

# Navigating Ahead - Issue 19



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 19

march 2016



Photo by: Mr W. Popiel-Machnicki

## European Maritime Day 2016 in Turku!

European Maritime Day is celebrated annually in Europe around 20 May. The EMD Conference welcomes Europe's growing maritime community to discuss debate and exchange best practices.

European Maritime Day in Turku 2016 will take place in an old locomotive hall called Logomo in Turku, Finland, on 18 and 19 May 2016.

The preparatory work for the European Maritime Day 2016 is already ongoing with coordination meetings between the Finnish government and the European Commission. The main themes, which will be elaborated in coming months, will be around boosting Blue Growth in Europe and worldwide, with a special focus on the High North.

Source: <http://goo.gl/EqBMLS>



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## Letter from the MD

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

It is amazing and alarming at the same time, how fast the time is passing by. We still think it is winter but for our Catholic friends Easter is already over. Here in Cyprus the Greek Orthodox believers have still some weeks to fast until they will celebrate the resurrection of Christ.

We highlighted the refugee problems in our last newsletter and the terrible and devastating wars. It seems that like always in history, some countries and personalities take advantage out of the misery of others. The last deal the EU had to agree on with Turkey reminded us that the history books is full of similar situations. The sad side of these, maybe unavoidable deals, is that there are always human beings who suffer to the extremes.

In MSM we pray that peace and humane conditions will soon be restored so that no family have to leave their home in fear of their lives. We pray for the children to be able to return to a normal life were they can play, sing and laugh. Of course we pray for the teenagers to be able to return to school and to complete their education. We pray for their strength and commitment to rebuild their countries without the rule of terror.

Europe has seen it all before in our long history. Our values and believes are strong enough and will not fall under the attempts of a handful of terrorists and extremists. Tolerances, understanding, forgiving and unity were the attributes that drove the European founders. We agree that our EU is not perfect and there are many areas that need improvement, but it is the only Europe we have now. It is worth, if not even a necessity, to get involved rather than to give up.

The shipping industry and their markets can of course not hide away from such geopolitical instabilities. Such instabilities combined with very low oil prices, a slowing economy in China and sanctions are hindering the seaborne trade to grow, while unfortunately still massive and large new vessels are delivered from the yards. The combination of all is still pressing on the freight rates and time charter hires.

From 01<sup>st</sup> January 2016 the new environmental rules prohibit new ships to call the US without combustion engines in compliance with Tier III regime. Such compliance would cost for our handy bulkers 2,5mio USD. The increased daily running costs can be estimated with 400USD. All in all such newbuildings are much more expensive., and ship owners and liner operators are therefore reluctant to order that kind of new

ships now. The new rules will hopefully prevent the world fleet to continue to grow in 2016.

From January we could also see that the steel price has navigated out of the historic low and is steady moving up. In MSM we are confident that the scrap prices for ships will follow. This shall give incentives to owners to scrap elder tonnage at a higher scale.

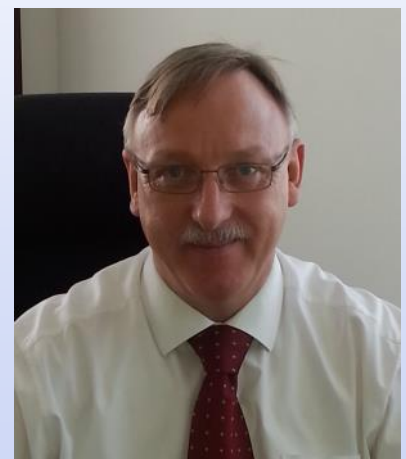
We therefore remain optimistic for 2016 and believe that new markets in Iran and Cuba will assist the freight rates to recover for our ships.

The better weather period is approaching soon. During the coming summer months our crewmembers shall concentrate to work on deck again. After the tough winter storms it is time for the chipping, painting and working aloft and in the cargo holds.

