

Merry Christmas



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 22

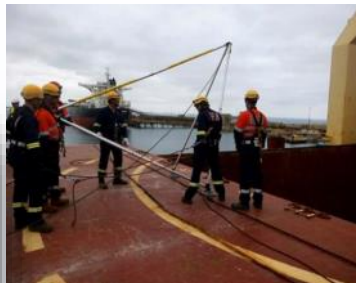
december 2016



Remembering 2016...

Merry Christmas

to all our seafarers!!!



Letter from the MD

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

... and it is Christmas....

Soon the special feelings of this festive season will surprise us again. We here at Mastermind would like to wish you all a Merry Christmas, wherever you may be this time of the year.

This year the media was full of sad news like terror attacks, drowning refugees in the Mediterranean, riots, and mass killings. It seems to me as if the media wants us to live in fear. However, I believe we should not fall into such a trap. Fortunately, there are every day much more positive things happening than what we think and the sun will anyhow shine again the next day. It is just that the good and positive news do not get the media attention they deserve. In 2016 we achieved also great things:

- *End of Ebola transmission in Guinea and Liberia*
- *The number of underweight children in developing countries has declined*
- *Globally, significant progress has been made in reducing mortality in children*
- *New medication and therapies against cancer were developed*
- *3-D printing allows also the poorest to get prosthetic devices*
- *Literacy statistics indicate that more children can write and read*

In shipping, we have also some good news to tell. In 2016 very little number of ships were ordered to shipyards. In fact, the shipyards received globally the lowest number of new-building contracts in the last decade. While scraping progress continues as expected the gap between supply and demand of ships will narrow at one point.

While we were all optimistic in 2015 that shipping would recover, spring of 2016 surprised us with the lowest freight rates in 20 years. All ships were sailing at charter income well below operational expenses. This external shock of our industry was due to several deterring events happened almost at the same time. They could not be predicted by anybody, not even the best analysts. There are the so called "*Known Unknowns*" in our industry which make the risk modelling of shipping so challenging.

The drop of the oil price to below 30\$ per barrel, the Russian embargo, USA exporting crude oil to Europe, China slowing down on imports, massive deliveries of ultra large container ships, negative interest rates, the Syrian war, the refugee crisis and the IS terror attacks happening all together made also the shipping industry to lose out.

After the financial crisis in 2008 we all requested rightfully the politicians and governments to exercise more control over the banks. The governments did act on this request and a whole set of new regulations including more stringent risk management for existing loans and new were designed and implemented. It seems to me that this new banking legislation came at a time when our industry would need more relaxation and grace instead in order to get over the difficult times.

On this note we want to say a big thank you to our banks and bankers who have guided and assisted MSM well this year to remain compliant with the rules for now and hopefully also in the future. We feel really honoured that our banks regard shipping as "*indispensable*" although being currently a high-risk industry. It is great that our bankers understand "Without shipping half of the world would freeze and the other half would starve".

We have been working with most of our suppliers, brokers, and underwriters for the last 3 decades. During that long period, we have seen poor markets and managed the oversupply of ships from the 80's eventually. After 30 years we now experience, for a second time, a prolonged depression. We want to thank all our suppliers, brokers, underwriters, and shipyards for their understanding and for continuing their invaluable support. We are one team riding the same storm together. Standing together in honesty we will greet the better times with a smile.

Mastermind is a shipping company with family values. Our family are our seafarers, our office staff, and our manning agents. We are a family of 500 shipping professionals who take pride in our work. We give always our best to make the voyages a success so that we can bring satisfaction and a smile to our customers even when the times are tough.

The real Mastermind Heroes are however our seafarers. Their contribution is too often underestimated, because we do not see them at work when their ships are sailing on the high seas out of our sight. Pirates, storms, monster waves, extreme weather conditions, corruption/blackmail in some ports and ever increasing paper work are a few topics our family members on board master every day.

The poor shipping markets dictate our charterers flexibility. We must accept that they change their schedules and that ships have to wait sometimes at anchorage. This made our crew changes planning in 2016 a real challenge. Visa and travel restrictions are an additional burden.

navigating ahead —>

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Letter from the MD

Our seamen had to make sacrifices and change their own family plans to adopt the vessels schedules. I want to thank our real Mastermind Heroes for their tolerance understanding and helping hands. Their continuous hard work and outstanding seamanship is a wonderful gift which we appreciate and treasure.

We are very proud that our MSM crew with sound management and excellent seamanship, performed all voyages very well and to the fullest satisfaction of our shippers, receivers, and charterers.

