

## MERRY CHRISTMAS & HAPPY NEW 2016

Navigating Ahead - Issue 18

december 2015



WE ARE HAPPY TO INTRODUCE OUR NEW VESSEL **M/V NICA I**, WHICH RECENTLY HAS BEEN ADDED TO OUR FLEET UNDER FULL MANAGEMENT ON THE 18th MARCH 2015 AT PIRAEUS ANCHORAGE.

M/V NICA I IS A 12.171 DWT MULTIPURPOSE CARGO SHIP. BUILT IN 1999 AT SEDEF GEMI ENDUSTRISI, TURKEY.

### VESSEL SPECIFICATIONS:

GROSS TONNAGE: 10384

NET TONNAGE: 5070

LENGTH OVERALL: 149m

LENGTH BP: 136.80m

BREADTH MOULDED: 22.70m

DEPTH MOULDED: 11.30m

SUMMER MOULDED DRAUGHT: 7.80m

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# Navigating Ahead - Issue 18

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## Letter from the MD

Dear Seafarers, MSM Associates, Business Associates and Mastermind friends,

We have the great pleasure to present to you our Christmas Navigating Ahead edition as a token of our appreciation of your association with Mastermind. We deeply appreciate and value your contribution, friendship and business you entrust us with. During this special and festive Christmas season, more than ever, our thoughts turn gratefully to those who have made our progress possible. In this spirit we say Thank you and wish all of you the very best for the New Year ahead.

In our last newsletter, we highlighted the problems in the Europe related to austerity and the EU bailout of Greece, as well as the educational programs we have started in Mastermind. While the issue of Greece has been to a large extent resolved, a humanitarian setback related to worlds' ever largest wave of refugees and migrants is now making the headlines in the media. Today more than 60 million people of all ages have to leave their countries because of war, ethnic cleansing and for economic reasons from all over the world. Too many lives were lost in the Mediterranean until the EU resumed the rescue operation Mare Nostrum under new funding. Thousands of lives had to be lost before bureaucracy could be changed. At the time of austerity many of the UN members cut state spending by not paying their agreed share to the UN Refugee Agency (UNCHR) in early 2015. The result was that UN was running out of funds to maintain and expand the refugee camps bordering Syria. The result of not accepting new refugees and Turkey not being able to keep the refugees in their territories kick-started the unprecedented wave of migrants to Europe.

With tragic delay, it has now been politically accepted that mistakes have been made and much more needs to be done to keep refugees close to their home countries until the devastating wars will be ended.

We pray that Christmas and in this season of love and compassion will result in a quick solution in Syria without more people suffering.

This autumn and winter season has not spared MSM vessels. Our seamen were exposed again to massive storms. As example our "Nofit" had to master two hurricanes, one Atlantic passage with her bulk cargo from France to the US. In the same storm the 31.000GT US Flag vessel "El Faro" sunk with all men on board. Our MV "Nofit" arrived in Baltimore with not one drop of water having entered the cargo holds.

Like "Nofit", all other MSM vessels delivered their cargoes in sound condition. These outstanding performance saves us from cargo claims. We could therefore renew already our Pandl insurance avoiding the customary general increase. We want to express our deepest appreciation to our good Masters and their seafarers for such passion and dedication in assuming their responsibilities. In such extreme situations we as humans differentiate. Well-educated and committed seamen, like our MSM crews, brings the vessels home safely.

Likewise, our crews in the African trade, does every single day an outstanding job for our shippers under hardship and harsh situations.

Because of our performance we managed to find cargoes and business while many other vessels are idling since geopolitical influences continue to constrain all economies and the over-supply of ships puts more pressure on the freight rates.

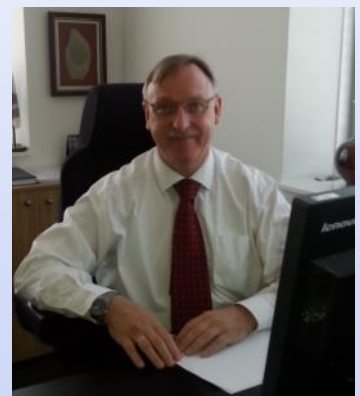
For 2016 we remain optimistic and believe in our world leaders to restore peace allowing all continents to return to normal business and expansion. In MSM we have learned the hard way to cope with situation. We are therefore well geared now for the recovery with our well designed vessels and excellent seafarers.

This Christmas season we shall reflect and consider the love we should extend to our close families, friends and partners. Love which should replace all the hostility, hate and violence that shook the world in the last days of this year. Wishing for the global community a safer and happier environment to be! At the same time we should also celebrate and enjoy all the beautiful things Christmas brings. We would like to wish all of you a Very Merry Christmas and a Happy & Prosperous New Year 2016 with improved freight rates.

Let's "Navigate Ahead" to a brighter future with the best educated shipping professionals.



Merry Christmas  
Capt. Eugen-Henning Adami

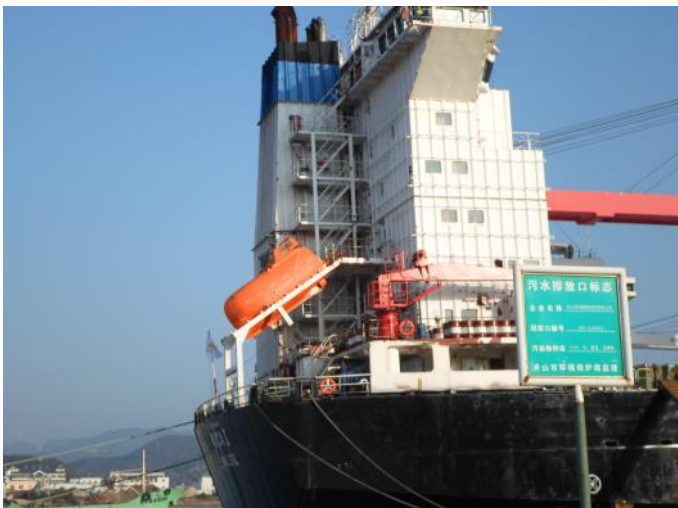


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### M/V NICA I—NEW ADDITION TO MSM FLEET

The vessel completed her DD in China recently, including change of Flag from Panama to Cyprus and is under DNV-GL Class.

