

Navigating Ahead - Issue 23



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 23

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Letter from the MD

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

These last months have shaken our world on all fronts; politically, strategically and on the human side. All the while when the shipping industry is changing its landscape by mergers, acquisitions, bankruptcies and consolidations. So many things happen every week in this big puzzle that I was prompted to reflect and think about where we, the Mastermind family, are today and what our should focus be.

Future strategy for MSM Group regarding Shipmanagement and Ship owning

We are specialised in “VALUE ADDED SERVICES” and differentiate from the main stream ship-owning and ship-management companies by concentrating on niche markets, which require special expertise, dedicated seafarers and vessels.

In main stream shipping business one can only compete by size and economy of scale, but not by specialised services, as we offer.

In our globalised shipping world, the intermodal transport model is widely dominating the trade. Cargo is regarded as just “one steel box” without any consideration at all what goods are inside the container. Special knowledge of the trade, legal papers and seamanship are reduced to a minimum. A ship-owner cannot add value to this type of shipping and must compete only on the monetary side.

Full container vessels are high-tech ships specialised to transport boxes only. They cannot be used for conventional cargoes. If the world trade slows down, container vessels are immediately laid up, because they cannot be utilized for other business. The time charter rates drop because of such oversupply. The time charter rates will only recover when the world economy recovers and new demand absorbs the lay-up tonnage.

MSM has recognised this long time ago and decided not to engage in main stream shipping but to diversify into special trades, which command vessels with certain special particulars/dimensions like draft (shallow ports), length (port with short piers or missing turning basin), cargo hold capacity (to get the vessel also with light cargoes down to the draft marks), speed/consumption (economic consumption is important at high fuel costs), double hull (to protect any kind of cargo from getting wet), box shape holds (to load big boxes).

Our vessels feature all these particulars, they are diversified and able to load ALL KIND OF DRY CARGOES efficiently and safe. We can reach even very small up-river due to the shallow draft.

Our globe is covered by 70% water. The 30% landmass has major ports, but the world's coastline is very long and we have huge distances between the main ports, where smaller ports are located. Large vessels can however not berth in the small ports. The cargo needs to be transshipped from the main ports to the small ports. MSM has designed the vessels especially for this redistribution business rather by sea than by road or railway.

We have developed our well-trained seafarers who can handle most difficult geopolitical matters in Africa and South America. We have become preferred carriers for blue ship cargo owners. We employ many European seafarers, with a lot of seagoing expertise, who train our Asian seamen well. Our seafarers operate the MSM ships with outstanding seamanship combined with a sound sense of commercial matters. The combination result in low running costs of the vessel and maximum utilisation for our customers.

Our strategy remains to be a most reliable, secured and efficient shipping company, offering privileged and quality services via the most talented employees and quality diversified vessels, trading in niche markets.

We plan to expand our specialised ship-management services with our present clients.

Current and future freight market

The Baltic Exchange main sea freight index, tracking rates for ships carrying dry bulk commodities, hit a more than two-year high before Easter supported by firmer shipping demand.

The overall index, which factors in rates for capesize, panamax, supramax and handysize shipping vessels, touched its lowest level in history in February 2016. This was the lowest point I have experienced in my 40 years shipping career. Interestingly it was also the lowest BDI ever recorded, considering the index was created in 1985.

The index recovered by 1,000 points and now at 1,300 points although most analysts have not predicted a rate recovery before 2018.

Letter from the MD -

BDI



New environmental regulations demand new and untested machinery for all newbuildings from now onwards. This new machinery is expensive and novel without proven reliability. Most owners will be reluctant to order such new type of machinery. For the time being, new ships will be ordered only for strategic reasons or against long-term contracts. The shipping banks are downsizing their portfolios, which will assist also to keep the orderbook slim for the next months.

When the freight rates recover we will see only a moderate increase of new orders in 2017 and onwards. Owners and operators will focus to acquire young second hand tonnage first with “old machinery” before they will place substantial numbers of new shipbuilding contracts to the shipyards.