We would like to take this opportunity to express our deepest appreciation and gratitude to each and every one dealing with the MSM family for your contribution to the success of our mission.

We wish you all a wonderful Christmas in peace and love.

Jointly we will "Navigate Ahead" to a brighter 2017 with better freight rates, fair winds and always a foot of water under the keel, while the world may be in peace!

Merry Christmas, A Prosperous New Year, Health and Happiness

Capt. E.-H. Adami



USCG TYPE APPROVAL OF A BALLAST WATER TREATMENT

On December 02, 2016, the USCG issued the first U.S. type-approval certificate for a ballast water treatment system (BWTS). The approved system is the Optimarin Ballast System, which is a filtration and ultraviolet ballast water management system. Additional information on the system is available by following the link in the References section below. The USCG is in the process of reviewing applications for several other treatment systems and we will provide updates on those systems if and when they obtain USCG type approval.

The USCG also provided an update on their extension program as a result of the issuance of the first type-approval. A summary of the implications for new, existing, and pending extensions is provided below.

Background and Applicability

The USCG published a final rule in March of 2012 to implement ballast water discharge standards (BWDS) based on the IMO Best Achievable Technology schedule. The regulations require the installation of a USCG type-approved BWTS, and the compliance dates for implementation of the regulations are based on the first schedule drydock after January 2014 or January 2016, depending on the vessel's ballast water capacity.

The USCG ballast water regulations apply to ALL non-recreational seagoing vessels and vessels greater than 1600 gross registered tons (GRT) that do not operate beyond the U.S. exclusive economic zone (EEZ), that are equipped with ballast tanks and operate in the waters of the United States. These regulations do NOT apply to foreign vessels engaged in innocent passage.

Vessels that have passed their compliance date must employ ONE of the following ballast water management methods when operating in the U.S.:

- Install and operate a USCG Type-Approved BWTS
- Install and operate an Alternate Management System (AMS) accepted by the USCG for a period of up to five years after the vessel's compliance date
- Ballast exclusively with water from a US public water system
- Discharge to a facility onshore or to another vessel for purposes of treatment
- Do not discharge ballast water into waters of the US
- Apply for and receive an extension from the USCG that extends the vessel's compliance date for meeting the BWDS

Update on USCG Extension Program

On December 2, 2016, the USGC issued a Marine Safety Information Bulletin (MSIB) that provided updates on the USCG extension program. A summary of the information from this MSIB is provided below.

New Extension Requests

The USCG has stated that they will continue to consider extension requests, but that any owner/operator requesting an extension must provide USCG with an explicit statement supported by documentary evidence (e.g., a delay in commercial availability) that installation of a type approved system is not possible for purposes of compliance with the regulatory implementation schedule.

The USCG also released an updated application spreadsheet that removes the option for batch applications, and requires additional information on the reason for the request. This new application is available in the Reference section below and should be used for any future extension requests and supplemental requests.

If an applicant is unable to clearly document why compliance is not possible, the USGC has said that the vessel will not be granted an extension and will have to implement one of the approved ballast water management methods listed above.

If granted, the length of the extension will be for the minimum time needed, as determined by the USCG and based on the documentation provided, for the vessel to comply with the ballast water discharge standard and other regulatory requirements.

Examples of additional documentation in support of extension requests:

- Written correspondence between the owner/operator and the applicable BWMS manufacturer(s) that confirm BWMS are not available for installation on that particular vessel or class of vessels until after the compliance date
- Vessel design limitations with type approved BWMS currently available
- Safety concerns related to installing type approved systems currently available
- Any other situation that may prelude a vessel from being fitted with a type approved system

Existing Extensions

For vessels that have already been granted an extension, the USCG has stated that existing extensions will remain valid until the extended compliance date specified in the extension letter. Upon expiration of the extension, a vessel will need to implement one of the approved ballast water management methods listed above.

Supplemental extensions may be requested, but must be submitted at least 90 days in advance of the expiration of the extension and must provide the necessary evidence to show why compliance is not possible.

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USCG TYPE APPROVAL OF A BALLAST WATER TREATMENT

Pending Extension Requests

The USCG has not issued extension letters to vessels with compliance dates on or after January 1, 2019. Since a USCG type-approved system is now available, the USCG will change the status of these applications from “received” to “held in abeyance” since the application’s original criteria are no longer valid.

In order to receive approval for an extension submitted for vessels with compliance dates on or after January 1, 2019, additional information must be submitted including appropriate documentation as to why compliance with the requirements is not possible, as described above.