M/V NICA I is currently sailing to Singapore resume her contract with for OEL charter.



This ship contributes to MSM's new phase of growth plans that will give us opportunity to develop creative solutions and set new goals. M/V NICA I will show remarkable dynamism and ability to achieve important results in container market.

We wish the Master and Crew onboard the best of luck and every success!





## CAT FINES—HOW TO DEAL WITH THEM

“Cat fines” is the buzzword under hull and machinery underwriters and engine builders today. What are Cat fines? Cat fines are used in the refineries to extract higher quality petrochemical products out of the crude oil. This process is called “Fluid Catalytic Cracking” (FCC). FCC is widely used to convert the high-boiling, high-molecular weight hydrocarbon fractions of petroleum crude oils to more valuable gasoline, olefinic gases, and other products. Cracking of petroleum hydrocarbons was originally done by thermal cracking, which has been almost completely replaced by catalytic cracking because it produces more gasoline with a higher octane rating. It also produces by product gases that are more olefinic, and hence more valuable, than those produced by thermal cracking.

Since the good old times of thermal cracking are over the refineries have to add Aluminium and Silicon to the crude oil. Marine Fuels are the last product of the cracking process. The Aluminium and Silicon needed for the process remain unfortunately in the fuel.

The environmental drive for cleaner combustion dictated to reduce the sulphur content in the fuel. To achieve this among others measures the refineries use now even smaller Aluminium and Silicon particles. Cat fines are the Aluminium and Silicon particles in our fuel.

Remains of cat fines (AL SI) in the fuel oil entering our engine account for a considerable part of the wear of the combustion chamber components in two stroke engines.

Attempts to lower the amount of cat fines in bunker fuels to the maximum 60ppm permitted under ISO 8217:2010 have, unfortunately, not been shown to reduce the average cat fines content. In practice, the opposite happened: increased use of lower sulphur fuel in ECASs has led to a significant

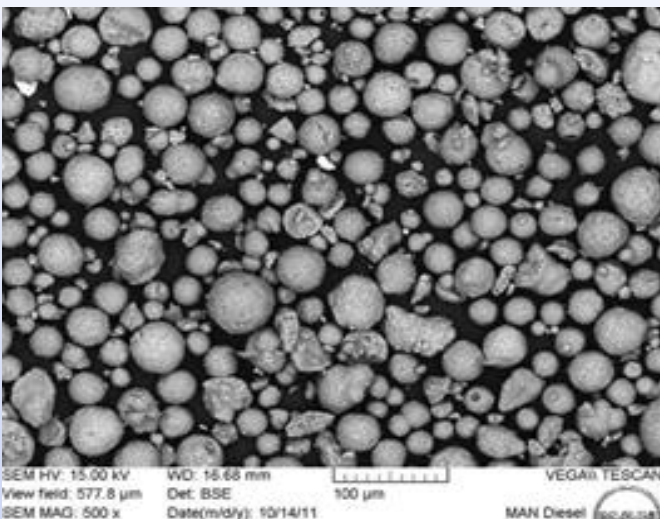
increase in the number of cat fines related engine wear situations.

Cat fines entering the engine create wear by means of so-called three-part abrasion. The sliding surfaces made of cast iron are the most sensitive, as the cat fines has a tendency to embed into natural porosities of the cast material structure and create wear on the counterpart. Thereby cylinder liners, piston ring grooves and piston rings become the most affected components in two-stroke engines. It is rare that cat-fine related damage is seen on the fuel equipment due to the high hardness of those components.

Recent statistics, involving a significant number of high cylinder and piston ring wear cases, where replica techniques have been used to detect cat fines particles embedded in the liner surface, showed that in nearly 90% of these cases, the wear resulted from cat fines. These investigations showed that even small cat fines particles below 10 micron contribute to the wear. Analysis results of HFO bunkered in most of the high wear cases showed that the vessels in question had bunkered fuel oil within the limits of the ISO 8217:2005 specification. Consequently, the cause of the high wear may be found in either too low separation efficiency on-board caused by insufficient separation temperature control and smallest particle sizes, by settling and accumulation of cat fines in the different tanks on-board, or a combination of both.

This highlights a need for an approved method of specifying separator size and efficiency, e.g. certified flow rate (CFR) or similar methods. It also calls for regular checks of the onboard separation efficiency, e.g. by participating in a fuel system check (FSC) programme. Commercial methods such as cat fines size distribution (CSD) screening are able to add an extra dimension, by evaluating the cat fines particle sizes.

A severe cat fines attack was monitored by measurements of cylinder liner and piston ring wear through online drain oil analysis. The results showed that within a few days of changing fuel and manually cleaning tanks, thus stopping supply of cat fines to the engine, wear dropped from an extremely high to normal level. The conclusion is that cat fines damage over a long period of time is the result of a continuous flow of cat fines to the engine, and that the wear is not stopped until the contaminated system (including settling and day tanks) has been manually cleaned.



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## CAT FINES—HOW TO DEAL WITH THEM

Proper layout of tank and pipe connections, and of the on-board fuel oil cleaning systems, can prevent cat fines accumulation by ensuring the tank bottoms are continuously cleaned. This, in connection with optimised flow rate through the cleaning system, and recognizing the fact that today, marine engines are mostly operated at part load, should offer a significant improvement in cleaning efficiency. New systems including settling- and day tank lay-out, recirculation pipe connections with flow measuring device, dynamic control of the separator supply pumps and high temperature separation are measures that can further increase cleaning efficiency.

