

Navigating Ahead - Issue 21



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 21

september 2016

Day of the Seafarer 25th June

This year, IMO's Day of the Seafarer campaign wants to celebrate seafarers and let the world know how and why seafarers are indispensable to everyone.

The campaign theme this year is: "At Sea For All".

The theme has a clear link with the 2016 World Maritime Day theme, "[Shipping: indispensable to the world](#)", emphasising that seafarers serve at sea not just for the shipping industry or for their own career purposes but for all of us – and, consequently, they are also "indispensable to the world".

IMO Secretary-General Kitack Lim said: "this year, on June 25th, the Day of the Seafarer, we are once again asking people everywhere to show their appreciation for the seafarers that quietly, mostly unnoticed, keep the wheels of the world in motion".

Here at MSM we celebrated the Day of the Seafarer by dressing up in our Blue clothing and so did our seafarer's as well. On page 11 you see greetings from us at the office and from our colleagues at sea.

In the spirit of the above themes we have asked our seafarer's and other business associates around the world why they think Shipping is indispensable to the world and why they find their jobs so attractive. We hope that you enjoy their interesting replies.



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Letter from the MD

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

As 2016 enters into the last quarter, the global economy is poised to record economic growth comparable to that of the recent years, but major challenges remain with regards to several individual economies, politics and massive social issues. The refugee/immigration crisis, the malignant influence of ISIS, the Brexit, and the rise of right-wing parties have all impacted economic growth and shipping ultimately too.

The European Union faces a range of political and economic pressures of its own, including slow growth and persistently high unemployment of mainly very young and elderly people.

The USA is navigating in uncharted waters with regards to the upcoming presidential election since both candidates seem to divide the nation in their values.

The United Nations seems to have limited powers left to end the suffering in Syria, while Russia, Turkey, USA and partly also the EU, position themselves for their best benefit when eventual peace returns.

Strong and respected EU Leaders would explain to people why, what and when the measures needed to be taken to get Europe back together in peace for growth. But the current lack of such leadership allows populist and nationalist political parties to foster strong Anti-EU and Eurosceptic sentiments. They are spreading nothing but fear and have absolutely nothing of substance to offer and yet they receive too many votes.

All the above makes the worldwide population to worry. Most people spend a bit less and hang on to their old gadgets a bit longer before new things are purchased. The prolonged low oil price caused the oil exploration to cool off globally while the world is still suffering from an oversupply of ships. The combination of all these factors is the explanation why ships are still not commanding fair charter rates, for their indispensable service they offer every day.

Only three weeks ago, September 7th, the world's largest container line, Hanjin, declared bankruptcy. A fact which underlines that shipping companies all over the globe runs short of liquidity. Only austerity and cost cutting will not be a sustainable solution alone. The shipping industry and the regulators should work collectively on systems allowing minimum charter rates.

On a positive note, 2016 has seen so far the lowest number of newbuilding contracts signed in decades. 2017 will mark the start of a reduction of the oversupply of ships in the market place. With peace in Syria, the ending of trade embargoes in Iran, Cuba, Russia and maybe Turkey/Cyprus, improved consumer spending worldwide will trigger a substantial increase of seaborne trade.

A possible recovery of all charter rates is now feasible and hopefully soon in reach.

Keep safe and Navigate Ahead.



Capt.
Eugen-Henning Adami

navigating ahead

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MSM DOURO @ WORK

I'm now more than four years with MSM and during this time MSM Don, Douro and Dolores under my command were traveling through three oceans and five continents. I have seen icebergs, 5days fog, waves up to 10m. I have shared and built my knowledge and experience with many people the last years.



At present I'm on MSM Douro and for the last two years we working under World Food Program (WFP) charter in Somalia. First of all I did not see any pirates but probably it's because we have a minimum of 12 soldiers onboard at all times (Serbs, Croatian or Lithuanian) - AVPD of EUNAVFOR EU Counter Piracy Operation ATALANTA. They are heavily equipped and nobody with any common sense would try to do anything. We feel safe but I do still remember my first journey to Somalia area: very anxious, family worried like I will go to war... but not any more. Risk always exists and it is a part of our job, sometime we need to achieve some mission to understand the value of knowledge and seafarer skills. Somalia and Yemen area trading is rather quiet mostly due to crew changes only every about 6-8weeks in Mombasa or Djibouti. Additionally not any of Somalia ports; Kisimayo, Mogadishu, Bosasso or Berbera can be used for travelling due to safety. Spares are also not available there and provisions are limited to fresh items only. Long preplanning is therefore usually not sufficient, we need to use our imagination to solve daily small problems .