Let's "Navigate Ahead" and maintain the MSM vessels to the highest standards, always safe and with a good foot of water under the keel.

Keep safe and enjoy the coming warm summer season.

Capt.  
Eugen-Henning Adami



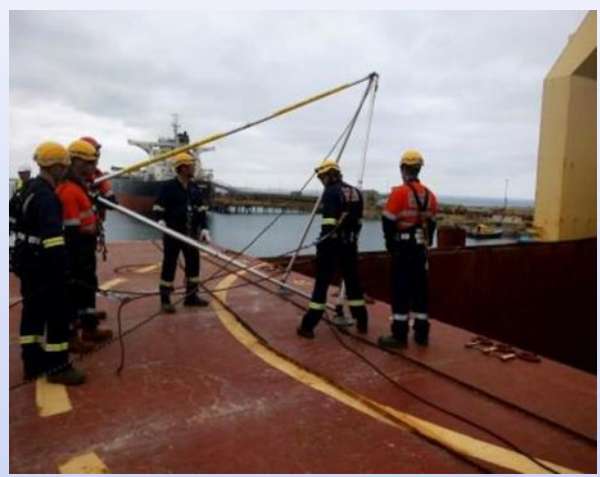


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## ERT—Rescue from cargo hold @ MV Atlantic Pendant

On February 12, 2016 while in port of Esperance, West Australia, the vessel was subject of a Coordinated Emergency Response Team drill, based on a training scenario: rescuing a casualty from the cargo holds.

At 1000LT safety meeting took place in order to ascertain steps of a training scenario and to asses all potential risks. Ship's cargo hold No.2 was chosen as the place of the accident and a dummy doll would simulate an injured person, in this case a stevedore who had fell down on a tank top, suffering heavy trauma and injuries. The drill itself was classified as a high risk and it was therefore decided that proper and safe procedure was given priority rather than timing, although that was identified and highlighted as a crucial factor in reality.



## ERT—Rescue from cargo hold @ MV Atlantic Pendant



After installation and testing of special towing gear, the dummy doll was lowered and placed into the cargo hold.

When everything was set at 1136LT, the rescue operation started, one rescue team member was lowered, with the stretcher, by towrope and a safety line from hatch cover hold No.2 on to the tank top near the injured person.

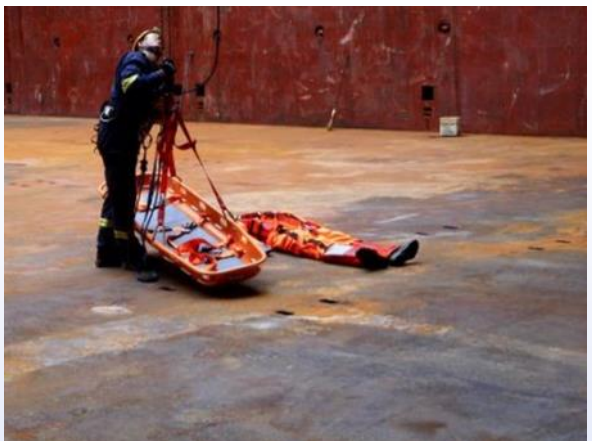
With assistance of our Bosun, who was on place of accident, rescue team gently and carefully moved the injured person onto the stretcher, preventing body movements and ensuring safe lifting by securing of safety harness.

At 1142LT dummy doll simulating injured person is safely secured onto the stretcher and lifting operation started.

A group of four rescuers lifts up the stretcher with injured person and the rescue team member onto hatch cover hold No.2 by pulling a towrope and safety line over the special aluminum construction. The injured person was transported to the hospital for further treatment. At 1150LT Emergency Response Team - "Rescuing a casualty from ship's cargo hold" drill was successfully concluded.

Due to strict Australian safety regulations and the concept of the drill, involvement of ship's crew was minimized, the drill was foremost to confirm the Emergency Response Team readiness. However, it was an excellent opportunity to witness, how one difficult situation is handled by professionals, to learn and also to be reminded, about potential threats and importance of SAFETY ON BOARD!