Technologies such as CatGuard, GEA Westfalia Separator's system used in combination with the MAN COCOS engine diagnostic system are further steps towards optimizing fuel system treatment. By implementing such measures, risk of cat fines related wear can be significantly reduced.



### SEPARATING CAT FINES

To counteract the problems caused by cat fines in the fuel, GEA Westfalia Separator Group's solution concentrates on more effective on-board fuel treatment through separation of cat fines from fuels. The system consists of a separator as the core component, a frequency-controlled feed pump for altering the flow rate of the HFO, an optional measuring and analytical device, such as CatGuard from NanoNord, as well as the GEA Westfalia Separator IO control system.

In order to achieve optimum performance in separating cat fines of various sizes, the system is able to vary two essential process parameters. Firstly, the separating temperature can be changed with hot separation, whereby the viscosity of HFO decreases. So very small cat fines can be separated easily and effectively. The second variable is the flow rate, which can be adjusted by means of the frequency-controlled feed pump to suit actual fuel consumption in driving operation.

The GEA system is claimed to work at optimum energy efficiency to ensure a reduction of very small cat fines, of below 5µm.

Full automation is provided through integrating the GEA Westfalia Separator unitrolplus to monitor the defined separation and clarifying processes, and react to deviation in composition of the oils to be processed.

Until recently, measurement of cat fines in HFO was only possible by laboratory analysis – essentially a post-mortem analysis. NanoNord's in-line analyser, known as CatGuard, enables analysis of cat fines as an integrated part of the fuel cleaning process. It is designed to:

- Be fully automated
- Provide results in near real-time
- Offer equivalent measurement accuracy to that achieved by accredited laboratories
- Monitor separator efficiency by taking measurements at inlet and output
- Use measurement outputs to automatically control the separator, providing optimum separation and minimising risk of human error

CatGuard has been trialled on-board ocean going vessels and in power plants for over two years, and has been shown to be robust and effective.

In a practical exercise to explore the effectiveness of using this technology in pro-actively managing the fuel oil cleaning process and cat fines removal, a CatGuard unit was installed on Hapag Lloyd vessel *Chicago Express* in June 2012. Participants in the project were the *Chicago Express* technical management and crew, engine supplier MAN Diesel & Turbo, separator supplier GEA Westfalia Separator Group and CatGuard supplier NanoNord. With CatGuard on board, the crew had, for the first time, a visible indication of cat fines entering and leaving the separators, while concurrently monitoring separator efficiency.

GEA Westfalia Separator developed new standard operating procedures (SOPs) based on the information from CatGuard. This primarily involved fuel oil heater temperatures and volume flow into the separators. Two of the ship's cylinders were examined at quarterly intervals by MAN Diesel & Turbo engineers. After fine tuning and implementation of the revised SOPs, cat fines levels in HFO into the engine were reduced to between 3ppm and 10ppm. During the 10,000 running hours before the project, average liner wear in the two observed cylinders was 0.0875mm/1,000 hours and 0.0583mm/1,000 hours. In the 10,000 hours after implementation, average wear was reduced to 0.0366mm and 0.0288mm/1,000 running hours respectively.

The *Chicago Express* project demonstrates that integration of the fuel cleaning system, cleaning process efficiency monitoring and the engine management system will significantly reduce engine wear and the risk of serious engine damage.

Source: *The Motorship/news101*

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MAN PrimeServ recently welcomed a new member to its prestigious '100,000 Operating Hours Club'. The happy party was Mastermind Shipmanagement Ltd. of Cyprus who received the award for a MAN 9L32/40 engine that serves as main driver aboard the 'Emanuel 49', a multipurpose tweendecker that has sailed the high seas since 1997 with special break bulk and heavy lift cargoes.

Originally built at MAN Diesel & Turbo's Augsburg works in southern Germany, the four-stroke engine of 'Emanuel 49' is now the proud owner of a memorial plaque boasting of its fine achievement.

The Mastermind Group is principally a ship-owning company but its ship-management division technically manages a fleet of more than 16 vessels, which consists of dry bulk, break-bulk and multipurpose vessels. The Mastermind Group was a launching partner of our 6S40 ME-B engine and is a keen promoter of our EMC concept.

(source: MAN pressrelease)



M/V NOFIT (ex Emanuel 49)



Capt. Adami and Mr Potamitis accepts the award from Mr Odgaard

## *navigating ahead*

Our vessel UBC STOCKHOLM (ex. Maestro Eagle) changed her name in the port of Gresik, Indonesia on the 21st August 2015.

Now sailing under her maiden name she will enter the UBC Pool in the port of New Orleans on/around 12th December.





### ANCIENT CITY IN A MODERN WORLD—MSM DON

I got pretty excited when I heard that after loading of more than 5000mt of fertilizer in Belgium we were to discharge it in Greece. On the 24<sup>th</sup> of October we arrived in the port, wind and a bit of rain welcomes us during berthing but I'm mostly concerned if it will take too long to reach the city? But then I realized the city was close, just a few steps from our ship. Capt. Damir Balabusic told some of us to go with him to visit the ancient city, the museum and the Corinth canal.



So a day passed and we were off to the city first and taste the Greek coffee! There were lots of people enjoying the ambience of the nature, and after coffee we took a walk, passing restaurants, shops, boutiques, and finally we saw a taxi which we took to the Corinth Canal. With a measure of 26 ft. deep, excavated at sea level with no locks 6,343m (20,810 Ft) and 24.6m (81 Ft) wide at the top and 21.3m (70 Ft) wide at the bottom, it can accommodate ships of a width of up to 17.6m (58Ft) and a draft of 7.3m (24Ft). Such a beautiful and astonishing manmade passage that only certain vessel can pass! Together with Capt. Balabusic and OS Matti we enjoyed these amazing, once in a life time, trip. We had time to buy souvenirs for our family and for ourselves so we can remember this place.