We always remember that our problems are not so important and not so huge when meeting local people. Pictures like these describes without words why we are here.



We are carrying mainly food stuff in bags or cartons. Loading and discharge takes time and is mostly unpredictable, we have learnt to expect the unexpected. Loading in Mombasa, full cargo 5300mt, can take 7-14 days due to cargo documents not ready or to the rainy season. Loading and discharge is by man power mainly. 60 - 100 workers working day and night with outside temperatures +40°C in the shade, very tough job but this is how Somalia ports operates.



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MSM DOURO @ WORK

In the ports we can often see very old traditional vessels like 100 years ago. We can see how the world has changed as well as experiencing how big difference it is between Europe and the third world countries. Local people are proud and they do not like any help (maybe except cold water), they don't like if anyone take pictures when they are hard at work. Life has changed a lot within the last 100 years but I can see there is more social life and with more crew on board. They don't have nice facilities, air condition and they are working hard without good protection, vessels are without high standards for fire and safety but yet the people are smiling and looking relatively happy and healthy. We have lost something in the modern seafarer job in the west, and probably it will never back again. We have all the new technologies which has improved our safety and quality of job, but somehow it has taken away something of the "wild" from being a seafarer. Very soon it will be something to read about only in old books and looking at postcards.

Travelling all over the world, we get to see amazing places and people with different attitude for work, different cultures and traditions. It is still good to be a seafarer and to be able to work in places which many people will never see in their life, where TV reporters are not available and where nature is counting the rhythm of life.

**Best wishes from the "wild" Africa
Master Jaszczolt Michal and crew of MSM Douro.**

P.S. Besides all the daily routine, we do have the 'luxury' to relax and enjoy ourselves a bit too.



WHY IS SHIPPING INDISPENSIBLE TO THE WORLD?

E/CD FELIX BRYAN G. BAÑAGA

MV UBC STOCKHOLM



We are seafarers working onboard, not just to fulfil our own professional career advancement, but also to transport various items, commodities and components which are so vital to our daily lives all over the world. That is why seafarers and shipping are

indispensable to everyone on the planet. Without our efforts working together as a team, no voyage can ever be considered a success. Not only shipping industry depend upon us, but the wheels of the industry and world trade rely heavily upon our professionalism, expertise and commitment to keep the world trade moving.

I chose a career at sea, because we all know having a career like this is very hard but I feel it is the equivalent of being free. Wages are normally above than a similar profession ashore, opportunities to travel around the world which gives us the chance to experience interesting and unusual places. Also shipping is an ideal occupation for young people seeking something exciting and a career that is different. For me a ship is a unique job environment, working together onboard we often develop long lasting friendships with our colleagues and we have a stimulating life which is different to the experience of many people working ashore.

D/CD JOEBERT DELA CRUZ

MV UBC STOCKHOLM



Seafarers are the invisible workers of the global economy. They move goods around the world. There are currently hundreds of thousands of ships sailing the world's ocean and they are home to more than a million seafarers, that carrying 90 percent of world's trade by weight. Without the crucial work of

seafarers, our everyday life will be grounded to a halt. However, they play a very important role in the global economy, they are also the most vulnerable and most exploited of the global workforce though things have changed for better. A seafarer's life nowadays is much more safe compared to the past century, so that is why the "Day of the Seafarer" is important, to remind consumers and producers around the world about the significance of seafarers.

Shipping is indispensable to the world, because a ship can transport consumer products over oceans, lakes, through canals or along rivers and therefore contributing to the international trade and global economy.

I choose to become a seafarer because I want to help my family to earn money and it is also my dream since I was a kid. I like this job because I have the chance to visit other countries for free. For me it is a unique job where you meet daily new challenges and so it teaches you how to become an independent person and also how to collaborate with other people and make new friends. Even though we all know that seafaring is a hard and risky job we shouldn't think too much about the tough times we may face onboard and ashore. God bless.

D/CDT MICHAEL STEPHEN GONZAGA

MV UBC STOCKHOLM



Shipping is indispensable to the world because we can't transport products to other countries without a ship or a seafarer. For the past thousand years', people from around the world have been sending goods through sea ways. If it hadn't been for the seafarer and the shipping industry, the global trade would come to a standstill, people would be devoid of their basic necessities and some nations would find it extremely difficult to even survive. Also nowadays 90% of the world's food, fuel, raw material and manufactured goods are delivered by sea. The seafarer even sail through war zones and pirate areas to deliver cargo and supplies. Everything today is brought to them by ships.