Required Actions

For vessels that have already applied for and received an extension from USCG, no further action is needed at this time. That extension will remain valid until the date listed in the extension letter. These vessels, as well as vessels that have not yet reached their compliance date, should continue to perform a complete deep sea ballast water exchange prior to discharging ballast water in U.S. waters.

For vessels that have not yet applied for or received an extension, it is recommend that you being evaluating implementation options for the installation of a USCG type-approved treatment system. While the Optimarin system is the only option currently available that has received a type-approval certificate, it is expected that other systems may also be approved in the coming months.

Verifying Compliance

USCG Port State Control Officers may verify compliance with the regulations at any time while the vessel is in waters subject to USCG’s jurisdiction.

In order to prevent delays to vessel schedules, the master, owner, operator, agent, or person in charge of a vessel is reminded to keep BWM records onboard the vessel and immediately available for review by Coast Guard officials. Such records may include, but are not limited to: BWM plan, current extension letter granted to the vessel, vessel certificates, contracts and/or records verifying the date the vessel entered its last dry dock, BWMS installation documents, and vessel log books. Failure to comply with the ballast water regulations may result in civil or criminal penalties.

Source: www.obriensrm.com

IMO

Ballast water contains a variety of organisms, such as marine and coastal plants and animals from different regions of the world. If taken up in one place and released in another, some organisms may survive and prosper in their new environment. These “non-native species” can have a serious ecological, economic and public health impact on the receiving environment. To combat the problem of invasive species from ballast water, the IMO adopted the International Convention for the Control and Management of Ships’ Ballast Water and Sediments in 2004. On 8 September 2016, the convention was finally ratified.

IMO Requirements

For ship owners and operators, ratification of the convention means that they must have an International BWM Certificate upon entry into force, at the latest.

To obtain the certificate, a vessel must have a BWM Plan addressing procedures for BW exchange, BW treatment or both. If a BWM System is installed, then approved technical documentation for the BW treatment system installation must be available on board. Lastly, a Ballast Water record book is required, and the vessel must employ the chosen ballast water management method from the date that the convention enters into force.

AMENDED MLC FINANCIAL SECURITY REQUIREMENTS UK P&I CLUB CIRCULAR 16/16

The amendments to the Maritime Labour Convention 2006 will enter into force on 18 January 2017.

After this date, ships that are subject to the MLC will be required to display certificates issued by an insurer or other financial security provider confirming that insurance or other financial security is in place for liabilities in respect of:

- outstanding wages and repatriation of seafarers together with incidental costs and expenses in accordance with MLC Regulation 2.5, Standard A2.5.2 and Guideline B2.5
- compensation for death or long-term disability in accordance with Regulation 4.2., Standard A4.2. and Guideline B4.2.

The Boards of all Clubs in the International Group have decided that Clubs should provide the necessary certification. The purpose of this Circular is to provide an update to Members regarding the steps which are being taken to enable Members to meet the financial security requirements.

Ships requiring MLC Certificates

Ships will require MLC Certificates if they are

- registered in a state where MLC is in force
- calling at a port in a jurisdiction where MLC is in force

MLC Certificates are not required by ships registered in States which are not party to MLC and which will not call at States which are party to MLC.

Process

The Certificates will be sent to Members by their Clubs in PDF format. Members must then print the Certificates and ensure that they are posted in a conspicuous place on board where they are available to seafarers no later than 18 January 2017.

Once the Certificates are issued, they will be recorded on the ship search facility on the UK P&I Club's website.

The Certificates are provided by the Club and there is no need to apply for State issued Certificates.

However, some States may require shipowners on their register to supply copies of the Certificates for their records. Members who intend to renew their P&I Cover with the UK Club at 20th February 2017 will be able to obtain certificates which are valid up to 20th February 2018.

Insurance

Some of the liabilities arising under the Certificates will fall within the scope of standard P&I cover for crew. For example, the UK Club's Rules will normally cover compensation for death or long term disability. Similarly, repatriation costs and wages following a shipwreck form part of standard cover. However other liabilities fall outside the scope of P&I cover, in particular repatriation costs and wages arising from the abandonment provisions set out in Standard 2.5.2 of the MLC, as amended.