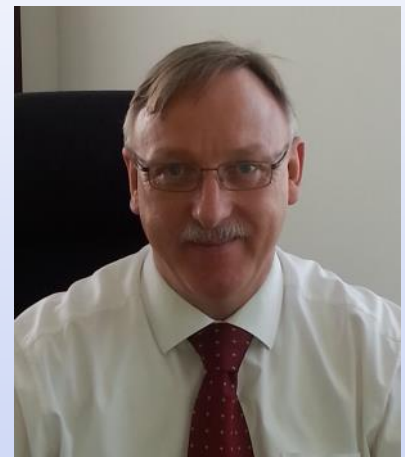
The MSM Fleet

Our fleet is diversified and targets a shipping segment of where the age distribution clearly shows 50% of the existing tonnage being older the 20years. There are almost zero newbuildings in the order books of the shipyards worldwide.

The today's healthy steel scrap price of 350 \$/mt will make owners to scrap ships at the 4th or 5th special survey, rather than to install the expensive ballast water treatment plants. We forecast a further fleet reduction in the MSM segments. This will assist to bring up the rates in the coming years.

Concluding, we saw in the last 16 years a full up and downward cycle. We are optimistic for our MSM fleet that above supply fundamentals, together with a general geopolitical stabilization in the world, will trigger sustainable rate increases.

Let us all “Navigate Ahead”, with brighter seafreights, safely into the festive Easter season to come.



Capt.
Eugen-Henning Adami

UBC STAVANGER VISIT TO CYPRUS

Almost all employees of MSM had the opportunity to visit our vessel MV UBC STAVANGER on her call at Vasiliko terminal here in Cyprus on the 5th April.

We arrived in the morning time and the crew was waiting for us at the gangway. We had a very warm welcome and after all the usual gangway formalities we were lead to Master's office. After a small discussion with the Master, 3rd Officer Perez, took us for a tour around the vessel.

First we went on the Bridge, where 3/O Perez explained in detail how all the systems are working onboard, what are the procedures for stand by and sailing of the vessel and for the navigation equipment. UBC Stavanger is in Cyprus discharging petcoke using cranes and grabs to the Vassiliko Cement Works Plant. It was very interesting for us to see the discharging operation first hand.

After that, we continued our tour down to the engine room which was amazing, as we do not have the chance to visit vessels very often. We were so impressed of the size of the engines and machineries. Everything was very clean and tidy, and the crew was happy to guide us and explain how the machinery works and answering any questions we had. Our colleague and Technical Superintendent Mr. Stefanos Dimitriou, described in more details how the machines are working on board the vessel, and what the crew are doing on daily basis.

After that, we went through the accommodation areas, such as galley, mess rooms and re-creation rooms. All very clean and tidy, which is of course highly necessary when so many people live together in small areas.

At the end of our tour, we saw Captain Petovic once more in his office, and after saluting the crew, we disembarked the vessel, to get back to our routine of the office.

It was really nice to meet this big lady and hopefully we will be able to welcome her soon again.

Many thanks to Captain Petovic and his crew, who despite being extremely busy, made us feel warmly welcomed onboard.

We wish you all the best on your continuous journey!

Christos Symeonides

Tech Admin



MV GOTEBORG—NEAR MISS OF PIRATE ATTACK

After twelve hours' transit in Lisbon airport, spent at Starbucks, I finally joined MV GOTEBORG at Sao Tome anchorage area. After the appropriate handover, we were underway to Lagos, Nigeria, on the way to new adventures in the vastness of the African continent coasts. She steamed smoothly, approximately 10knots for the next two days.

The day started off nice and all looked as another day onboard. I was just starting off my duty on the so called "quiet afternoon" watch on the 3rd of March, drinking my coffee and head full with plenty of plans and ideas for vessel maintenance, when I noticed a yellow spot on the port side radar which draw my attention. 2.1NM astern and a "fishing vessel" I said to myself, nothing too special, same course and speed as us but better to inform Captain just in case.

Situation remained the same for 15-20 minutes, then the boat suddenly started to increase speed and get closer.

All crew alerted over PA to assemble in the messroom and be ready for possible pirate attack.

Manual steering, altering to starboard for approximately 090 degrees but their boat did the same. This procedure was repeated a few times with no result of improvement or distance increasing.

At this point we decided to called the DPA for his permission to activate SSAS and to contact the Maritime Security Centre by phone and email which he approved and advised us to stay vigilant and calm as much as possible. All reporting was made as required and we stayed in close contact with the DPA.