The experience of the ancient city of Corinth, soaring from city lights and feeling the fresh breeze of the Mediterranean, is incredible. A breathtaking old city with ancient artifacts and statues. An old culture amazing to see.

The old sculptures statues such as Julius Caesar. The Corinthian army who protected their city from the scourging forces of Athens, the old things they used in their daily lives such as silver and bronze forks, spoons, glass, a plate, or even a jar or a pot where they maybe put jewelries, a bar of Gold, and silver or gold coins. I also saw some of their writings because I believe that Greeks, especially from the old Corinth, are one of the specialists in writing poetry. According to our tour guide the ancient Corinth city was the center of commercial in Greece. Potteries were their main source of income and it's being said that the Greek god Apollo graced them with that knowledge, so they built a temple for Apollo composed of Doric columns, it was built in late 6<sup>th</sup> century BC, in "the period of prosperity" together with the Roman Amphitheater.

But anyway, it's not all about that ancient city filled with epic histories, that wonderful manmade Corinth canal, it's



all about relaxation, peace of mind, thinking of no such things but to explore the beauty of nature here where our almighty god extended his creativity to make this place perfect for the eyes and the hearts of tourist like us. I'd love to go back here someday. These are the few things I want to do and achieve also at the time I started my career. Through the leadership of Captain Balabusic and from all of us here onboard MSM DON we wish you a great day, and let's continue to navigate ahead!

Merry Christmas and a prosperous new year to everyone.

**WPR Roy D. Demanarig**

### ADOPT-A-SHIP PROGRAM—SCHOOL CLASS VISIT TO MSM



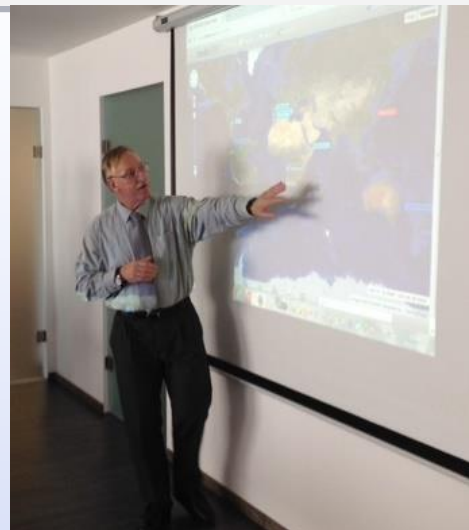
The Cyprus Shipping Chamber (CSC) in cooperation with the Cyprus Marine Environment Protection Association (CYMEPA) has developed a voluntary Adopt a Ship Program. The program has a dual purpose; firstly to encourage youngsters to follow a career in shipping and secondly to promote shipping as the most safe, economic and environmentally friendly mode of transport.

MSM has for many years participated in the program which runs for the entire school year and requires an email exchange between the school and their assigned ship.

Whilst the Adopt-a-Ship Program will not necessarily change the general public's opinion of shipping, it will at least help the children that participate in the scheme to have a better understanding of what a ship does, where it goes, cargoes it carries etc.

To further enhance the children's experience in respect to the program, MSM welcomed children from the 27th Elementary School to their offices to a fun and informative morning. Apart from watching a film recorded on their respective adopted ship, **M/V AAL GLADSTONE**, they also got a tour of the office.

We would like to thank Capt. Blagoveschensky, 3/O Mickovic and the rest of the crew onboard for great cooperation and film-making. It was highly appreciated by all!



MSM Environmental Email:

[environment@mastermind-cyprus.com](mailto:environment@mastermind-cyprus.com)



## SEMINAR FOR MSM SEAFARERS—September 2015 in Manila

On the 11th September some of MSM Seafarers attended a Career Progression, Training & Instructions Seminar held at Lydiamar Manila office. Presenter were Capt. Tony Palenzuela.

Topics covered the following areas; Crew career program (including their performance, performance report, promotion requirements).

Training- Videotel, Marlearn, Self-study) to achieve competency in operations and loss prevention / Safety.

Maintenance and Port State Control.

The 4th topic, but not the least, was about Commercial Awareness, a PowerPoint presentation made by Capt. Eugen-Henning Adami on **“How can the CREW contribute to a better RESULT”**, and satisfying the Customer by optimum performance that results in profitability.

The seminar was very much appreciated by the 17 participants. Naturally they enjoyed the opportunity to meet their ship colleagues from previous vessels. During their break-time they had the chance to discuss about many interesting things common to them.

In the feedback, they commented that they would appreciate more seminars like this in the future.

|                    |             |                |
|--------------------|-------------|----------------|
| Kiseo, Dennis, Jr. | 2nd Officer | Onego Bora     |
| Collamar, Richard  | A.B.        | Alsterdiep     |
| Acena, Malvar Rey  | O.S.        | Alsterdiep     |
| Carao, John        | E/C         | Limassol       |
| Moncada, Israelito | Wiper       | Emmanuel 49    |
| Saga, Arnie        | AB          | AAL Gladstone  |
| Lorilla, Renz      | OS          | AAL Gladstone  |
| Ceballos, Kenneth  | Wiper       | Seaboard Chile |
| Tibus, Jonel       | Messman     | Goteborg       |
| Pineda, Ronald     | Chief Cook  | Alsterdiep     |
| Ebuna, Junaveil    | Chief Cook  | Falkenberg     |
| Lacson, Manuel     | Messman     | AAL Gladstone  |
| Delos Reyes, Peter | Oiler       | Seaboard Chile |
| Salvaleon, Eduardo | Chief Cook  | Onego Bora     |
| Evanoso, Ryan      | A.B.        | Seaboard Chile |
| Paalisbo, Wilbur   | Chief Cook  | Seaboard Chile |
| Madriaga, Joel     | Oiler       | AAL Gladstone  |



Career Progression, Training & Instructions for the MSM Seafarers conducted by Capt. A. Palenzuela, in the MSM -LMM training room, in Manila.