After completion of the drill the Emergency Response Team together with ship's crew enjoyed some nice time together exchanging different experiences.





## AMOS PAYROLL SYSTEM UPDATE

Dear Crew Members,

Time is passing quickly and after the long await of a few years, we have successfully managed to complete the development of AMOS EMS – Payroll module, which is currently scheduled to be installed and implemented on board all MSM managed vessels, during the following months.

This software is specifically designed for the new era, whereas the Master has too many other important tasks to handle, therefore limiting any available time to spend for financial administration i.e. maintaining excel spreadsheets. Therefore, this new software is particularly designed to address this issue, thus enabling the Master to handle crew payroll, master cash and Slopchest transactions, effectively, efficiently and with much more security.

Each seafarer, upon signing his employment contract, will be registered with all his personal details, at the MSM office, whereas the database of AMOS EMS – Payroll module will immediately reflect this information, including bank remittance details and any other crewing related certificates, on board the vessel. The Master will have instant access to the whole vessel's database, thus making the information extracting and handling much more efficient.

This new project came at a significant cost, which especially during the difficult shipping times we are all in, was deemed necessary, to provide the best possible support to the Master and crew members on board the vessels.

In addition, this new functionality, is in line with the company's strategy and policy, whereas investment in software and hardware is the mean to support and enhance our competitiveness, as well as allowing the crew on board to focus on more important issues.

Antonis Ioannou  
CFO

## Promotion of our 1st MSM CADET



MSM Personnel department is proud to announce that our first Mastermind Cadet, Mr Mark Malfarta, is to be promoted to third officer on board M/V MSM Douro. Mr Malfarta joined MSM in 2012 as a Deck Cadet on board M/V Atlantic Pendant, and through his hard work and loyalty to the company he was promoted to an Ordinary Seaman in 2013 after having served a year on board.

A direct quote was taken from his performance report that same year. "He is a very disciplined crew member, willing to learn and enhance his skills and knowledge, fully dedicated to all the tasks he has been entrusted with. Mr Malfarta has shown such skills and professionalism towards his career and for sure there is a bright officer's future in front of him." - Capt. Milovic

As an OS he served on board UBC Stavanger in 2014 and then continued his career as an AB on board Seaboard Chile in 2015. Presently he is working hard and preparing for his new role in the company on board MSM Douro alongside his Captain Kaminski, C/Off Kmiec and 2/Off Anes.

From everyone at Mastermind Shipmanagement we wish you the all the best for a great future and a smooth sailing ahead.

Natalie Georgiou  
Crewing Officer  
MSM Personnel

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Wouldn't it be great if one day MSM NEWSLETTER will be issued as a monthly (not quarterly) newspaper which you can buy in a local store, where some young guy will be inspired by our seaman stories? And that he will dream big, dream about adventures that challenge a modern seaman in the era of 'computerizing' and connecting the humans with machine as much as possible..?

Yes, it would be great.. but this is not yet the case, so I will take a chance and try to inspire someone from our fleet to dream big and always look ahead!

This time from UBC STAVANGER, a 19748gt bulk carrier chartered by UBC for several years, trading mostly in the Caribbean and quite often calling really AMAZING ports. Crew is composed of several nationalities that placed together creates a strong and effective team, of course there are some 'daily' problems but we deal with them as they come and sometimes they can actually motivate you to do better next time!

Bulk carrier was the only type of vessel missing in my seaman's book and I joined the vessel on 24 November 2015 at Pointe a Pitre. Honestly, when rcvd email regarding employment, first thing to do was to check on the map for Pointe a Pitre...a fabulous exotic island in western Atlantic ocean, since then there were ports such as Santa Marta in Columbia, Tuxpan and Veracruz in Mexico, Point Lisas in Trinidad and Tobago etc..