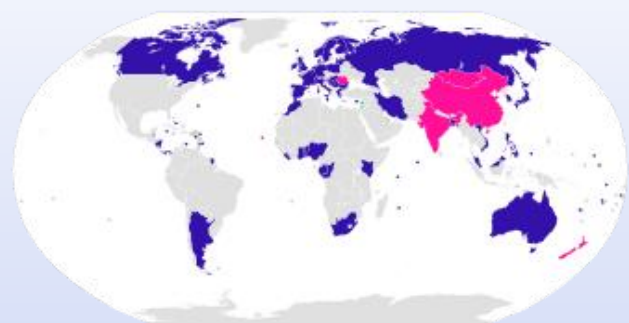
Clubs are able to provide Certificates on the basis set out in the MLC Extension Clause which appears in Annex 3. This provides that the Club will pay claims advanced by seafarers which fall within the scope of the Regulations and Standards specified in the Certificates. The Clause also provides that if such payments fall outside the scope of standard cover, Members will be obliged to reimburse the Club.

Reinsurance

Claims which fall outside the scope of P&I cover will also fall outside of the scope of the International Group's pooling and reinsurance arrangements. The Group has arranged additional reinsurance cover for liabilities arising under the MLC Extension Clause and falling outside the scope of cover. The reinsurance placement is at an advanced stage and will be at a level which is sufficient for all Members, with the possible exception of a small number of fleets with exceptionally high crew numbers.

General

The MLC financial security requirements raise many challenges for shipowners, insurers, Flag States and Port States. Although there is some resemblance to the compulsory insurance system under IMO Conventions, there are considerable differences. For example, MLC does not stipulate a prescribed wording for the security. In addition, individual States have a degree of flexibility as to how they implement and enforce MLC from both a Flag State and a Port State perspective. At the time of writing 79 States have ratified the Convention. The International Group has been instrumental in establishing an informal Correspondence Group of 18 States who have been consulted and given the opportunity to comment on the proposed steps taken by the International Group. The aim has been to provide a system for security which meets with the requirements of MLC and is accepted in all States where MLC is in force.



- Parties
- Ratification, convention not yet in force
- Instrument of ratification deposited, not registered

PARTICIPATING IN AMVER

What is AMVER?

AMVER, or Automated Mutual-Assistance Vessel Rescue System, is a worldwide voluntary reporting system sponsored by the United States Coast Guard. It is a computer-based global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea.

Why Should My Ship Participate?

Amver's success is tied directly to the number of merchant vessels regularly reporting their position. The more ships on plot, the greater the chance a ship will be identified near the position of distress.

Amver provides an additional measure of safety "insurance" by allowing rescue coordinators to compress the search area in the event a participating ship is unreported or overdue.

Who Can Participate?

Participation in Amver is free, voluntary, and open to merchant ships of all flags. Participation is generally limited to ships over 1000 gross tons, on a voyage of 24 hours or longer.

Advantages to Participating in Amver

- Amver information is protected as "commercial proprietary" information and is released only to recognized national search and rescue authorities, and only in an emergency
- Amver represents "free" safety insurance during a voyage by improving the chances for aid in an emergency
- Amver reduces time between notification and rescue response
- Amver participants are under no greater obligation to render assistance during an emergency than a vessel which is not participating. On the contrary, ships unfavourably located on the Amver plot may be released from their obligation to otherwise respond by SAR mission coordinators
- Amver exchanges information with the Japanese Ship Reporting System (JASREP), the Australian Ship Reporting System (AUSREP), the Chilean Ship Reporting System (CHILREP), and the U.S. Maritime Administration (MAREP), so reports need only be made to any one system
- Amver is a demonstration of international humanitarian cooperation, mariner helping mariner, by assisting any person in distress at sea regardless of nationality or status
- Your ship might be the one called upon to divert and assist. Consider that it might also someday be the ship in distress!

On the 29th November the AMVER Awards Ceremony was organised in co-operation with the US Embassy in Nicosia and the Cyprus Marine Environment Protection Association (CYMEPA). During the Ceremony, the US Ambassador in Cyprus, Ms. Kathleen Doherty, presented the relevant awards to ships owned or managed by companies based in Cyprus, in recognition and appreciation of their participation in the USCG's "Automated Mutual Assistance Vessel Rescue" (AMVER) System.