## MEET MSM EMPLOYEES

### Sophia Lambrou - Purchasing Assistant

It is with pleasure that I am writing for our Mastermind newsletter. I would like to start off by saying that I have been part of the MSM team since June 2014, working in the purchasing department. I started off as part time, while I was attending Frederick University, and on July 1<sup>st</sup> 2015 (one day after my graduation), I officially became a full time employee. Today I am managing 3 vessels (MSM DOURO, MSM DOLORES and MSM DON), covering all required purchasing duties. Through this one and a half year of experience, I have learnt to cooperate with suppliers, shipchandlers, forwarders and other necessary parties that are involved in purchasing; also I am able to respond in advance to any of the vessel's request. Finally, I would like to thank all of my colleagues for letting me be part of your team. Your guidance and teaching has helped me becoming the dedicated employee I am today.



### Marina Panagiotou - Accounts Assistant

My name is Marina Panagiotou. I am 29 years old, married with one daughter. I have been working in Mastermind since July, at the accounting department .It's the first time I work in a shipping company and I find it a very interesting. I like to spend my free time with my daughter .My hobbies are shopping and dancing.



### Natalie Georgiou - Crewing Assistant

Hello from Cyprus! My name is Natalie Georgiou and I am one of Masterminds' newest recruits in the Personnel Department. I joined the company in July this year as part of the crewing team while simultaneously completing my Masters in International Trade and Shipping. Prior to this I did a Bachelor's degree in Accounting and Finance in London. At present I am managing six vessels for the company amongst other responsibilities for all vessels in the company. At 22 years old I am the youngest person in the office, I am very passionate and dedicated to my job and always happy to assist in any way possible.



## MSM CREW LIST

| ATLANTIC PENDANT |      |                     |     |
|------------------|------|---------------------|-----|
| 1                | MAS  | MILOVIC, VLADIMIR   | MNE |
| 2                | C/O  | VUKASOVIC, PETAR    | MNE |
| 3                | 2/O  | STJEPCEVIC, DEJAN   | MNE |
| 4                | 3/O  | UNKASEVIC, SIMO     | MNE |
| 5                | C/E  | MEMEDOVIC, MILOS    | MNE |
| 6                | 2/E  | GRGUREVIC, BOZIDAR  | MNE |
| 7                | 3/E  | ABAO, IRENITO       | FIL |
| 8                | E/E  | TOMOVIC, DEJAN      | MNE |
| 9                | FTR  | METODA, RAYMOND     | FIL |
| 10               | FTR  | MAHINAY, NERIO      | FIL |
| 11               | BSN  | JOVER, DENNIS       | FIL |
| 12               | AB   | OFTANA, JULUIS      | FIL |
| 13               | AB   | IJAO, SANDY         | FIL |
| 14               | OS   | OCAMPO, PETER       | FIL |
| 15               | OLR  | PALONPON, ELMER     | FIL |
| 16               | OLR  | SALVADOR, CHRISTIAN | FIL |
| 17               | WPR  | BONTILAO, JHAMES    | FIL |
| 18               | CK   | DUNO, ROGER         | FIL |
| 19               | MESS | PATACIL, DOMINGO    | FIL |
| 20               | D/CD | SINON, JAKE         | FIL |
| 21               | D/CD | SAGUID, EUGENE      | FIL |
| 22               | E/CD | DE GUIA, JOHNNY     | FIL |
| 23               | E/CD | NISNISAN, GLENN     | FIL |

| UBC STAVANGER |      |                       |     |
|---------------|------|-----------------------|-----|
| 1             | MAS  | CREPULJA, SLADAN      | MNE |
| 2             | C/O  | POPOVIC, RATKO        | MNE |
| 3             | 2/O  | KNEZEVIC, NEMANJA     | MNE |
| 4             | 3/O  | SRODECKI, BARTOSZ     | POL |
| 5             | C/E  | VELAS, ALEKSANDAR     | MNE |
| 6             | 3/E  | LONCAREVIC, RISTO     | MNE |
| 7             | E/E  | DUROVIC, PREDRAG      | MNE |
| 8             | FTR  | JOVIC, IVICA          | MNE |
| 9             | BSN  | CLARO, JOVITO         | FIL |
| 10            | AB   | CERVANTES, NINO       | FIL |
| 11            | AB   | ASUAR, SILVESTER JR.  | FIL |
| 12            | OS   | SILAO, VINCENT        | FIL |
| 13            | OLR  | DEL MUNDO, RONIEMAR   | FIL |
| 14            | OLR  | UBALDE, LIVI          | FIL |
| 15            | WPR  | BENJAMIN, JORGE       | FIL |
| 16            | CK   | MARICEVIC, STEFAN     | MNE |
| 17            | MESS | VALIENTE, GARY        | FIL |
| 18            | D/CD | RONQUILO, KIER        | FIL |
| 19            | D/CD | JOVANOVIC, ALEKSANDAR | MNE |
| 20            | E/CD | PETILUNA, JERIC       | MNE |