Since I was a kid I dreamt of becoming a seafarer. I like also to help my family and luckily seafarers can earn good money. It is also like adventure for me, visiting countries I would never have seen. A career at sea is not for fainthearted people. For me it is very unique job and you have to be certain that you're an independent person and that you can deal with long periods away from home. It is also little bit risky job but if you love your job nothing is impossible. It's more fun to be a seafarer. I love my job. God bless.

WHY IS SHIPPING INDISPENSIBLE TO THE WORLD?

2/O JONATHAN HALES
MV BLUE NOTE



I have always had a passion for the sea and a keen sense of adventure from an early age. When I left school I wanted to do something different rather than work at a 9 to 5 office job. There are great travel opportunities with the possibility to experience many interesting places. I enjoy working in a team environment with people from different cultural backgrounds. You form great friendships along the way with fellow shipmates and co-workers. There is a good opportunity to gain experience and qualifications that are also transferrable to other shore based industries. I like having a considerable amount of responsibility and learning valuable leadership skills. Each contract also brings its own unique set of challenges and learning to adapt to challenging work environments is something I enjoy.

Shipping plays a vital role in International Trade as well as providing a link between continents separated by vast ocean. Countries and their economies are dependent on shipping for their very existence. With over 90% of the worlds cargo transported by sea, shipping is undoubtedly indispensable to the world.

-Why do you think 'Shipping is indispensable to the world'?

Ships have always been the global lifeline and without trade on such a scale, modern civilization as we know it would have never come to be.

Ocean-going vessels still have no equal as to the sheer volume of cargo movement.

Seafarers who risk all unnoticed, are the prime element and no existing technology as yet can effectively provide due diligence in the transport of goods.

Shipping and seafarers are truly indispensable to the world.

-What keeps you interested and happy in your job?

Seeing former cadets and students, friends and colleagues moving forward in their careers, and working with talented, genuine people.

Having the opportunity to work in the industry and seeing it evolve is very interesting.



Mr Raymond Cordova
Lydiamar Manila

Vostok Crew Services—Shipping is indispensable to the world because...

Nowadays shipping still plays a very important role in the sphere of cargo transportation. Being one of the biggest business industry, it makes a significant impact on the world economy.

No doubt, shipping can offer the world a lot of outstanding advantages!

Firstly, in comparison with airplanes, vessels provides a safer way of cargo carrying although slower. Secondly, comparing with railway industry, shipping is way better: a big ship transports much more amount of cargo then even the biggest train in the whole world! Not speaking about the fact that the biggest train cannot deliver its cargo through, for example, Pacific Ocean.

Finally, people profit from shipping not only economically but also socially. Working in mixed crews enriches the seafarers experience as well as extends their circle of friends worldwide. On mentioning the above arguments, I am sure that no one still has any doubts about the formidable fact: contemporary business society cannot do without shipping!

What keeps me interested and happy in my job?

Working in a crewing agency is really a challenge but also a great source of inspiration. Firstly, you should always do your best for making the cooperation between shipping companies and seafarers in the most effective way, you should be very attentive and accurate not to lose sight of any smallest detail. Secondly, you have a wonderful opportunity to give a helping hand to seafarers, to provide them with even moral support that makes our lives full of sense and satisfaction.

Capt. Sergey Ignatev

WHY IS SHIPPING INDISPENSIBLE TO THE WORLD?

PoolCarrier Team—Shipping is indispensable to the world because...

Of course it is, by all means of vessels, sailed by skilful crews and well educated masters and officers, the one and only link to feed an ever growing population in this peculiar world. Whether it is rice, wheat and sugar for a starving world or brewing barley for thirsty souls, steel and cement to built houses and cities, energy in forms of oil/gas/coal to produce and provide warmth, wealth and comfort for humankind or even more so any kind of consumers goods stuffed in containers, be sure it has been transported by highly skilled seafarers on highly sophisticated and specialized vessels over each and every ocean. After all more than 2/3rds of the world's surface consists of water and shipping is for sure the most economical and ecological way of transport in a world with an ever growing respect and conscience to the environment.

What keeps us interested and happy in our job?

There are equally many frustrating and interesting sides of this job. Bad markets always seem to last longer than the good ones.

However, put on a scale, the interesting aspects may still dominate the general impression. Speaking for ourselves, even after more than 40 years in this business, not a single day equals the one before and we have the pleasure of learning something new every day . Therefore shipping never gets boring even if you fix the same vessel for the same run 10 times, every day is a new challenge with wind and waves and new port situations involved. Some people say, that's the reason why most of the ships have female names.

Shipping is connecting people worldwide since many years. Of course, one of the most exiting aspect of this job is the absolute pleasure to deal with human beings, whether on-board or ashore. Shipowning companies, grain houses, any kind of industry, traders, brokers, agents, stevedores, bankers, captains & seafarers, we all work hand in hand in order to satisfy other peoples needs.