Chasing continued for approximately 1.5 hours, but after a few more manoeuvrings they suddenly gave up, leaving us some space to breathe.

Needless to say, we were all quite frightened but crew reacted coherent and as a real team and we continued towards our destination with big precaution and alertness.

The shortest route was taken to in order to reach the Nigerian coastal waters and enter their safe zone in reach of their authorities.

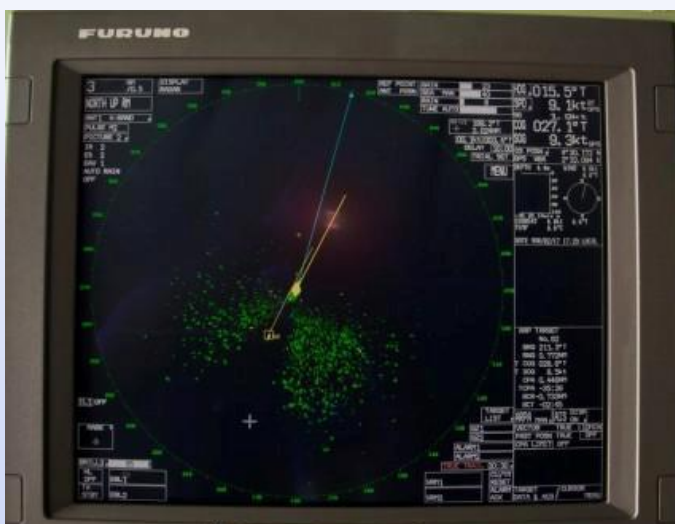
This was definitely an experience to remember and we hope it will not be repeated anytime soon!

Now, thinking back, it gives me a sense of appreciation for the important things and values that really matters:

My fellow colleagues onboard and to always put SAFETY AS A PRIORITY!

Below pictures of the suspicious boat, and the radar screen during the 'chase'.

With kind regards,
C/O Knezevic Nemanja

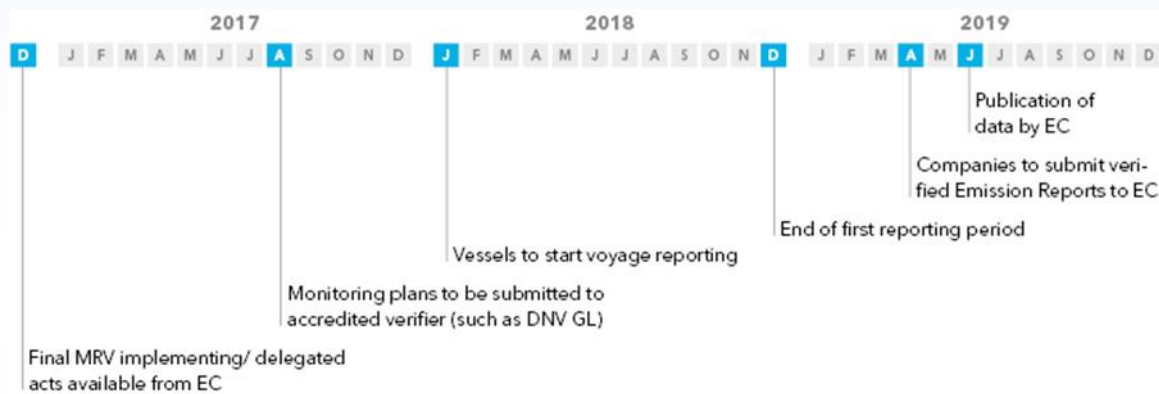


EU MRV REPORTING REGULATION

The MRV (Monitoring, Reporting and Verification) regulation aims to quantify and reduce CO₂ emissions from shipping and will create a new kind of benchmarking system in Europe. DNV GL has prepared an overview of how MRV will affect the maritime industry and what shipping companies need to do to achieve compliance.