*navigating ahead*

| SEABOARD CHILE |      |                       |     |
|----------------|------|-----------------------|-----|
| 1              | MAS  | STYPULA, STANISLAW    | POL |
| 2              | C/O  | VANINE, DMITRIY       | RUS |
| 3              | 2/O  | PADERNILLA, JAY       | FIL |
| 4              | 3/O  | PEREZ, JOHN RICK      | FIL |
| 5              | C/E  | SOLDATOV, ALEXANDER   | RUS |
| 6              | 2/E  | VUCKOVIC, FILIP       | MNE |
| 7              | 3/E  | GARCES, CHRISTOPHER   | FIL |
| 8              | E/E  | PERISIC, MILOS        | MNE |
| 9              | FTR  | CIECWIERZ, ANDRZEJ    | POL |
| 10             | BSN  | ROJAS, GADIEL         | FIL |
| 11             | AB   | EVANOSO, RYAN         | FIL |
| 12             | AB   | DECIERDO, EDWIN       | FIL |
| 13             | OS   | DELOS REYES, JONATHAN | FIL |
| 14             | OLR  | DELOS REYES, PETER    | FIL |
| 15             | WPR  | CEBALLO, KENNETH      | FIL |
| 16             | CK   | PAALISBO, WILBUR      | FIL |
| 17             | MESS | USMAN, DATU E.        | FIL |
| 18             | D/CD | DOKIC, ALIJA          | MNE |
| 19             | D/CD | LAZAREVIC, SVETOZAR   | MNE |
| 20             | E/CD | MUNEZ, RICHAEAL       | FIL |
| 21             | E/CD | INOC, BOBIT           | FIL |

| UBC STOCKHOLM |      |                     |     |
|---------------|------|---------------------|-----|
| 1             | MAS  | POZNIAK, CESARY     | POL |
| 2             | C/O  | BELOVIC, KOLJA      | MNE |
| 3             | 2/O  | VILLANUEVA, GERARD  | FIL |
| 4             | 3/O  | PATACIL, LOUIE      | FIL |
| 5             | C/E  | MUELLER, RYSZARD    | POL |
| 6             | 2/E  | VULEVIC, DRAGAN     | MNE |
| 7             | 3/E  | TOLEDO, JOEL        | FIL |
| 8             | E/E  | ZARKOVIC, MILORAD   | SER |
| 9             | FTR  | DELALAMON, LIMUEL   | FIL |
| 10            | BSN  | PIALAGO, RANDY      | FIL |
| 11            | AB   | POTESTAS, MICHAEL   | FIL |
| 12            | AB   | GENIZERA, MARCELINO | FIL |
| 13            | OS   | LINOG, RONALD       | FIL |
| 14            | OLR  | MOISES, ELMER       | FIL |
| 15            | OLR  | PELIGRO, GRACIANO   | FIL |
| 16            | WPR  | CARO, JOHVEN D.     | FIL |
| 17            | CK   | BEJM, GRZEGORZ      | POL |
| 18            | MESS | CUBOS, JAYSON       | FIL |
| 19            | D/CD | GONZAGA, MICHAEL    | FIL |
| 20            | D/CD | VUKMANOVIC, GORAN   | MNE |
| 21            | E/CD | BANAGA, FELIX       | FIL |

| AAL GLADSTONE |      |                           |     |
|---------------|------|---------------------------|-----|
| 1             | MAS  | BLAGOVESCHENSKY, ALEXANDR | RUS |
| 2             | C/O  | GLUSHKOV, SERGEI          | RUS |
| 3             | 2/O  | DOLANAS, MICHAEL          | FIL |
| 4             | 3/O  | MICKOVIC, GORAN           | MNE |
| 5             | C/E  | TISHKOV, IGOR             | RUS |
| 6             | 2/E  | DUBINCHENKO, BORIS        | RUS |
| 7             | 3/E  | GONDEK, PAWEL             | POL |
| 8             | E/E  | CUPIC, MARIN              | CRO |
| 9             | FTR  | REYES, FELIZARDO          | FIL |
| 10            | BSN  | SIEGA, FLORO              | FIL |
| 11            | AB   | YTAC, ANSELMO             | FIL |
| 12            | AB   | SAGA, ARNIE               | FIL |
| 13            | OS   | LORILLA, RENZ             | FIL |
| 14            | OLR  | SAMSON, NIERVES           | FIL |
| 15            | OLR  | MADRIAGA, JOEL            | FIL |
| 16            | CK   | DELOS REYES, ROMEO        | FIL |
| 17            | MESS | LACSON, MANUEL            | FIL |
| 18            | D/CD | BALMONTE, REAGEN          | FIL |
| 19            | E/CD | PLANINIC, DORDE           | MNE |