Regular meetings with colleagues in the industry, at home and abroad, as well as regular visits on-board the vessels and a fair bit of travelling broadens everybody's mind and helps to turn the shipping community to citizens of the world, breaking down the walls of prejudice that still seems to govern at least some parts of this world. The shipping industry is the face of globalisation. Think global, trade global, just be global!

With the establishment of fast communication systems, everybody working in/with the shipping industry has a 24/7 job, with quick decision times and full awareness throughout the day. So definitely it is not a job for bureaucrats and slow thinkers.

After all, we have learned, that working in shipping we never have problems, but love to tackle challenges to make ends meet.

All the best from Your Pool-Carriers-Team in Hamburg



Front row: Danika Corleis, Susanne Winkler, Kathrin Hössermann
Back row: Andreas Schäning, Sven Kammin

DOES YOUR VDR WORK?

This safety alert reminds vessel owners and operators to periodically validate the proper operation of their vessel's **Voyage Data Recorder (VDR)**.

Annual certifications performed by equipment technicians in accordance with international Safety of Life at Sea (SOLAS) requirements may not be enough to ensure your best interests are met.

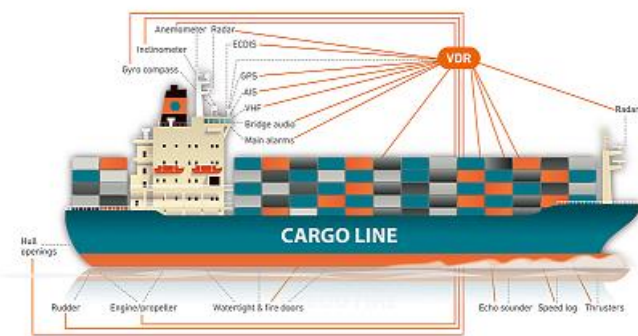
Initial system testing may also be inadequate to detect installation and operational deficiencies. VDR data is extremely important to marine investigators during accident reconstruction. However, it can also be highly valuable to vessel owners and operators.

Following an accident, VDR data can assist owners and operators evaluate the performance of shipboard personnel and vessel equipment, while also helping to determine causal factors related to an incident. This information can be essential for resolving damage claims arising from an accident.

Periodic reviews of VDR data can also help detect unsafe practices and equipment problems before a marine casualty occurs. Investigations into several recent groundings in the Pacific Northwest have revealed that the VDR equipment was not operating properly and not configured in accordance with SOLAS requirements.

In one instance, over sixteen inputs were not recorded, likely due to improper initial programming of the unit. In another incident, personnel had difficulty accessing the information, possibly due to changes in a computer operating system. Although the data was eventually extracted, critical radar information was not captured.

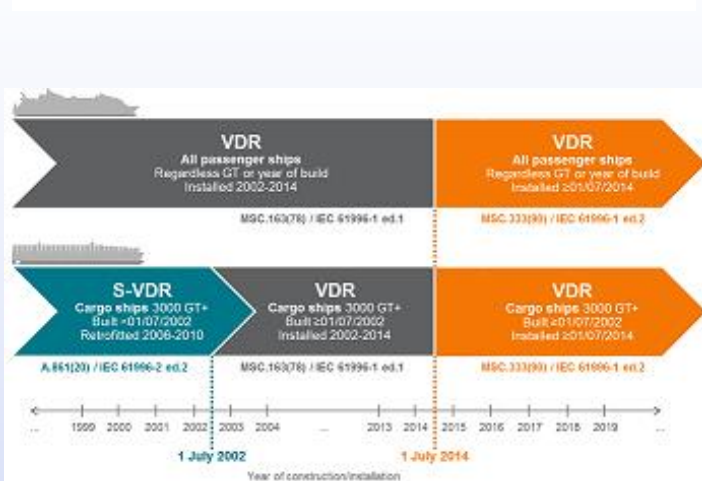
Other areas of concern established by casualty investigations over the years point to insufficient deck officer knowledge about the operation of the VDR and most importantly the method to capture the data immediately after an incident.