The regulation in a nutshell

The European Commission (EC) is bringing emissions from shipping into its 2009 climate and energy package. MRV is designed to progressively integrate maritime emissions into the EU's policy for reducing domestic greenhouse gas emissions (EU regulation 2015/757). MRV requires ship owners and operators to annually monitor, report and verify CO₂ emissions for vessels larger than 5,000 GT and which call at any EU port. The results will be published on a regular basis. Entered into force on 1 July 2015, the regulation will become fully effective on 1 January 2018. Shipping companies will need to prepare a monitoring plan by 31 August 2017 at the latest for each of their ships that falls under the jurisdiction of the regulation. They will have to monitor and report the verified amount of CO₂ emitted by their vessels on voyages to, from and between EU ports and will also be required to provide information on energy efficiency parameters (see below). Data collection on a per-voyage basis will commence on 1 January 2018. Once the data is verified by a third-party organisation and sent to a central database, presumably managed by the European Maritime Safety Agency (EMSA), the aggregated ship emission and efficiency data will be published by the European Commission by 30 June 2019 and then every consecutive year.



Timeline:

- 31 August 2017 – Companies are to submit ship-specific monitoring plans to verifiers for approval
- 1 January 2018 – Per-voyage monitoring to start
- 30 April 2019 – Verified annual emission reports submitted to the EC
- 30 June 2019 – Emission data made publicly available by the EC

This cycle will then repeat for subsequent years.

Monitoring and reporting

Ship owners will have to monitor the following parameters on a per-voyage basis:

- Port of departure and port of arrival, including the date and hour of departure and arrival
- Amount and emission factor for each type of fuel consumed in total
- CO₂ emitted
- Distance travelled
- Time spent at sea
- Cargo carried
- Transport work

In addition to the companies reporting annually aggregated figures for the parameters, the data is to be used to calculate and report average energy efficiency.

EU MRV REPORTING REGULATION

The basis for the calculation of CO₂ emissions will be the fuel consumption for voyages starting or terminating at any EU port. Fuel consumption shall be determined and calculated using one of the following methods:

- Bunker Delivery Note (BDN) and periodic stock takes of fuel tanks
- Bunker fuel tank monitoring on board
- Flow meters for applicable combustion processes
- Direct CO₂ emission measurements

Verification

1 Accredited verifiers will have three key tasks:

1. To verify ship-specific monitoring plans (completeness, accuracy, relevance and conformity)
2. To verify that the annual ship-specific emission reports comply with the monitoring plans
3. To verify that the figures contained in the annual ship-specific emission reports are accurate

Presently, no companies have been granted accreditation, as criteria remain under development by the EC. DNV GL, along with other companies, is in the process of becoming an accredited verifier for the EU MRV regulation.

What about the IMO?

This spring the IMO agreed to implement a global system for fuel consumption data that will provide global CO₂ emissions data. Monitoring and reporting on a per-ship basis is expected to start on 1 January 2019. While detailed technical development is still ongoing, the system and the date of its entry into force is expected to be agreed to in October of this year. The IMO system has many similarities to the EU system and may trigger an EU review of the MRV regulation, conceivably leading to changes aimed at aligning the EU MRV with the IMO systems.

Source: DNVGL

Navigating Ahead

WHAT IS A NEAR MISS?

Near-miss is defined by the IMO as the sequential happenings that haven't resulted in loss and/or injury but has the risk to do so. Mentioned loss has been prevented by a fortunate break in the chain of events (*IMOMSC-MEPC.7/Circ.7,2008*). A near-miss can occur due to unsafe working conditions, unsafe work habits of the crewmembers onboard, improper use of equipment or use of malfunctioning equipment.

What are the benefits to reporting a Near Miss?

- ◆ Enable the company to pro-actively resolve hazards before an incident occurs
- ◆ Engages the seafarer in problem solving onboard
- ◆ Increases the notion of safety culture onboard
- ◆ Exposes valuable information that otherwise might not be apparent
- ◆ Teaches crewmembers to spot unsafe actions and conditions. This boosts safety awareness, which in turn affects the way crewmembers act
- ◆ It enables sharing of the lessons taking place. What is learned from a near miss can be prevented from happening in the future.

