stamp of approval if he should buy from them that day. He is meticulous in his search for the freshest

FROM DEWEY TO DINGHIES

Words by Martyn Willes

In 1898, the US Navy, under Commodore George Dewey, assisted the fledgling Philippine government to unseat its erstwhile colonial ruler by encouraging the Spanish garrison on Grande Island to surrender — effectively giving control of Subic Bay to the embryonic Philippine Navy and Emilio Aguinaldo's army. Ever since that day Subic Bay has offered a second home and a warm welcome to the US Navy and their awesome ships of the line.



In 1992, however, the US Navy took away their gargantuan aircraft carriers and towering battleships and left a void in the bay . . . a void that has only recently begun to be filled with increasing numbers of sailing dinghies and cruising yachts.

The Subic Bay Yacht Club, located in the typhoon-safe, southeast corner of the bay, has taken up the challenge of promoting the sport of sailing by billing itself as "The Sailors Club" by organizing national and international regattas. In doing so it has enjoyed the unique opportunity of introducing yachtsmen from around the world to one of the most delightful sailing locations on Earth . . . and a place where the welcome ashore has remained almost unchanged across three centuries.

The Subic Bay Independence Day Regatta, organized daily in the bay area for their chance of gold and glory later in the year). It is many years since Subic has played host to such a plethora of sailing talent.

Saturday morning was overcast. The week-before-predominant, catabatic winds were unable to reconcile the similarity between air-temperatures over the mountaintops and at sea level so they only approached the yachts with nonchalance and a complete disregard for occasion. Unphased, by the lack of reverence, the fleets of single-handed and dual-handed dinghies, and keelboats set their jibs and tensioned their mainsails to give of their best. However, by the end of a sluggish circumnavigation

by the yacht club, is now a permanent fixture on the national sailing calendar and draws competitors from around the country to revel in the unique winds and flat waters — a product of the micro-climate created by the proximity and geology of the surrounding rainforest covered mountains.

This year, there were a total of 30 boats competing for trophies and the nostalgia of a memorable victory on the 107th anniversary of Philippine Independence Day.

As a special attraction for spectators lining the boardwalk and the beaches, the list of regatta participants included members of the Philippine, South East Asian Games team (who practice



of the marks-of-the-course the sailors were only in the mood to protest the wind gods and a shade-induced disregard for sun block.

Waking on Sunday morning, 12 June (actual Independence Day), everyone knew things would be different: the masts in the marina were sprightly and bobbing, there were ripples between the pontoons, the Philippine flag was fluttering in salute for its fallen heroes of yesteryear. A ray jumped at the entrance to the marina as if urging latecomers not to tarry. Out on the start line the boats tacked and gybed for the most favorable position and, when the start finally came, thousands of square meters of kevlar pulled against hundreds of meters of spectra to power the yachts out towards the first mark.

For four hours the crews pushed and pulled, balancing their skills against the wind and the tides, sometimes coming so close to one another that the vitriol of combat risked summoning the ghosts of forgotten battles.

Of course, as with the Filipino war for independence from the Spanish, not everyone can be a winner. So it was as no surprise that, at the end of four races, exhausted crews returned to the boathouse to lick their wounds, berate their luck and debate the language of the sailing instructions or / and the objectives of the Race Officers.

As the stress of the day was supplanted by the euphoria of closure on a weekend spent in harmony with the elements, the awarding of the trophies inspired much merry making and camaraderie.

As darkness enveloped the pontoons, some boats left for distant ports while others nudged against the padded protrusions, enjoying the caress of a soft evening breeze. Some had won and some had lost but in the end the spirit of independence pervaded all with a bonding that would guarantee another well written page in the logbook to reminisce in days and months to come.

Fair winds Subic Bay, may your independence never be challenged again except by sportsmen and sportswomen and the will of the wind against canvass (or Mylar or Kevlar or whatever other exotic material follows).

And the winner is:

Optimist Dinghy:Class

1st: Jerome Camansi,

2nd: Emmanuel Amadeo, 3rd: Rena Jean Tarroja.

Combined 420/Laser Dinghy Class

1st: Carlo Castro & Rex Sanico,

2nd: Joseph Villena & Melvin Santos,

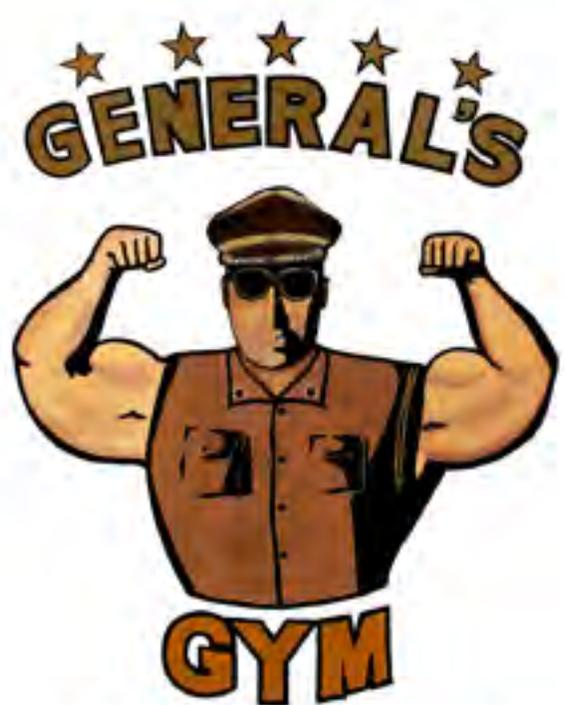
3rd: Raphael Buitre & Richly Magsanay.