If an owner or operator is uncertain about the functionality of a vessel's VDR, now might be the time to validate its performance. Because of these recent incidents it is strongly recommended that owners and operators of vessels equipped with VDRs take the following actions:

1. Ensure Deck Officers understand VDR operation and know how to initiate the "Save Data" function immediately after an incident
2. Employ a qualified service engineer to perform line-by-line functionality validation of all the required inputs, their storage, data coverage timeframe, and ability of this data to be properly played back with the appropriate equipment, operating systems and software available. The line-by-line validation of VDR inputs, data storage and quality of data may be achieved through a download of the data, analysis, and playback on appropriate equipment. The service provider should also check and inspect all batteries, enclosures, location aid devices, and power supplies with their associated alarms in accordance with manufacturer instructions
3. Implement a company policy to periodically test the VDR (in addition to the required annual certification) to ensure complete operation of the system
4. Incorporate the above recommendations in the vessel's Safety Management System and maintenance record keeping systems

This safety alert is provided for informational purpose only and does not relieve any domestic or international safety, operational or material requirements.



IMO SEAFARER DAY 25th JUNE



MV UBC Stavanger



MV Limassol



MV Alsterdiep



MV MSM Don



MV MSM Douro



MV UBC Stockholm



A
BIG THANK YOU
TO ALL OUR SEAFARERS !!!

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Christiana Efstratiou - Crewing Officer



I feel very honoured to be writing in the MSM Newsletter. My name is Christiana Efstratiou, 33, and joined MSM team in January, as a crewing assistant.

Currently I am dealing with 7 vessels, covering all crew related issues. At the same time, I am a mother of 2 children, a girl aged 11 and a boy aged 4, who aspires one day to be a Captain.

My hobbies are acting, singing and events planning. I usually attend voluntarily at several charity events.

In the past I have worked with other shipping Companies, within the Accounts and Crewing departments.

What I really like with Mastermind is the good cooperation between the company and the crew, as well as the human centered policy of the company.

Marios Thyrotos - IT Officer

Greetings from Cyprus!

Some of the masters, officers and/or electricians already know me as we have frequent communication on IT and satellite communication matters. For the rest, since April 2016, I am the new IT Officer of MSM.

I have been working in the Maritime field for the past 5 years as Technical Engineer of satellite communication systems, specialized on FBB (Fleet broadband) systems, but have been working with all aspects of Vessel IT & communications, crew welfare, email systems and networking.

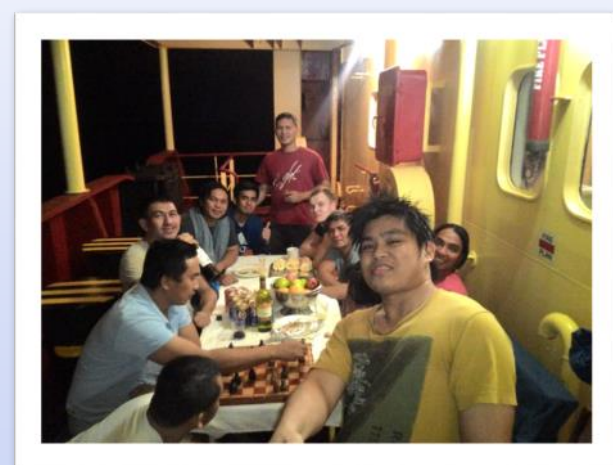
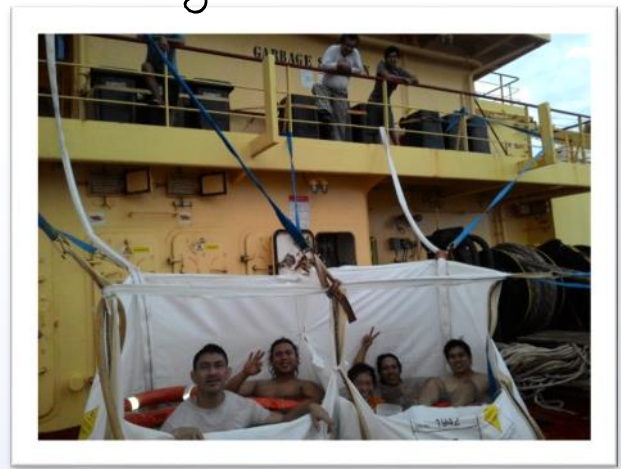
As an IT Officer @ MSM, I'm responsible of all IT issues in the office as well as on all our vessels including their satellite communications.

Sail Safe & Keep in touch!



navigating ahead

Crew on Atlantic Pendant says hello!