In this respect the following MSM vessels received their AMVER Awards:

VESSEL	CONSEC. YEARS ELIGIBLE	TOTAL AWARDS
MV AAL GLADSTONE	6	-
MV ATLANTIC PENDANT	11	4
MV UBC STOCKHOLM	2	-
MV PACIFIC ACTION	3	-
MV UBC STAVANGER	7	-

More information on how to participate in the AMVER program please visit their website

<http://www.amver.com/default.asp>

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ATLANTIC PENDANT			
1	MAS	MILOVIC, VLADIMIR	MNE
2	C/O	JOVANOVIĆ, MILAN	MNE
3	2/O	STJEPCEVIĆ, DEJAN	MNE
4	3/O	MICKOVIĆ, GORAN	MNE
5	C/E	VELAS, ALEKSANDAR	MNE
6	2/E	VUCKOVIĆ, FILIP	MNE
7	3/E	PAVLOVIĆ, DERDA	MNE
8	E/E	MONTECILLO, DEXTER	FIL
9	FTR	REYES, FELIZARDO	FIL
10	BSN	PIALAGO, RANDY	FIL
11	AB	NUNEZ, JAYSON	FIL
12	AB	RIO, JAY-JAY	FIL
13	OS	DELOS REYES, JONATHAN	FIL
14	OLR	CATIMBANG, RICHARD	FIL
15	OLR	CAADAN, ROMNICKO	FIL
16	WPR	PETILUNA, JERIC	FIL
17	CK	MAGDAEL, VICENTE	FIL
18	MESS	AGAD, AVLIN	FIL
19	D/CD	DELACRUZ, ROMEL	FIL
20	D/CD	DINGDING, CRISTIAN	RUS
21	E/CD	ANTONIO, CHRISTIAN A.	FIL
22	E/CD	JACOBRES, JAYSON	FIL

AAL GLADSTONE			
1	MAS	BLAGOVESCHENSKY, ALEXANDR	RUS
2	C/O	MARTELINO, DANIEL	FIL
3	2/O	GABRIEL, LOU	FIL
4	3/O	DESIC, ADNAN	MNE
5	C/E	TISHKOV, IGOR	RUS
6	2/E	GABRINO, STANLEY	FIL
7	3/E	BISENOV, ROMAN	RUS
8	E/E	PERISIC, MILOS	MNE
9	E/T	OMEGA, ANGELO	FIL
10	FTR	BIELINSKI, KAZIMIERZ	POL
11	FT/T	ATOPEN, JASPER	FIL
12	BSN	SIEGA, FLORO	FIL
13	AB	POTESTAS, MICHAEL	FIL
14	AB	TONACAO, LUEL	FIL
15	OS	ASTILLERO, RAMEL	FIL
16	OLR	GABONADA, LEONCIO	FIL
17	OLR	GOMEZ, ELCANO	FIL
18	OLR	DELOS REYES, PETER	FIL
19	CK	HERRERA, BERNABE	FIL
20	MESS	ENCARNACION, VANNE L.	FIL
21	D/CD	DIEL, WINSTON	FIL
22	E/CD	AGPAW, MICHAEL	FIL



MSM CREW LISTS

UBC STOCKHOLM			
1	MAS	SKOWRON, ZBIGNIEW	POL
2	C/O	PADERNILLA, JAY	FIL
3	2/O	GUZMAN, DOMINIC	FIL
4	3/O	ESPIRITU, RUSTAN	FIL
5	C/E	MULLER, RYSZARD	POL
6	2/E	ZLOBIN, ANDREY	RUS
7	3/E	ELEDIA, BERNIE	FIL
8	E/E	DUROVIC, SLOBODAN	MNE
9	FTR	PALMON, CRISALDO	FIL
10	BSN	ROJAS, GADIEIL	FIL
11	AB	IJAO, SANDY	FIL
12	AB	NELSON, ALANO	FIL
13	OS	LABRAMONTE, REOCEL	FIL
14	OLR	ELIJAN, JOSEPH	FIL
15	OLR	UBALDE, LIVI	FIL
16	WPR	CASTILLANO, ADRIAN B.	FIL
17	CK	ALMEROL, ALVIN	FIL
18	MESS	ADRID, RYAN	FIL
19	D/CD	REPAYO, MARK A.	FIL
20	D/CD	DELA CRUZ, JOEBERT	FIL
21	E/CD	CALIPES, REY	FIL

UBC STAVANGER			
1	MAS	PETOVIC, ZLATKO	MNE
2	C/O	POPOVIC, RATKO	MNE
3	2/O	GLORIA, RON M.	FIL
4	3/O	PEREZ, JOHN R.	FIL
5	C/E	RADOVIC, RODOLJUB	MNE
6	2/E	TOLEDO, JOEL	FIL
7	3/E	ABAO, IRENITO	FIL
8	E/E	PAVLICIC, ALEKSANDAR	SRB
9	FT/TR	PEREZ, EBENIZER JR.	FIL
10	BSN	BETONIO, JOHNNY	FIL
11	AB	AVILES, SOHRAB	FIL
12	AB	UMIPIG, ERWIN	FIL
13	OS	CABALLERO, ALLAN	FIL
14	OLR	MOISES, ELMER	FIL
15	OLR	PALONPON, ELMER	FIL
16	WPR	GEOLINA, JAINOMER	FIL
17	CK	BEJM, GRZEGORZ	POL
18	MESS	AMPLAYO, PREGIE	FIL
19	D/CD	BOLDO, EMMANUEL	FIL
20	D/CD	DUARTE, BIRCH E.	FIL
21	E/CD	KOJASEVIC, IRAN	MNE