Mile by mile, day by day experience is accumulating and I'm sharpening not only my Officer skills but also my Nikon ability to catch the moments and as said previously 'to inspire others to dream big and to be part of this 'ALWAYS NAVIGATING AHEAD FAMILY'!

With hopes that you will enjoy it, wish you all a safe and pleasant voyages!

UBC STAVANGER  
2/Off Knezevic N.



### *navigating ahead*



#### **Get your cameras ready for MSM Photo Competition!**

Enter the competition for the best photo illustrating:

"Through the eyes of a seafarer"

i.e. anything you see; life onboard, landscapes, ocean/ocean-life etc.

To enter the competition send your best photo(s) as jpeg high resolution file to:

[cmyrianthous@mastermind-cyprus.com](mailto:cmyrianthous@mastermind-cyprus.com) latest by 20th May.

Winner takes a cash price of USD150 and the top 5 best photo entries will be further submitted to the Cyprus Shipping Chamber to be included in their pan-Cypriot photo contest.

### PLAN AHEAD—Navigate your way to greater competency

**The first thing you should do as a navigating officer in a brand new role is go back to what you have already learned and apply it to your current situation. All seafarers learn that in passage planning, one must Appraise – Plan – Execute –Monitor (IMO Resolution A.893(21) ), in order to navigate safely between two points. The same model can be used to steer a course towards becoming a competent navigator.**

#### **Appraise**

Figure out what your strengths and weaknesses are. For example, if you have just obtained your Certificate of Competency, you may have the International Regulations for the Prevention of Collision at Sea (IRPCS) memorised and be able to identify any light or signal that you see or hear. On the other hand, you may not be familiar with the radar or radio equipment onboard your particular ship. Over your first few days or weeks, note down these strengths and weaknesses. Don't become disheartened if there are a lot of things you don't seem to know –everyone with more experience than you started in exactly the same place!

#### **Plan**

Since you may be in charge of a navigational watch, which means that the safety of the crew, cargo and ship is in your hands, it is imperative that, once you have identified your strengths and weaknesses, you make a plan to address them as quickly as possible. Why should you address your strengths? If you know something well, but don't practice or review it, you will experience what is known as 'skill or knowledge fade'. In other words, you will forget. In planning, you must allow time to regularly review the things that you know well so that the knowledge doesn't fade. In addressing weaknesses, you need to develop a plan of attack. To start with, identify strategies that work for you. Are you good at learning something by reading about it? Do you remember better if you hear about something? Or do you need to draw pictures and diagrams? Whatever way you learn best, you will need to have a record of the things that you learn. Why is this important? Let's take an example. Perhaps you don't know how to carry out the trial manoeuvre on your ship's radar. Another officer explains it to you. If you don't make notes of what he or she tells you, it will be difficult to remember the next time you try to perform that function. You might look in the radar manual. Again, if you don't make your own notes, you will not be able to consolidate the knowledge in your own mind. By taking notes, you are putting the information into your own words, deepening your understanding. A photo taken on a phone can aid a visual learner. Look for manufacturers' demonstrations on the internet, or for onboard computer based training (CBT) if you are an audio/visual learner. Keeping a record serves several purposes. First, it helps you to understand something better by putting it into your own words. Second, it makes it easier to recover the information

- it is your record and so you know where to look for when you need it. Third, if you are persistent in keeping a record you will soon realise how much you have learned. Lastly, it is a way of evidencing your professional development.

An important part of any plan is to set goals. Just as you set estimated times of arrival and departure for the various ports you will call at on your passage, you should set estimates for how long it will take to address the weaknesses you have identified, as well as how much time you will spend reviewing the things you know so you do not forget them. It might help to set a goal of what you want to learn by the end of the week and then break that big goal into smaller, daily chunks. Part of your plan may be to find a mentor. Try to find someone onboard ship with whom you can speak about the questions and challenges you encounter. This may be a means of establishing a relationship that can become of great benefit to you. Never hesitate to ask a question if you don't know something, or have any doubt, or are uncertain about what you should do.