## MSM CREW LIST

| ONEGO BORA |      |                     |     | LIMASSOL |      |                     |     | ONEGO BURAN |      |                       |     |
|------------|------|---------------------|-----|----------|------|---------------------|-----|-------------|------|-----------------------|-----|
| 1          | MAS  | ORLANDIC, RATKO     | MNE | 1        | MAS  | VUKCEVIC, DRAGAN    | MNE | 1           | MAS  | MATKOVIC, ZDRAVKO     | MNE |
| 2          | C/O  | STJEPCEVIC, ILIJA   | MNE | 2        | C/O  | VUJOSEVIC, NEMANJA  | MNE | 2           | C/O  | DZIECIATKOWSKI, JERZY | POL |
| 3          | 2/O  | KISEO, DENNIS       | FIL | 3        | 2/O  | PALMA, ANGELO       | FIL | 3           | 2/O  | GABRIEL, LOU          | FIL |
| 4          | J/O  | KNEZEVIC, NEMANJA   | MNE | 4        | J/O  | SAMSON, MARK M.     | FIL | 4           | 3/O  | GOREMBALEM, FREZER    | FIL |
| 5          | C/E  | PECURICA, VOJISLAV  | MNE | 5        | C/E  | PLAMENAC, ZELJKO    | MNE | 5           | C/E  | RADOICIC, RODOLJUB    | SER |
| 6          | 2/E  | PEKIC, VUKASIN      | MNE | 6        | 2/E  | KHATAB, TAREK       | EGY | 6           | 2/E  | PLANINIC, NIKOLA      | MNE |
| 7          | 3/E  | MISAJON, DANIEL     | FIL | 7        | 3/E  | PAVLOVIC, DERDA     | MNE | 7           | 3/E  | CABIOS, NELSON        | FIL |
| 8          | E/E  | MARKOVIC, VESELIN   | MNE | 8        | E/E  | KLISIC, NIKOLA      | MNE | 8           | E/E  | KAPESIC, MIRKO        | MNE |
| 9          | FTR  | GARCIA, JESSIE      | FIL | 9        | FTR  | FRANCISCO, RONALD   | FIL | 9           | FTR  | BIEREN, NICOLAS JR.   | FIL |
| 10         | BSN  | LEDRES, JACOB       | FIL | 10       | BSN  | BETONIO, JOHNNY     | FIL | 10          | BSN  | VALENZUELA, CYRUS     | FIL |
| 11         | AB   | MATURAN, LITO       | FIL | 11       | AB   | NUNEZ, JAYSON       | FIL | 11          | AB   | DUMANDAN, MARK        | FIL |
| 12         | AB   | GABISAN, DEXTER     | FIL | 12       | AB   | VIRTUDAZO, MAURO    | FIL | 12          | OS   | PERALES, MEYER C.     | FIL |
| 13         | OS   | ESLANAN, BRIAN      | FIL | 13       | OS   | DIZON, TORIBIO      | FIL | 13          | OLR  | GABONADA, LEONCIO JR. | FIL |
| 14         | OLR  | LORENZO, MICHAEL J. | FIL | 14       | OLR  | NONLES, MAYLANIO    | FIL | 14          | WPR  | CASTILLANO, ADRIAN B. | FIL |
| 15         | WPR  | DE PEDRO, JOHN H.   | FIL | 15       | CK   | RONQUILLO, MARIO    | FIL | 15          | CK   | TECSON, RODOLFO       | FIL |
| 16         | CK   | SALVACION, EDUARDO  | FIL | 16       | MESS | CELADA, ANTHONY     | FIL | 16          | MESS | PASCUA, MARK          | FIL |
| 17         | MESS | ALMEROL, ALVIN      | FIL | 17       | D/CD | GRZETIC, LJUBOMIR   | MNE | 17          | D/CD | JOSANOVIC, JOSAN      | MNE |
| 18         | D/CD | DURANOVIC, SRDAN    | MNE | 18       | E/CD | PAREJA, PAUL DANIEL | FIL | 18          | E/CD | RUDIC, DJORDJE        | MNE |
| 19         | E/CD | PLAMENAC, VESELIN   | MNE | 19       | E/CD | CARAO, JOHN N.      | FIL |             |      |                       |     |

## *navigating ahead*

| GOTEBORG |      |                       |     |
|----------|------|-----------------------|-----|
| 1        | MAS  | PETOVIC, ZLATKO       | MNE |
| 2        | C/O  | IGUMNOVIC, ZELJKO     | MNE |
| 3        | 2/O  | VILLONES, PAUL        | FIL |
| 4        | 3/O  | POPIVODA, FILIP       | MNE |
| 5        | C/E  | OJDANIC, IGOR         | MNE |
| 6        | 2/E  | KRIVOKAPIC, RAJKO     | MNE |
| 7        | 4/E  | TAGUD, MARK J.        | FIL |
| 8        | E/E  | SAVIC, ZORAN          | MNE |
| 9        | FTR  | PALMON, CRISALDO      | FIL |
| 10       | BSN  | JOVER, ARIEL          | FIL |
| 11       | AB   | LIBRES, ROSO          | FIL |
| 12       | AB   | SANICO, HERMELITO     | FIL |
| 13       | OS   | TONACAO, LUEL         | FIL |
| 14       | OLR  | CASANA, VICTOR S. JR. | FIL |
| 15       | OLR  | SEPE, EDWARD          | FIL |
| 16       | CK   | ABUCAYAN, ADONIS      | FIL |
| 17       | MESS | TIBUS,                | FIL |
| 18       | D/CD | LAVROVIC, ALMIR       | MNE |
| 19       | E/CD | JUGAR, ARCHADE R.     | FIL |

| FALKENBERG |      |                     |     |
|------------|------|---------------------|-----|
| 1          | MAS  | BERNASOL, JOEL      | FIL |
| 2          | C/O  | POPOVIC, DEJAN      | MNE |
| 3          | 2/O  | ILCEV, MARIJAN      | MNE |
| 4          | 3/O  | NASTOR, REY         | FIL |
| 5          | C/E  | SUBERT, JOSIP       | MNE |
| 6          | 2/E  | KISHKOVIC, IGOR     | RUS |
| 7          | 3/E  | VUJOSEVIC, GORAN    | MNE |
| 8          | E/E  | PETROV, FRANE       | MNE |
| 9          | FTR  | MAGLACION, NOEL     | FIL |
| 9          | BSN  | VILLAHERMOSA, ALLAN | FIL |
| 10         | AB   | UMIPIG, ERWIN       | FIL |
| 11         | AB   | PALER, BRIAN        | FIL |
| 12         | OS   | CANON, EDISON       | FIL |
| 13         | OLR  | PALAR, VIRGILIO     | FIL |
| 14         | WPR  | REVILLA, IAN        | FIL |
| 15         | CK   | EBUNA, JUNEVEIL     | FIL |
| 16         | MESS | ACERO, KRISTIAN     | FIL |
| 17         | D/CD | DESIC, ADNAN        | MNE |
| 18         | E/CD | DZUDOVIC, MLADEN    | MNE |