PACIFIC ACTION			
1	MAS	POZNIAK, CEZARY	POL
2	C/O	DONCIC, VLADAN	MNE
3	2/O	VALIENTE, EFREN	FIL
4	3/O	DOKIC, ALIJA	MNE
5	C/E	MALEC, MIECZYSLAW	POL
6	2/E	KRYMLOV, VITALII	UKR
7	3/E	LALEVIC, ZORAN	MNE
8	E/E	PURLIJA, DORDIJE	MNE
9	FTR	AGUIRRE, FRANCISCO	FIL
10	BSN	DE VILLA, NOEL	FIL
11	AB	MAUCESA, JOSE	FIL
12	AB	MANALO, JHON	FIL
13	OS	SILAO, VINCENT N.	FIL
14	OLR	FLORES, JHON P.	FIL
15	WPR	CONSUEGRA, JOPHERCE	FIL
16	CK	DUNO, ROGER	FIL
17	MESS	ACERO, KRISTIAN	FIL
18	D/CD	TINO, MELITON JR.	FIL
19	D/CD	VUCELJA, MILOS	MNE
20	E/CD	TINDOY, IAN V.	FIL

LIMASSOL				ONEGO BORA				ONEGO BURAN			
1	MAS	ORLANDIC, RATKO	MNE	1	MAS	NOVOSELOV, YURY	RUS	1	MAS	MATKOVIC, ZDRAVKO	MNE
2	C/O	ILCEV, IVAN	SRB	2	C/O	STJEPCEVIC, ILIJA	MNE	2	C/O	KRIVOKAPIC, VLADO	MNE
3	2/O	HERRERA, MARIANITO	FIL	3	2/O	VILLONES, PAUL	FIL	3	2/O	KNEZEVIC, NEMANJA	MNE
4	3/O	POPIVODA, FILIP	MNE	4	3/O	LAVROVIC, ALMIR	MNE	4	J/O	DURANOVIC, SRDAN	MNE
5	C/E	LYULIK, VICTOR	RUS	5	C/E	PECURICA, VOJISLAV	MNE	5	C/E	SUBERT, JOSIP	MNE
6	2/E	VUJOSEVIC, GORAN	MNE	6	2/E	KRIVOKAPIC, RAJKO	MNE	6	2/E	VULEVIC, DRAGAN	MNE
7	4/E	COYOCA, JOEL	FIL	7	3/E	MISAJON, DANIEL	FIL	7	4/E	TAGUD, MARK J.	MNE
8	E/E	KAPESIC, MIRKO	MNE	8	E/E	MARKOVIC, VESELIN	MNE	8	E/E	MATOVIC, VLATKO	MNE
9	FT/TR	PEREZ, ELLIS B.	FIL	9	FTR	NABALAN, LORENZO	FIL	9	FTR	GARCIA, JESSIE	FIL
10	BSN	DADAP, DENNIS	FIL	10	BSN	PICAL, JOELITO	FIL	10	BSN	DE GUZMAN, BENNY	FIL
11	AB	LIBRES, ROSO	FIL	11	AB	PUZON, JESSIE	FIL	11	AB	LEGUAN, GIL	FIL
12	AB	MANLAPIG, PAUL	FIL	12	AB	GENIZERA, MARCELINO	FIL	12	AB	DUMANDAN, MARK S.	FIL
13	OS	LINOG, RONALD A.	FIL	13	OS	ORPILLA, RONALD	FIL	13	OS	DELA CRUZ, GLENN	FIL
14	OLR	MONCADA, ISRAELITO	FIL	14	OLR	CEBALLO, KENNETH	FIL	14	OLR	CARO, JOHVEN D.	FIL
15	CK	ABINA, GREG	FIL	15	WPR	NISNISAN, GLENN R.	FIL	15	WPR	JUGAR, ARCHYDE R.	FIL
16	MESS	ESTOCAPIO, WARLITO	FIL	16	CK	PASCUA, MARK A.	FIL	16	CK	MARICEVIC, STEFAN	FIL
17	D/CD	PLAMENAC, MILO	MNE	17	MESS	SINOZMA, DOMINQUE	FIL	17	MESS	VILLONES, WENIFREDO	FIL
18	E/CD	DOMINGO, RUSSEL	FIL	18	D/CD	LEDRES, BRYAN	FIL	18	D/CD	CATUBIC, JUVY	FIL
19	E/CD	LASTA, CEFROS	FIL	19	E/CD	CALINGASAN, RODNEY	FIL	19	E/CD	SAN ANTONIO, BEN C.	FIL