Source: Prevention at Sea Circular 02/2017



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ATLANTIC PENDANT			
1	MAS	MILOVIC, VLADIMIR	MNE
2	C/O	GLUSHKOV, SERGEY	RUS
3	2/O	IVANOVIC, DEJAN	MNE
4	3/O	MICKOVIC, GORAN	MNE
5	C/E	MAZURKIEVICZ, ROMUALD	POL
6	2/E	VUCKOVIC, FILIP	MNE
7	3/E	ARCISO, RYAN	FIL
8	E/E	TOMOVIC, DEJAN	MNE
9	FTR	REYES, FELIZARDO	FIL
10	BSN	PIALAGO, RANDY	FIL
11	AB	RIO, JAY-JAY	FIL
12	AB	NUNEZ, JASON	FIL
13	OS	DELOS REYES, JONATHAN	FIL
14	OLR	CATIMBANG, RICHARD	FIL
15	OLR	CAADAN, ROMNICKO	FIL
16	WPR	PETILUNA, JERIC	FIL
17	CK	QUERUBIN, PERCIVAL	FIL
18	MESS	AGAD, AVLIN	FIL
19	D/CD	LEAL, JEAN CARLO	FIL
20	D/CD	DINGDING, CHRISTIAN	FIL
21	E/CD	ANTONIO, CHRISTIAN A.	FIL
22	E/CD	PALIBON, ROMEL	FIL

AAL GLADSTONE			
1	MAS	KALDUNSKI, STANISLAW	POL
2	C/O	MARTELINO, DANIEL	FIL
3	2/O	GABRIEL, LOU	FIL
4	3/O	SAMSON, MARK M.	FIL
5	C/E	TISHKOV, IGOR	RUS
6	2/E	PEKIC, VUKASIN	MNE
7	3/E	BISENOV, ROMAN	RUS
8	E/E	PERISIC, MILOS	MNE
9	ELE/T	OMEGA, ANGELO	FIL
10	FTR	BIELINSKI, KAZIMIERZ	POL
11	E/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	GABONADO, LEONICIO	FIL
17	OLR	FERNANDEZ, JEREMY	FIL
18	OLR	DELOS REYES, PETER	FIL
19	CK	HERRERA, BERNABE	FIL
20	MESS	PATACIL, DOMINGO JR.	FIL
21	D/CD	DIEL, WINSTON	FIL
22	E/CD	SERQUINA, JIM C.	FIL



MSM CREW LISTS

UBC STOCKHOLM			
1	MAS	STYPULA, STANISLAW	POL
2	C/O	PADERNILLA, JAY	FIL
3	2/O	GUZMAN, DOMINIC	FIL
4	3/O	MICUNOVIC, ZELJKO	MNE
5	C/E	MULLER, RYSZARD	POL
6	2/E	TOLEDO, JOEL	FIL
7	3/E	ELEDIA, BERNIE	FIL
8	E/E	DUROVIC, SLOBODAN	MNE
9	FTR	ILLUSTRISIMO, ALEXANDER	FIL
10	E/TR	APALIS, JAYMAR P.	FIL
11	BSN	MARCOS, DANILO	FIL
12	AB	IJAO, SANDY	FIL
13	AB	ALANO, NELSON	FIL
14	OS	DE LA CRUZ, ROMEL	FIL
15	OLR	ELIJAN, JOSEPH	FIL
16	OLR	TUSOY, BENJAMIN	FIL
17	WPR	CASTILLANO, ADRIAN B.	FIL
18	CK	DUNO, ROGER	FIL
19	MESS	BERNARDO, VON R.	FIL
20	D/CD	REPAYO, MARK A.	FIL
21	D/CD	DELA CRUZ, JOEBERT	FIL
22	E/CD	CALIPES, REY	FIL

UBC STAVANGER			
1	MAS	PETOVIC, ZLATKO	MNE
2	C/O	KATURIC, DEJAN	MNE
3	2/O	KISEO, DENNIS	FIL
4	3/O	PEREZ, JOHN R.	FIL
5	C/E	JOVANOV, NIKOLA	MNE
6	2/E	KISHKOVICH, IGOR	RUS
7	3/E	SAINOVIC, DEJAN	MNE
8	E/E	PETROV, FRANE	HRV
9	FTR/TR	PEREZ, EBENIZER JR.	FIL
10	BSN	BETONIO, JOHNNY	FIL
11	AB	AVILES, SOHRAB	FIL
12	AB	UMIPIG, ERWIN	FIL
13	OS	BALMONTE, REAGEN	FIL
14	OLR	MOISES, ELMER	FIL
15	OLR	PALONPON, ELMER	FIL
16	WPR	AGPAWA, MICHAEL	FIL
17	CK	PLANDEZ, RICKSON	FIL
18	MESS	AMPLAYO, PREGIE	FIL
19	D/CD	BOLDO, EMMANUEL	FIL
20	D/CD	DUARTE, BIRCH E.	FIL
21	E/CD	PICAL, DIONESIO JR.	FILE