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ATLANTIC PENDANT			
1	MAS	STYPULA, STANISLAW	POL
2	C/O	BELOVIC, KOLJA	BIH
3	2/O	UNCASEVIC, SIMO	MNE
4	3/O	VALMORES, PHILIP	FIL
5	C/E	MEMEDOVIC, MILOS	MNE
6	2/E	PEKIC, VUKASIN	MNE
7	3/E	SAINOVIC, DEJAN	MNE
8	E/E	MONTECILLO, DEXTER	FIL
9	FTR	METODA, RAYMOND	FIL
10	BSN	JOVER, DENNIS	FIL
11	AB	MANUEL, JOHN P.	FIL
12	AB	MINGO, JOSEPH	FIL
13	OS	DELOS REYES, JONATHAN	FIL
14	OLR	COSTARES, RICO	FIL
15	OLR	CAADAN, ROMNICKO	FIL
16	WPR	GALIDO, ALEJANDRO	FIL
17	CK	MAGDAEL, VICENTE	FIL
18	MESS	PATACIL, DOMINGO	FIL
19	D/CD	DELACRUZ, ROMEL	FIL
20	D/CD	PETROV, DENIS	RUS
21	E/CD	DE GUIA, JOHNNY	FIL
22	E/CD	JACOBRE, JAYSON	FIL

AAL GLADSTONE			
1	MAS	BLAGOVESCHENSKY, ALEXANDR	RUS
2	C/O	VUJOSEVIC, NEMANJA	MNE
3	2/O	DOLANAS, MICHAEL	FIL
4	3/O	DESIC, ADNAN	MNE
5	C/E	VAKULSKIJ, SERGEJ	LTU
6	2/E	GABRINO, STANLEY	FIL
7	3/E	RALEVIC, PETAR	MNE
8	E/E	TOMOVIC, DEJAN	MNE
9	E/T	OMEGA, ANGELO	FIL
10	FTR	ILLUSTRISIMO, ALEXANDER	FIL
11	BSN	EVANOSO, RYAN	FIL
12	AB	CAGAS, JHON R.	FIL
13	AB	SAGA, ARNIE	FIL
14	OS	ASTILLERO, RAMEL	FIL
15	OLR	SAMSON, NIERVES	FIL
16	OLR	GOMEZ, ELCANO	FIL
17	OLR	CATIMBANG, RICHARD	FIL
18	CK	WASYLEWICZ, ARKADIUSZ	POL
19	MESS	ENCARNACION, VANNE L.	FIL
20	D/CD	BALMONTE, REAGEN	FIL
21	E/CD	AGPAW, MICHAEL	FIL



MSM CREW LISTS

UBC STOCKHOLM			
1	MAS	SKOWRON, ZBIGNIEW	POL
2	C/O	MALJEVIC, IVICA	MNE
3	2/O	IVANOVIC, DEJAN	MNE
4	3/O	ESPIRITU, RUSTAN	FIL
5	C/E	JOVANOV, NIKOLA	MNE
6	2/E	DANSHYN, OLEKSANDR	RUS
7	3/E	DINGAL, NATHANIEL	FIL
8	E/E	PERISIC, MILOS	MNE
9	FTR	PALMON, CRISALDO	FIL
10	BSN	ROJAS, GADIEIL	FIL
11	AB	IJAO, SANDY	FIL
12	AB	DEMORAL, RYAN	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	GONZAGA, MICHAEL	FIL
20	D/CD	DELA CRUZ, JOEBERT	FIL
21	E/CD	BANAGA, FELIX	FIL

PACIFIC ACTION			
1	MAS	POZNIAK, CEZARY	POL
2	C/O	GLUSHKOV, SERGEY	RUS
3	2/O	VALIENTE, EFREN	FIL
4	3/O	MICUNOVIC, ZELJKO	MNE
5	C/E	GOMAS, EDVARDAS	LTU
6	2/E	KRYMLOV, VITALII	UKR
7	3/E	LALEVIC, ZORAN	MNE
8	E/E	PETROV, FRANE	HRV
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	LAZAREVIC, SVETOZAR	MNE
19	D/CD	TINO, MELITON JR.	FIL
20	E/CD	TINDOY, IAN V.	FIL

UBC STAVANGER			
1	MAS	CREPULJA, SLADAN	MNE
2	C/O	POPOVIC, RATKO	MNE
3	2/O	GLORIA, RON M.	FIL
4	3/O	DELA CRUZ, MARK J.	FIL
5	C/E	RADOICIC, RODOLIUB	MNE
6	2/E	TOLEDO, JOEL	FIL
7	3/E	ABAO, IRENITO	FIL
8	E/E	PAVLICIC, ALEKSANDAR	SRB
9	FTR	LAGARDE, FERMIN	FIL
10	BSN	CANLAS, ARNEL	FIL
11	AB	CERVANTES, NINO	FIL
12	AB	ASUAR, SILVESTER JR.	FIL
13	OS	CABALLERO, ALLAN	FIL
14	OLR	DELMUNDO, RONIEMAR	FIL
15	OLR	ROSETE, RONNIE	FIL
16	WPR	GEOLINA, JAINOMER	FIL
17	CK	BEJM, GRZEGORZ	POL
18	MESS	VALIENTE, GARY	FIL
19	D/CD	KUZMIN, SEMEN	RUS
20	D/CD	KOJASEVIC, IRAN	MNE