## MSM CREW LIST

| MSM DOURO |     |                     |     |
|-----------|-----|---------------------|-----|
| 1         | MAS | JASZCZOLT, MICHAL   | POL |
| 2         | C/O | GAJEWSKI, KRZYSZTOF | POL |
| 3         | 2/O | ANES, KHRISTOFFER   | FIL |
| 4         | C/E | GLEN, TOMASZ        | POL |
| 5         | E/E | WALCZAK, ANDRZEJ    | POL |
| 6         | AB  | ILEDAN, ALMER       | FIL |
| 7         | AB  | LEGUAN, GIL         | FIL |
| 8         | OS  | JUMAPIT, EULOGIO    | FIL |
| 9         | OLR | MARTINEZ, BARTOLOME | FIL |
| 10        | OLR | MORALES, JUNEL      | FIL |
| 11        | CK  | VUKOVIC, DAVOR      | MNE |

| MSM DOLORES |     |                     |     |
|-------------|-----|---------------------|-----|
| 1           | MAS | JOVANOVIC, ZORAN    | MNE |
| 2           | C/O | BARCZEWSKI, MAREK   | POL |
| 3           | 2/O | GUZMAN, CLYDE       | FIL |
| 4           | C/E | SERKOV, GENNADY     | RUS |
| 5           | 3/E | ELEDIA, BERNIE      | FIL |
| 6           | E/E | PAVLICIC, ALEXANDAR | SER |
| 7           | AB  | SALAMANCA, JESSIE   | FIL |
| 8           | AB  | ALANO, NELSON       | FIL |
| 9           | OS  | ASTILLERO, RAMEL    | FIL |
| 10          | OLR | ROLDAN, LORETO      | FIL |
| 11          | CK  | WASYLEWIC, ARKADIOS | POL |

| MSM DON |     |                     |     |
|---------|-----|---------------------|-----|
| 1       | MAS | BALABUSIC, DAMIR    | MNE |
| 2       | C/O | OSINSKI, JAN        | POL |
| 3       | 2/O | MARTELINO, DANIEL   | FIL |
| 4       | C/E | PROKOPENKO, NIKOLAY | RUS |
| 5       | E/E | ABLAZA, ANTONIO     | FIL |
| 6       | AB  | COLLAMAR, RICHARD   | FIL |
| 7       | AB  | MANDEOYA, LEONER    | FIL |
| 8       | OS  | PUZON, JESSIE       | FIL |
| 9       | OLR | ARCISO, RYAN        | FIL |
| 10      | WPR | DEMANARIG, ROY      | FIL |
| 11      | CK  | HERRERA, BERNABE    | FIL |

| ALSTERDIEP |     |                   |     |
|------------|-----|-------------------|-----|
| 1          | MAS | KIECA, MIROSLAW   | POL |
| 2          | C/O | MASLOV, MIKAHIL   | RUS |
| 3          | 2/O | GLORIA, RON       | FIL |
| 4          | C/E | MITROVIC, RADOVAN | MNE |
| 5          | AB  | BLAQCO, ARNOLD    | POL |
| 6          | AB  | LEANG, EDILBERTO  | FIL |
| 7          | OS  | ACENA, MARVAL     | FIL |
| 8          | OLR | ELIJAN, JOSEPH    | FIL |
| 9          | CK  | PINEDA, RONALD    | FIL |



*navigating ahead*

| NICA I |     |                      |     |
|--------|-----|----------------------|-----|
| 1      | MAS | HALUBEK, ROBERT      | POL |
| 2      | C/O | PRZYBYLAK, PAWEL     | POL |
| 3      | 2/O | DUARTE, CELESTINE    | FIL |
| 4      | C/E | GONCIARSKI, GRZEGORZ | POL |
| 5      | 2/E | ANDRZEJEWSKI, LUKASZ | POL |
| 6      | 3/E | AMPARO, BENITO       | FIL |
| 7      | E/E | LUGO, ANGEL          | VEN |
| 8      | AB  | AVILES, SOHRAB       | FIL |
| 9      | AB  | MANALO, JOHN H.      | FIL |
| 10     | AB  | RIO, JAY-JAY         | FIL |
| 11     | OS  | CABALLERO, ALLAN     | FIL |
| 12     | OLR | CAADAN, ROMNICKO     | FIL |
| 13     | OLR | NONAN, NEIL          | FIL |
| 14     | OLR | FERNANDEZ, JEREMY    | FIL |
| 15     | CK  | LIM, RENE            | FIL |

| NOFIT |      |                         |     |
|-------|------|-------------------------|-----|
| 1     | MAS  | WEISMAN, BORIS          | ISR |
| 2     | C/O  | BALACUIT, MICHAEL       | FIL |
| 3     | 2/O  | IRAN, BERTRAND          | FIL |
| 4     | 3/O  | PETROVIC, POLJAK        | MNE |
| 5     | C/E  | IVANISEVIC, ZORAN       | MNE |
| 6     | 2/E  | KOSIOROWSKI, ANDRZEJ    | POL |
| 7     | 3/E  | CUCIC, MARIN            | MNE |
| 8     | E/E  | VEIMAN, VALENTIN        | ISR |
| 9     | BSN  | SABADO, JAIME           | FIL |
| 10    | AB   | CARBONILLA, ROGELIO JR. | FIL |
| 11    | OS   | SOTTO, NORMAN           | FIL |
| 12    | WPR  | MONCADA, ISRAELITO      | FIL |
| 13    | CK   | MARICEVIC, MIJODRAG     | MNE |
| 14    | D/CD | CADENA, TROPIC          | FIL |
| 15    | E/CD | DAVIDOV, ARKADIY        | ISR |

# Navigating Ahead - Issue 18



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