MSM CREW LISTS



GOTEBORG			
1	MAS	POSTNOV, YURY	RUS
2	C/O	VUKCEVIC, DEJAN	MNE
3	2/O	VILLAROSA, ALLAN	FIL
4	3/O	GAJEWSKI, SZYMON	POL
5	C/E	MIERZWIICKI, RADOSLAW	POL
6	2/E	OLEINICHENKO, ALEXANDER	RUS
7	4/E	BALTAZAR, JAN V.	FIL
8	E/E	LAGIEWSKI, PIOTR	POL
9	FTR	INDITA, SILVINO	FIL
10	BSN	VALENZUELA, CYRUS	FIL
11	AB	SANICO, HERMELITO	FIL
12	AB	NAVARRO, GILBERT	FIL
13	OS	OCAMPO, PETER	FIL
14	OLR	CARGASON, JUNE	FIL
15	OLR	CASANA, VICTOR	FIL
16	CK	VUKOVIC, DAVOR	MNE
17	MESS	MANAPSAL, JAYROME	FIL
18	D/CD	OJDANIC, MILOS	MNE
19	E/CD	PINO, ARCADIO	FIL

FALKENBERG			
1	MAS	BERNASOL, JOEL	FIL
2	C/O	USACHEV, SERGEY	RUS
3	2/O	PABINGWIT, ERIC	FIL
4	3/O	VRZIC, STEFAN	MNE
5	C/E	SERKOV, GENNADY	RUS
6	2/E	IASTREBOV, ANDREI	RUS
7	3/E	GARCES, CHRISTOPHER	FIL
8	E/E	POPOVIC, MLADEN	MNE
9	FTR	LESZCZYNSKI, ZBIGNIEW	POL
10	BSN	VILLAHERMOSA, ALLAN	FIL
11	AB	YTAC, ANSELMO	FIL
12	AB	MATCHICA, CHRISTOPHER	FIL
13	OS	SANTO ELI, ROGER	FIL
14	OLR	REVILLA, IAN	FIL
15	WPR	MINOZA, JOVEN	FIL
16	CK	VALOV, GENNADI	RUS
17	MESS	USMAN, DATU E.	FIL
18	D/CD	KNEZEVIC, MILOS	MNE
19	E/CD	MORINA, NOVAK	MNE

MSM CREW LISTS

MSM DOURO			
1	MAS	KAMINSKI, DARIUSZ	POL
2	C/O	SOBISZ, KRZYSZTOF	POL
3	3/O	PATACSIL, LOUIE	FIL
4	C/E	MITROVIC, RADOVAN	MNE
5	E/E	MANUKYAN, SAMUEL	RUS
6	AB	PALER, BRIAN	FIL
7	AB	MOLANIDA, FEDERICO C.	FIL
8	OS	CANON, EDISON	FIL
9	OLR	TANO, ANTHONY	FIL
10	OLR	DEMANARIG, ROY	FIL
11	CK	PABLO, SAH	FIL

MSM DOLORES			
1	MAS	KASATOV, VADIM	RUS
2	C/O	BARCZEWSKI, MAREK	POL
3	2/O	WODZYNSKI, MATEUSZ	POL
4	C/E	PROKOPENKO, NIKOLAY	RUS
5	E/E	CUPIC, MARIN	HRV
6	AB	DE LEON, RONALDO	FIL
7	AB	LEANG, EDILBERTO	FIL
8	OS	MATTI, RUDYVIC	FIL
9	OLR	WISNIEWSKI, ANDRZEJ	FIL
10	OLR	MARTINEZ, BARTOLOME	FIL
11	CK	MARICEVIC, MIJODRAG	MNE