ONEGO BORA			
1	MAS	TYBLEWSKI, JERZY	POL
2	C/O	POPOVIC, DEJAN	MNE
3	2/O	KISEO, DENNIS	FIL
4	J/O	LAVROVIC, ALMIR	MNE
5	C/E	SOSNIN, PAVEL	RUS
6	2/E	SHITOV, SERGEY	RUS
7	E/E	MARKOVIC, VESELIN	MNE
8	FTR	NABALAN, LORENZO	FIL
9	BSN	LEDRES, JACOB	FIL
10	AB	PICAL, JOELITO	FIL
11	AB	GENIZERA, MARCELINO	FIL
12	OS	ORPILLA, RONALD	FIL
13	OLR	LORENZO, MICHAEL J.	FIL
14	WPR	NISNISAN, GLENN R.	FIL
15	CK	PASCUA, MARK A.	FIL
16	MESS	BERNARDO, RYAN	FIL
17	D/CD	LEDRES, BRYAN	FIL
18	E/CD	PLAMENAC, VESELIN	FIL

LIMASSOL			
1	MAS	PLANINSEK, GORAZD	SVN
2	C/O	ILCEV, IVAN	SRB
3	2/O	HERRERA, MARIANITO	FIL
4	J/O	SAMSON, MARK M.	FIL
5	C/E	PLAMENAC, ZELJKO	MNE
6	2/E	VUJOSEVIC, GORAN	MNE
7	4/E	COYOCA, JOEL	FIL
8	E/E	ARKHIPOV, OLEG	RUS
9	FTR	FRANCISCO, RONALD	FIL
10	BSN	DADAP, DENNIS	FIL
11	AB	LIBRES, ROSO	FIL
12	AB	VIRTUDAZO, MAURO	FIL
13	OS	MANLAPIG, PAUL	FIL
14	OLR	MONCADA, ISRAELITO	FIL
15	CK	RONQUILLO, MARIO	FIL
16	MESS	CELADA, ANTHONY	FIL
17	D/CD	ISHALEV, ANDREI	RUS
18	E/CD	PAREJA, PAUL D.	FIL
19	E/CD	CARAO, JOHN N.	FIL

ONEGO BURAN			
1	MAS	MATKOVIC, ZDRAVKO	MNE
2	C/O	DZIECIATOWSKI, JERZY	POL
3	2/O	GOREMBALEM, FREZER	FIL
4	3/O	KNEZEVIC, NEMANJA	MNE
5	C/E	OJDANIC, ZELJKO	MNE
6	2/E	OTOYKOV, IGOR	MNE
7	3/E	DERETIC, PETAR	MNE
8	E/E	ZVICER, MILORAD	MNE
9	FTR	TEVES, JANZEN	FIL
10	BSN	DE GUZMAN, BENNY	FIL
11	AB	LEGUAN, GIL	FIL
12	AB	DUMANDAN, MARK S.	FIL
13	OS	DELA CRUZ, GLENN	FIL
14	OLR	VERDEPRADO, ROCHIE	FIL
15	WPR	OSORIO, WINSTON	FIL
16	CK	QUERUBIN, PERCIVAL	FIL
17	MESS	ROSETE, MICHAEL	FIL
18	D/CD	CATUBIC, JUVY	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	BANTACULO, ARNOLD	FIL
12	AB	NAVARRO, GILBERT	FIL
13	OS	OCAMPO, PETER	FIL
14	OLR	CARGASON, JUNE	FIL
15	OLR	SEPE, EDWARD	FIL
16	CK	VUKOVIC, DAVOR	MNE
17	MESS	TIBUS, JONEL	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	IRAN, BERTRAND	FIL
4	3/O	PABINGWIT, ERIC	FIL
5	C/E	SERKOV, GENNADY	RUS
6	2/E	KUZNETCOV, SERGEI	RUS
7	3/E	ZEFA, JOSIP	MNE
8	E/E	CICHOCKI, MIROSLAW	POL
9	FTR	ALMARIO, RON L.	FIL
10	BSN	VILLAHERMOSA, ALLAN	FIL
11	AB	YTAC, ANSELMO	FIL
12	AB	MATCHICA, CHRISTOPHER	FIL
13	OS	SANTO ELI, ROGER	FIL
14	OLR	SALVADOR, CHRISTIAN	FIL
15	WPR	MINOZA, JOVEN	FIL
16	CK	EBUNA, JUNEVEIL	FIL
17	MESS	MABALON, LEOVEN	FIL
18	D/CD	KNEZEVIC, MILOS	MNE
19	E/CD	MORINA, NOVAK	MNE