#### **Execute**

You know what you need to learn and you have developed a plan. Now you need to carry the plan out. This will be the hardest part. Being a competent navigator is only a part of the responsibilities you will have as a deck officer. You may need to carry out safety checks, take part in drills and work cargo. Somewhere, you'd also like to find time to eat and sleep! You may be tempted not to take 15 minutes to review the IRPCS or spend the half hour it takes to read about trail manoeuvres on the radar. You'd much rather watch a movie. Just remember, everything you learn now is up to you. You must motivate yourself. In order to execute your plan with success, you need to eat well, get as much sleep as you can and stay physically fit so you can remain mentally alert.

#### **Monitor**

The only way you'll know if you are making progress is if you monitor your plan. At the end of each day, see if you have met the daily goals you set for yourself when planning. At the end of the week, see what you have accomplished. Reflect on what went well with your plan and what didn't. Think about how you feel: are you pleased with your progress and proud that you are becoming a more competent navigator? Or do you wish you hadn't spent the last three days watching the entire season eight of *Dexter*, instead of familiarising yourself with the ECDIS on your ship? Even if your plan falls apart for a few days, don't give up – get yourself back on track and arrive at the end of your passage a competent and experienced navigator.

*Source: The Navigator, issue Feb 2016  
Author: Theresa Nelson MNI,  
The Nautical Institute*



## A CAREER AT SEA—SEABOARD CHILE

My name is Svetozar Lazarevic and I'm a Deck Cadet onboard "Seaboard Chile". I was born and raised in Kotor, Montenegro. I graduated from the Maritime School in my town, and since then I have been trying to find a company for myself. It passed almost 1½ year of me trying, and then I heard about the agency Monte Mast located in my town. I decided to go there, and see if they would have anything for me. My first meeting with the staff of MonteMast was very nice, because they didn't promise me for sure they can help me, but they told me they will do everything they can to send me on a ship. I was thinking it will be like with all other attempts, but one day after 5 months they called me and told me the great news; that I will be going onboard a ship.

-Houston 27.Nov.2015-The airplane landed, and the Agent came to take us to the ship. My first feeling was "this is dream, I am not here...", but then the AB came and took my luggage and showed me the way to my cabin. First night at 00:00 I had my first duty and my first contact with this job. Everything was strange but I had finally started a seaman's life.

I remember the first month I was learning things about my job on the ship and it was exciting to see all that ports on our schedule:

Panama City, Florida - very nice place with a lot of shops. If you go out you can find restaurants where is not so expensive to eat. Also there is Wal-Mart, a place where all crew buy something. Very nice place to visit.

Arica, Chile - This city is quite different, I don't know how to explain that but it is. For example when you look from the ship towards the city it look like a village, but when you go there you can see the opposite.

Life in this place is very exciting. I remember going out with Electrician and 2<sup>nd</sup> Engineer to a bar, and seeing people dancing on the main street. It was funny because I never in my life seen that passion when someone dance like that day.

Valparaiso, Chile - Almost same like in Arica, the people are different, not like in other parts of world. They spend time out of their homes, they play football in the streets, dance, sitting and talking on benches with each other and not with mobiles. If you ever go to Chile you will see the magic of South America.

Sunday is the day which all crew wait for, most likely a barbeque will happen. Chief Cook is preparing food and cookies, and when everything is ready the dinner can start. On our ship we have a competition, "Voice of Seaboard Chile". Once all have eaten, the competition usually starts. All of the crew who wants to can participate and battle for nice prizes. Karaoke is very interesting because you are laughing a lot, and showing your talent as a singer.