MSM DON			
1	MAS	ZYCH, STANISLAW	POL
2	C/O	OSINSKI, JAN	POL
3	2/O	ILCEV, MARIJAN	MNE
4	C/E	LESNAU, KRZYSZTOF	POL
5	E/E	BALABUSIC, GORAN	MNE
6	AB	SALAMANCA, JESSIE	FIL
7	AB	LEMERY, JERSON	FIL
8	OS	LEDESMA, FRANCIS	FIL
9	OLR	SENADOR, JOEMAR	FIL
10	WPR	MUNEZ, RICHAEAL	FIL
11	CK	LIM, RENE	FIL

ALSTERDIEP			
1	MAS	LADONSKI, JANUSZ	POL
2	C/O	MASLOV, MIKAHIL	RUS
3	2/O	MAJADUCON, RENAN	FIL
4	C/E	DORDEVIC, MIHAILO	MNE
5	AB	MANDEOYA, LEONER	FIL
6	AB	CASTILLO, JASON	FIL
7	OS	CASINILLO, JESSIE	FIL
8	OLR	SARABIA, MARIANO	FIL
9	CK	TABERNERO, RODEL	FIL

SAIKI			
1	MAS	VUKCEVIC, DRAGAN	MNE
2	C/O	PERAS, VLADIMIR	MNE
3	2/O	PEROVIC, SLOBODAN	MNE
4	C/E	DESIC, HAKIJA	MNE
5	2/E	DILAS, DRAGUTIN	MNE
6	3/E	BURAKEVICH, KONSTANTIN	RUS
7	E/E	LUGO, ANGEL	VEN
8	AB	TOMULTO, SABALILAG	FIL
9	AB	MAYOR, RANDY	FIL
10	AB	DEDICATORIA, ERWIN	FIL
11	OS	BRIZUELA, GERALD	FIL
12	OLR	PELIGRO, GRACIANO	FIL
13	OLR	BONTILAO, JHAMES	FIL
14	OLR	BENJAMIN, JORGE	FIL
15	CK	YAMAT, EDWIN	FIL

NOFIT			
1	MAS	WEISMAN, BORIS	ISR
2	C/O	LEVIN, MICHAEL	ISR
3	2/O	VOLCHKIN, EUGENE	ISR
4	3/O	ELBAZ, MEIRHAI	ISR
5	C/E	ELIMOR, IGAL	ISR
6	2/E	FELDBAIN, ALEXANDR	ISR
7	3/E	PETROV, IVAN	RUS
8	E/E	SEVASTYANOV, MIKHAIL	ISR
9	FTR	BIEREN, NICOLAS	FIL
10	BSN	CLARO, JOVITO	FIL
11	WPR	BANAGA, FELIX B.	FIL
12	AB	GABISAN, DEXTER	FIL
13	OS	LIBADISOS, ARGIE	FIL
14	OS	GONZAGA, MICHAEL	FIL
15	CK	ABUCAYAN, ADONIS	FIL



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MSM CREW LISTS

BLUE TUNE			
1	MAS	KAZLOWSKI, ANTONI	POL
2	C/O	FATUN, ANATOLY	RUS
3	2/O	SKASCENKO, ROMAN	RUS
4	C/E	CHEBONENKO,OLEKSANDR	UKR
5	E/E	SIMACHOV, GERMAN	LTU
6	AB	SURMION, JEFFREY	FIL
7	OS	ASPA, EDGAR	FIL
8	OS	BARROGA, BENJIE	FIL
9	OS	PICARDAL, MACARIOLITO	FIL
10	CK	CARRASCO, MARIO S.	FIL

BLUE NOTE			
1	MAS	FEDOROV, IVAN	RUS
2	C/O	KUPTSOV, VLADIMIR	RUS
3	2/O	KOROTKOV, ROMAN	UKR
4	C/E	SHUMILOV, VICTOR	RUS
5	E/E	WIECLAWSKI, MARCIN	POL
6	AB	ARANDA, VICTOR B.	FIL
7	OS	PINO, GREGORIO	FIL
8	OS	ALDAYA, MICHAEL	FIL
9	WPR	NEQUIA, GLENN	FIL
10	CK	ESPIRITU, CARMELO S.	FIL

TRIPLE S			
1	MAS	STRELTSOV, ANDREY	LTU
2	C/O	SUMILOVAS, ALEKSEJUS	LTU
3	2/O	BUDKO, VADYM	UKR
4	C/E	TSYBIN, IGOR	UKR
5	E/E	PREDET, ALEXEY	RUS
6	AB	DIESTA, RAMIL L.	FIL
7	AB	REMANDO, REYNANTE	FIL
8	OS	REMANDO, AMBROCIO	FIL
9	WPR	AZUCENA, ENRIQUE	FIL
10	CK	VOLKOV, SERGEJ	LTU



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