PACIFIC ACTION			
1	MAS	DONCIC, VLADAN	MNE
2	C/O	VUJOSEVIC, NEMANJA	MNE
3	2/O	UNKASEVIC, SIMO	MNE
4	3/O	DOKIC, ALIJA	MNE
5	C/E	DZIOBKOWSKI, WITOLD	POL
6	2/E	KARIC, DEJAN	MNE
7	3/E	LONCAREVIC, RISTO	MNE
8	E/E	PURLIJA, DORDIJE	MNE
9	FTR	METODA, RAYMOND	FIL
10	BSN	DE VILLA, NOEL	FIL
11	AB	OFTANA, JULIUS	FIL
12	AB	MANALO, JHON	FIL
13	OS	SILAO, VINCENT N.	FIL
14	OLR	BAUTISTA, EREC	FIL
15	WPR	DE GUIA, JOHNNY	FIL
16	CK	EBUNA, JUNEVEIL	FIL
17	MESS	ACERO, KRISTIAN	FIL
18	D/CD	VUCELIA, MILOS	MNE
19	D/CD	TINO, MELITON JR.	FIL
20	E/CD	TINDOY, IAN V.	FIL

ONEGO BORA			
1	MAS	NOVOSELOV, YURY	RUS
2	C/O	POPOVIC, DEJAN	MNE
3	2/O	VILLONES, PAUL	FIL
4	3/O	DASIC, MLADEN	MNE
5	C/E	SOSNIN, PAVEL	RUS
6	2/E	KRIVOKAPIC, RAJKO	MNE
7	3/E	MISAJON, DANIEL	FIL
8	E/E	MARKOVIC, VESELIN	MNE
9	FTR	SHARAFYEV, VADYM	UKR
10	BSN	CANLAS, ARNEL	FIL
11	AB	PUZON, JESSIE	FIL
12	AB	CERVANTES, NINO	FIL
13	OS	ORPILLA, RONALD	FIL
14	OLR	CEBALLO, KENNETH	FIL
15	WPR	GALIDO, ALEJANDRO	FIL
16	CK	WASYLEWICZ, ARKADIUSZ	POL
17	MESS	SINOGBA, DOMINIQUE	FIL
18	D/CD	CARANDANG, DENMARK	FIL
19	E/CD	CALINGASAN, RODNEY	FIL

ONEGO BURAN			
1	MAS	PLANINSEK, GORAZD	SVN
2	C/O	KRIVOKAPIC, VLADO	MNE
3	2/O	GOREMBALEM, FREZER	FIL
4	J/O	DURANOVIC, SRDAN	MNE
5	C/E	SUBERT, JOSIP	MNE
6	2/E	VULEVIC, DRAGAN	MNE
7	4/E	TAGUD, MARK J.	MNE
8	E/E	MATOVIC, VLATKO	MNE
9	FTR	GARCIA, JESSIE	FIL
10	BSN	MANDIC, BORISLAV	MNE
11	AB	VIRTUDAZO, MAURO JR.	FIL
12	AB	DUMANDAN, MARK S.	FIL
13	OS	DELA CRUZ, GLENN	FIL
14	OLR	CARO, JOHVEN D.	FIL
15	WPR	JUGAR, ARCHYDE R.	FIL
16	CK	MARICEVIC, STEFAN	MNE
17	MESS	VILLONES, WENIFREDO	FIL
18	D/CD	MOJARES, REEVE J.	FIL
19	E/CD	VERANO, VITAL J.	FIL