We are Seaboard Chile,  
we are not just a team -  
We are family!  
D/CDT Svetozar Lazarevic





## MSM CREW LIST

ATLANTIC PENDANT			
1	MAS	MILOVIC, VLADIMIR	MNE
2	C/O	VUKAOVIC, PETAR	MNE
3	2/O	STJEPCEVIC, DEJAN	MNE
4	3/O	VALMORES, PHILIP	FIL
5	C/E	GOMAS, EDVARDAS	LTU
6	2/E	GRGUREVIC, BOZIDAR	MNE
7	3/E	SAINOVIC, DEJAN	MNE
8	E/E	MONTECILLO, DEXTER	FIL
9	FTR	METODA, RAYMOND	FIL
10	FTR	MAHINAY, NERIO	FIL
11	BSN	JOVER, DENNIS	FIL
12	AB	OFTANA, JULIUS	FIL
13	AB	MINGO, JOSEPH	FIL
14	OS	MANUEL, JOHN P.	FIL
15	OLR	PALONPON, ELMER	FIL
16	OLR	COSTARES, RICO	FIL
17	WPR	GALIDO, ALEJANDRO	FIL
18	CK	DUNO, ROGER	FIL
19	MESS	PATACIL, DOMINGO	FIL
20	D/CD	DELACRUZ, ROMEL	FIL
21	D/CD	SAGUID, EUGENE	FIL
22	E/CD	DE GUIA, JOHNNY	FIL

UBC STAVANGER			
1	MAS	TOKARSKI, TOMASZ	POL
2	C/O	POPOVIC, RATKO	MNE
3	2/O	KNEZEVIC, NEMANJA	MNE
4	3/O	DELA CRUZ, MARK J.	FIL
5	C/E	VELAS, ALEKSANDAR	MNE
6	2/E	ZLOBIN, ANDREY	RUS
7	3/E	LONCAREVIC, RISTO	MNE
8	E/E	DUROVIC, PREDRAG	MNE
9	FTR	LAGARDE, LIVI	FIL
10	BSN	CLARO, JOVITO	FIL
11	AB	CERVANTES, NINO	FIL
12	AB	ASUAR, SILVESTER JR.	FIL
13	OS	SILAO, VINCENT	FIL
14	OLR	DELMUNDO, RONIEMAR	FIL
15	OLR	ROSETTE, RONNIE	FIL
16	WPR	BENJAMIN, JORGE	FIL
17	CK	PLANDEZ, RICKSON	FIL
18	MESS	VALIENTE, GARY	FIL
19	D/CD	RONQUILO, KIER	FIL
20	D/CD	JOVANOVIC, ALEKSANDAR	MNE
21	E/CD	PETILUNA, JERIC	FIL



*navigating ahead*

PACIFIC ACTION (ex S. CHILE)			
1	MAS	STRAHINJA, PERO	MNE
2	C/O	DONCIC, VLADAN	MNE
3	2/O	PADERNILLA, JAY	FIL
4	3/O	PEREZ, JOHN R.	FIL
5	C/E	MAZURKIEWICZ, ROMUALD	POL
6	2/E	VUCKOVIC, FILIP	MNE
7	3/E	IBANEZ, ANTHONY	FIL
8	E/E	POPOVIC, MLADEN	MNE
9	FTR	CIECWIERZ, ANDRZEJ	POL
10	BSN	DE VILLA, NOEL	FIL
11	AB	LACHICA, LESLIE	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	POL
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

AAL GLADSTONE			
1	MAS	KALDUNSKI, STANISLAW	POL
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	KRYMLOV, VITALII	RUS
7	3/E	MUELLER, PIOTR	POL
8	E/E	AVRAMOVIC, MATO	MNE
9	FTR	ILLUSTRISIMO, ALEXANDER	FIL
10	BSN	EVANOSO, RYAN	FIL
11	AB	MOLANDIA, FEDERICO	FIL
12	AB	SAGA, ARNIE	FIL
13	OS	LORILLA, RENZ	FIL
14	OLR	SAMSON, NIERVES	FIL
15	OLR	MADRIAGA, JOEL	FIL
16	OLR	CATIMBANG, RICHARD	FIL
17	CK	MILAS, VELIMIR	MNE
18	MESS	LACSON, MANUEL	FIL
19	D/CD	BALMONTE, REAGEN	FIL
20	E/CD	PLANINIC, DORDE	MNE