Keelboat Class

1st: Irresistible – Stan/Zeny Krug,

2nd: 470 – Ridgely Ballardres & Rommel Chawvez,

3rd: Selma – Jun Avecilla



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The English Breakfast goes WEST

Words & Photos by Martyn Willes

In 1620 the Pilgrim Fathers carried with them across the Atlantic, or so it is said, an item of cuisine with which to teach the natives the meaning of a balanced diet – it was obvious to the earliest visitors that the New World diet was full of items that made a man far too savage to allow God into his life. Only a morning commenced with prayer and a wholesome English Breakfast could possibly deliver salvation.

They took with them chickens and pigs, tomatoes and mushrooms and the wherewithal to make sausages and the finest smoked, back bacon.

Upon arrival however, the wherewithal to make sausages malfunctioned and, after being repeatedly repaired by a gentleman of Bavarian decent in New York, could eventually only be encouraged to process the ears, lips and tails of the pigs. The result was a sad excuse for an English Banger that, just before it was removed from living, culinary memory forever, found a niche between two halves of a half-baked French roll, smothered with sauerkraut and that, almost unheard of today, must unworldly of dressings: European Community mustard. [read the Hot Dog story in a later issue of The Bay]

With the rapidity of the spread of Pilgrimage across the mid-west the mushrooms, having inherent immobility, were left behind and, unlike brilliant red tomatoes, did not even function as items with which to barter gold from the natives.

Thus, by the time the English Breakfast had traveled across the Rockies and reached the Pacific it had been reduced to a variety-less but nonetheless fortifying plate of bacon and eggs, with the occasional locally sourced potato (chipped, mashed or hashed) thrown in.

As luck would have it, Pilgrimage perpetuated beyond the Americas at about the same rate as the other English sailed around the world in the opposite direction, promoting capitalist ideals and good governance — under the guise of the East India Company et al. These two eggs-and-bacon-fuelled ideals finally collided with each other in Hawaii. Evidence of this can be found in the Hawaiian flag of 1816 which, commissioned by then King of Hawaii, Kamehameha the Great, clearly mirrors the confusion created when a super-power (England, at the time) and a super-pilgrimer arrive at about the same time, on the same doorstep, speaking the same language, offering the same protection for ostensibly the same payment: “you protect our whalers while they strip your seas and we will protect you from the other guy”. Although favoring the English, the King was not ignorant of the relative proximity of the Americas and therefore tolerated



Top photos (clockwise): Dryden's, By The Sea, Vasco's & VFW 11447 Canteen
Bottom photos (clockwise): Johan's Adventure & Wreck Dive Center, Aresi's Restaurant, Hungry Marlin & Playa Papagayo



and honored the protection of both. Rather than turning his corner of paradise into a blood bath, he placed a miniaturized Union Jack in the flag where the stars in the Spangled Banner used to be and added blue stripes to nevertheless indicate his islands' continued independence.

What he did not realize was that his act of diplomacy unwittingly created the perfect spawning conditions for the ubiquitous American Breakfast, found today on virtually every menu from Lands End to Fuzzy Corners, Idaho.

Thus the final transformation came when the imported pigs and rats had ravaged so much of the indigenous fauna across the Hawaiian islands that the sausage machine was necessarily imported and re-designed to produce sausage patties in sufficient volume to balance the porkers' and rats' prodigious procreation. With the addition of a slice of fresh pineapple atop the patty, the Aloha Americas Breakfast was born and eagerly consumed by one and all.

Unfortunately, pineapples didn't travel too well in those days – it taking rather too long for the cargo ships to dodge the French and Portuguese privateers that were really seeking out the English and American whalers for a swift prize but would happily take pineapple traders in their stead. In a nutshell, the "Aloha" part never reached the West Coast.

However, the stories of this culinary masterpiece reached back across the Rockies to The Big Apple where, being starved of indigenous culture by virtue of two hundred years of successful competition against it, the populace clamored for this "original" American creation resulting in the immediate displacement of its English forerunner.

Cuisine, like language, continues to evolve. A visit to the Veterans of Foreign Wars ("VFW") Canteen 11447 in Barrio Barretto, on the edge of the Bay, clearly illustrates Darwin's theory applied over the intervening two hundred years. On offer is a whole page of menu devoted to the full spectrum of great American Breakfasts. Choose from: two or three eggs, bits of pig (smoked, sliced, hammed, pattied), bits of dried beef (minced in a largely tasteless white sauce) or a chunk of bison, with or without or just waffles, home fries or chipped or hashed potatoes, grits, coffee or tea. Selecting from this myriad of options is reportedly made easier by remembering which branch of the armed forces you had the pleasure to dine with while facing enemy fire.

The awesome power of this eggs-and-bacon derivative can be felt after consumption of as few as eight in succession, when even an Englishman's vocal cords will start to twang and inexplicable urges to impersonate John Wayne overtake.



One such moment was digitally captured and is reproduced here without alteration.

So the next time you see an American Breakfast listed on a menu, remember its heritage in far off Hawaii and treat it with reverence, as the Pilgrim Fathers would have done four centuries ago.



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