LIMASSOL			
1	MAS	ORLANDIC, RATKO	MNE
2	C/O	MAKOS, TADEUSZ	POL
3	2/O	PETROVIC-POLJAK ILIJA	MNE
4	C/E	LYULIK, VICTOR	RUS
5	2/E	MILINOVIC, BRANKO	MNE
6	4/E	VUCKOVIC, SRJDAN	MNE
7	FTR	YADAV, RAM P.	IND
8	FTR/TR	PEREZ, ELLIS B.	FIL
9	BSN	JOVER, ARIEL	FIL
10	AB	LIBRES, ROSO	FIL
11	AB	ASUAR, SILVESTRE	FIL
12	OS	LINO, RONALD A.	FIL
13	OLR	NONAN, NEIL	FIL
14	CK	ABINA, GREG	FIL
15	MESS	ESTOCAPIO, WARLITO	FIL
16	D/CD	PLAMENAC, MILO	FIL
17	E/CD	DOMINGO, RUSSEL	MNE
18	E/CD	LASTA, CEFROS	FIL

MSM CREW LISTS



GOTEBORG			
1	MAS	PRISTAVKIN, SERGEI	POL
2	C/O	KNEZEVIC, NEMANJA	MNE
3	2/O	WILCZYNSKI, MATEYSZ	POL
4	C/E	OJDANIC, IGOR	MNE
5	2/E	OTOYKOV, IGOR	RUS
6	4/E	CASANA, VICTOR	FIL
7	E/E	ARKHIPOV, OLEG	RUS
8	FTR	TEVES, JANZEN L.	FIL
9	BSN	DADAP, DENNIS	FIL
10	AB	SANICO, HERMELITO	FIL
11	AB	MATURAN, LITO	FIL
12	OS	TEMPLA, JAY D.	FIL
13	OLR	MORALES, JUNEL	FIL
14	OLR	NIERVES, SAMSON	FIL
15	CK	VUKOVIC, DAVOR	MNE
16	MESS	MANAPSAL, JAYROME	FIL
17	D/CD	AGUILA, RISHER	FIL
18	E/CD	MALASAGA, MIKE G.	FIL

FALKENBERG			
1	MAS	BERNASOL, JOEL	FIL
2	C/O	PIVTSAYKIN, MAKSIM	RUS
3	2/O	IRAN, BERTRAND	FIL
4	3/O	VRZIC, STEFAN	MNE
5	C/E	SPIRIDONOV, VASILY	RUS
6	2/E	IASTREBOV, ANDREI	RUS
7	3/E	GARCES, CHRISTOPHER	FIL
8	E/E	POPOVIC, MLADEN	MNE
9	FTR	ALMARIO, RON L.	FIL
10	BSN	VILLAHERMOSA, ALLAN	FIL
11	AB	DIZON, TORIBIO	FIL
12	AB	DEMORAL, RYAN	FIL
13	OS	SANTO ELI, ROGER	FIL
14	OLR	REVILLA, IAN	FIL
15	WPR	DE PEDRO, JOHN H.	FIL
16	CK	MABALON, LEOVEN	FIL
17	MESS	USMAN, DATU E.	FIL
18	D/CD	JOVANOVIC, SPASOJE	MNE
19	E/CD	MILITAR, MICHAEL	FIL

MSM CREW LISTS

MSM DOURO			
1	MAS	WAWRYCA, RYSZARD	POL
2	C/O	SOBISZ, KRZYSZTOF	POL
3	3/O	PATACSIL, LOUIE	FIL
4	C/E	IVANISEVIC, ZORAN	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 J.	FIL

MSM DOLORES			
1	MAS	JASZCZOLT, MICHAL	POL
2	C/O	ZIENTARA, WLODZIMIER	POL
3	2/O	CZAJA, TOMASZ	POL
4	C/E	RYABKO, PYOTR	RUS
5	E/E	ABLAZA, ANTONIO	FIL
6	AB	BLANCO, ARNOLD	FIL
7	AB	MINGO, JOSEPH	FIL
8	OS	LORILLA, RENZ K.	FIL
9	OLR	VERDEPRADO, ROCHIE	FIL
10	OLR	LEODONES, RALPH R.	FIL
11	CK	OLAGUER, MELBEN	MNE

MSM DON			
1	MAS	BALABUSIC, DAMIR	MNE
2	C/O	GAJEWSKI, KRZYSZTOF	POL
3	2/O	ILCEV, MARIJAN	MNE
4	C/E	SUS, TADEUSZ	POL
5	E/E	GRISHIN, SERGEY	RUS
6	AB	SALAMANCA, JESSIE	FIL
7	AB	JUMAPIT, EULOGIO JR.	FIL
8	OS	LEDESMA, FRANCIS	FIL
9	OLR	SEPE, EDWARD	FIL
10	WPR	MUNEZ, RICHAEAL	FIL
11	CK	LIM, RENE	FIL