UBC STOCKHOLM			
1	MAS	POZNIAK, CEZARY	POL
2	C/O	BELOVIC, KOLJA	BIH
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	DINGAL, NATHANIEL	FIL
8	E/E	ZARKOVIC, MILORAD	SER
9	FTR	DELALAMON, LIMUEL	FIL
10	BSN	PIALAGO, RANDY	FIL
11	AB	POTESTAS, MICHAEL	FIL
12	AB	DEMORAL, RYAN	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

## 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	VUKCEVIC, DEJAN	MNE	2	C/O	KRIVOKAPIC, VLADO	MNE
3	2/O	KISEO, DENNIS	FIL	3	2/O	HERRERA, MARIANITO	FIL	3	2/O	GOREMBALEM, FREZER	FIL
4	J/O	POPOVIC, OGNJEN	MNE	4	J/O	SAMSON, MARK M.	FIL	4	J/O	VRZIC, STEFAN	MNE
5	C/E	PECURICA, VOJISLAV	MNE	5	C/E	MIERZWICKI, RADOSLAW	POL	5	C/E	RADOICIC, RODOLIUB	SER
6	2/E	PEKIC, VUKASIN	MNE	6	2/E	IASTREBOV, ANDREI	RUS	6	2/E	KUSOVAC, VUKO	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	DE GUZMAN, BENNY	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	VERDEPRADO, ROCHIE	FIL
14	OLR	LORENZO, MICHAEL J.	FIL	14	OLR	NONLES, MAYLANIO	FIL	14	WPR	OSORIO, WINSTON	FIL
15	WPR	DEPEDRO, JOHN H.	FIL	15	CK	RONQUILLO, MARIO	FIL	15	CK	PASCUA, MARK A.	FIL
16	CK	SALVACION, EDUARDO	FIL	16	MESS	CELADA, ANTHONY	FIL	16	MESS	ROSETTE, MICHAEL	FIL
17	MESS	BERNARDO, VON R.	FIL	17	D/CD	GRZETIC, LJUBOMIR	MNE	17	D/CD	JOSANOVIC, JOSAN	MNE
18	D/CD	DURANOVIC, SRDAN	MNE	18	E/CD	PAREJA, PAUL D.	MNE	18	E/CD	SAN ANTONIO, BEN C.	FIL
19	E/CD	PLAMENAC, VESELIN	FIL	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	DASIC, MLADEN	MNE
5	C/E	NIKULIN, SERGEI	RUS
6	2/E	SHITOV, SERGEI	RUS
7	4/E	TAGUD, MARK J.	MNE
8	E/E	SAVIC, ZORAN	MNE
9	FTR	MARKOVIC, NEBOJSA	MNE
10	BSN	JOVER, ARIEL	FIL
11	AB	SANICO, HERMELITO	FIL
12	AB	BANTACULO, ARNOLD	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, JONEL	FIL
18	D/CD	OJDANIC, MILOS	MNE
19	E/CD	JUGAR, ARCHADE R.	FIL

FALKENBERG			
1	MAS	ZYCH, STANISLAW	POL
2	C/O	MAKOS, TADEUSZ	POL
3	2/O	IRAN, BERTRAND	FIL
4	3/O	NASTOR, REY	FIL
5	C/E	SUBERT, JOSIP	MNE
6	2/E	KISHKOVIC, IGOR	RUS
7	3/E	VUCKOVIC, SRDJAN	MNE
8	E/E	PETROV, FRANE	MNE
9	FTR	ALMARIO, RON L.	FIL
10	BSN	MANDIC, BORISLAV	MNE
11	AB	UMIPIG, ERWIN	FIL
12	AB	PALER, BRIAN	FIL
13	OS	CANON, EDISON	FIL
14	OLR	SALVADOR, CHRISTIAN	FIL
15	WPR	REVILLA, IAN	FIL
16	CK	EBUNA, JUNEVEIL	FIL
17	MESS	ACERO, KRISTIAN	FIL
18	D/CD	KNEZEVIC, MILOS	MNE
19	E/CD	DZUDOVIC, MLADEN	MNE