ALSTERDIEP			
1	MAS	KIECA, MIROSLAW	POL
2	C/O	KRZAK, WIESLAW	POL
3	2/O	ADAMI, NIKOLAS	GER
4	C/E	GLEN, TOMASZ	POL
5	MM/ FTR	LIS, PIOTR	POL
6	AB	MANDEOYA, LEONER	FIL
7	AB	CASTILLO, JASON	FIL
8	OS	NAVAL, JHON L.	FIL
9	OLR	LIS, KACPER	FIL
10	CK	TABERNERO, RODEL	FIL

SAIKI			
1	MAS	VUKCEVIC, DRAGAN	MNE
2	C/O	DUARTE, CELESTINE	FIL
3	2/O	DELA CRUZ, MARK J.	FIL
4	C/E	DESIC, HAKIJA	MNE
5	2/E	DILAS, DRAGUTIN	MNE
6	4/E	RAMOS, FRANCIS	FIL
7	E/E	CALZADILLA LUGO, EDUARDO	VEN
8	BSN	LEDRES, JACOB	FIL
9	AB	SOTTO, NORMAN	FIL
10	AB	SOTO, RONNIE	FIL
11	OS	CADENA, TROPIC	FIL
12	OLR	PELIGRO, GRACIANO	FIL
13	OLR	BONTILAO, JHAMES	FIL
14	OLR	BENJAMIN, JORGE	FIL
15	CK	RONQUILLO, MARIO	FIL

NOFIT			
1	MAS	HADAR, ASSAF	ISR
2	C/O	TIKHONCHUK, FEDOR	ISR
3	2/O	TCHAHOVSKY, KONSTANTIN	ISR
4	3/O	SIEGEL, SHLOMO	ISR
5	C/E	BAZAK, HENRI	ISR
6	2/E	KISELEV, NIKOLAY	ISR
7	3/E	ZEFA, JOSIP	MNE
8	E/E	KRYCHEVSKY, YUKHYM	ISR
9	FTR	BIEREN, NICOLAS	FIL
10	BSN	CLARO, JOVITO	FIL
11	AB	GABISAN, DEXTER	FIL
12	OS	LIBADISOS, ARGIE	FIL
13	OS	GONZAGA, MICHAEL S.	FIL
14	WPR	BANAGA, FELIX B.	FIL
15	CK	POPESCU, CATALIN	ROU



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BLUE TUNE			
1	MAS	GORNEA, GABRIEL	ROU
2	C/O	RODIONOV, ROMAN	RUS
3	2/O	COJOCARU, FLORIAN	ROU
4	C/E	ANDRIULIONIS, ALGIRDAS	LTU
5	E/E	OLENIN, IVAN	RUS
6	AB	SURMION, JEFFREY	FIL
7	OS	BARROGA, BENJIE	FIL
8	OS	ASPA, EDGAR	FIL
9	WPR	PICARDAL, MACARIOLITO	FIL
10	CK	ALEGARBES, RAFAEL	FIL

BLUE NOTE			
1	MAS	STRELTISOV, ANDREY	RUS
2	C/O	GUSELNIKOV, ALEKSANDER	RUS
3	2/O	HALES, JONATHAN	IRI
4	C/E	LIPUNOV, VALERIJ	LTU
5	E/E	LAGIEWSKI, PIOTR	POL
6	AB	ARANDA, VICTOR B.	FIL
7	OS	NOVO, JOVELON L.	FIL
8	OS	LUBRIN, RAUL C.	FIL
9	OS	ALDAYA, MICHAEL	FIL
10	CK	ARTEMJEV, GEORGIJ	LTU

TRIPLE S			
1	MAS	KAZLOWSKI, ANTONI	POL
2	C/O	SUMILOVAS, ALEKSEJUS	LTU
3	2/O	DICHEV, YEVGEN	UKR
4	C/E	SHUMILOV, VICTOR	UKR
5	E/E	NIKOLENKO, SEMEN	UKR
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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