## MSM CREW LIST

MSM DOURO			
1	MAS	KAMINSKI, DARIUSZ	POL
2	C/O	KMIEC, WOJCIECH	POL
3	2/O	ANES, KHRISTOFFER	FIL
4	C/E	GLEN, TOMASZ	POL
5	E/E	ANDRIC, DUSKO	MNE
6	AB	MALFARTA, MARK J.	FIL
7	AB	JUMAPIT, EULOGIO	FIL
8	OS	CASING, JOEFFERSON	FIL
9	OLR	RAMOS, FRANCIS	FIL
10	OLR	MORALES, JUNEL	FIL
11	CK	VUKOVIC, DAVOR	MNE

MSM DOLORES			
1	MAS	KOSCIOLEK, ROBERT	POL
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	MNE
7	AB	DE LEON, RONALDO	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	JOVANOVIC, ZORAN	MNE
2	C/O	DABANOVIC, NENAD	MNE
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	LEMERY, JERSON	FIL
8	OS	PUZON, JESSIE	FIL
9	OLR	ARCISO, RYAN	FIL
10	WPR	SENADOR, JOEMAR	FIL
11	CK	HERRERA, BERNABE	FIL

ALSTERDIEP			
1	MAS	LADONSKI, JANUSZ	POL
2	C/O	MASLOV, MIKAHIL	RUS
3	2/O	GLORIA, RON	FIL
4	C/E	DORDEVIC, MIHAILO	MNE
5	FTR	LIS, PIOTR	POL
6	AB	BLAQCO, ARNOLD	FIL
7	AB	OFENDOREYES, FRANCISCO	FIL
8	OS	ACENA, MARVAL	FIL
9	OLR	ELIJAN, JOSEPH	FIL
10	CK	PINEDA, RONALD	FIL



*navigating ahead*

NICA I			
1	MAS	LAZOVIC, RELJA	MNE
2	C/O	SOBISZ, KRZYSZTOF M.	POL
3	2/O	DUARTE, CELESTINE	FIL
4	C/E	DESIC, HAKIJA	MNE
5	2/E	VUKASOVIC, DILAS	MNE
6	4/E	BUKILICA, MILAN	MNE
7	E/E	SIPKA, SLAVISA	BOS
8	AB	AVILES, SOHRAB	FIL
9	AB	MANALO, JOHN H.	FIL
10	AB	DEDICATORIA, ERWIN	FIL
11	OS	CABALLERO, ALLAN	FIL
12	OLR	BAUTISTA, EREC	FIL
13	OLR	NONAN, NEIL	NIC
14	OLR	FERNANCEZ, JEREMY	COL
15	CK	LIM, RENE	FIL

NOFIT			
1	MAS	TRIFFON, DORON	ISR
2	C/O	FEDOR, MICHAIL	ROU
3	2/O	ODZIC, DURICA	MNE
4	3/O	MICUNOVIC, ZELIKO	MNE
5	C/E	ZAN, ZALMAN	ISR
6	2/E	MILINOVIC, BRANKO	MNE
7	3/E	VUKMIROVIC, DALIBOR	MNE
8	E/E	VEIMAN, VALENTIN	ISR
9	BSN	MARCOS, DANILO	FIL
10	AB	CASTILLO, JASON	FIL
11	OS	SOTTO, NORMAN	FIL
12	WPR	MONCADA, ISRAELITO	FIL
13	CK	MARICEVIC, MIJODRAG	MNE
14	D/CD	CADENA, TROPIC	FIL
15	D/CD	DAVIDOV, ARKADIY	ISR



# Navigating Ahead - Issue 19



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