MSM CREW LISTS

MSM DOURO			
1	MAS	JASZCZOLT, MICHAL	POL
2	C/O	GAJEWSKI, KRZYSZTOF	POL
3	3/O	MALFARTA, MARK J.	FIL
4	C/E	MADRIAGA, EDGARDO	FIL
5	E/E	WALCZAK, ANDRZEJ	POL
6	AB	PALER, BRIAN	FIL
7	AB	JUMAPIT, EULOGIO	FIL
8	OS	CASING, JOEFFERSON	FIL
9	OLR	RAMOS, FRANCIS	FIL
10	OLR	MORALES, JUNEL	FIL
11	CK	PABLO, SAH	FIL

MSM DOLORES			
1	MAS	KASATOV, VADIM	RUS
2	C/O	BARCZEWSKI, MAREK	POL
3	2/O	ODZIC, DURICA	MNE
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	ROLDAN, LORETO	FIL
10	OLR	MARTINEZ, BARTOLOME	FIL
11	CK	MARICEVIC, MIJODRAG	MNE

MSM DON			
1	MAS	BALABUSIC, DAMIR	MNE
2	C/O	OSINSKI, JAN	POL
3	2/O	ADAMI, NIKOLAS	GER
4	C/E	GLEN, TOMASZ	POL
5	E/E	BALABUSIC, GORAN	MNE
6	AB	SALAMANCA, JESSIE	FIL
7	AB	LEMERY, JERSON	FIL
8	OS	PUZON, JESSIE	FIL
9	OLR	SENADOR, JOEMAR	FIL
10	WPR	MUNEZ, RICHAEAL	FIL
11	CK	LIM, RENE	FIL

ALSTERDIEP			
1	MAS	KIECA, MIROSLAW	POL
2	C/O	MASLOV, MIKAHIL	RUS
3	2/O	MAJADUCON, RENAN	FIL
4	C/E	DORDEVIC, MIHAILO	MNE
5	MM/ FTR	LIS, PIOTR	POL
6	AB	MANDEOYA, LEONER	FIL
7	AB	OFENDOREYES, FRANCISCO	FIL
8	OS	CASINILLO, JESSIE	FIL
9	OLR	SARABIA, MARIANO	FIL
10	CK	TABERNERO, RODEL	FIL

NICA I			
1	MAS	VUKCEVIC, DRAGAN	MNE
2	C/O	PERAS, VLADIMIR	MNE
3	2/O	PEROVIC, SLOBODAN	MNE
4	C/E	PURIS, OJARS	LVA
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	BAUTISTA, EREC	FIL
13	OLR	BONTILAO, JHAMES	FIL
14	OLR	FERNANDEZ, JEREMY	FIL
15	CK	YAMAT, EDWIN	FIL

NOFIT			
1	MAS	HADAR, ASSAF	ISR
2	C/O	LEVIN, MICHAEL	ISR
3	2/O	PETROVIC-POLJAK, ILIJA	MNE
4	3/O	VOLCHKIN, EUGENE	ISR
5	C/E	ELIMOR, IGAL	ISR
6	2/E	KISELEV, NIKOLAY	ISR
7	3/E	BISENOV, ROMAN	RUS
8	E/E	SEVASTYANOV, MIKHAIL	ISR
9	FTR	BIEREN, NICOLAS	FIL
10	BSN	MARCOS, DANILO	FIL
11	AB	GABISAN, DEXTER	FIL
12	OS	LIBADISOS, ARGIE	FIL
13	CK	ABUCAYAN, ADONIS	FIL
14	D/CD	LAROZA, RALS J.	FIL
15	D/CD	BAZIZ, YAIR	ISR



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MSM CREW LISTS

BLUE TUNE			
1	MAS	GORNEA, GABRIEL	ROU
2	C/O	KASATKIN, VO- LODYMYR	UKR
3	2/O	RODIONOV, ROMAN	RUS
4	C/E	LUBYS, STASYS	LTU
5	E/E	OLENIN, IVAN	RUS
6	AB	SURMION, JEFFREY	FIL
7	OS	REZARO, KENEDY	FIL
8	OS	ASPA, EDGAR	FIL
9	WPR	TERCIAS, ROMER	FIL
10	CK	CARRASCO, MARIO S.	FIL

BLUE NOTE			
1	MAS	MATVIJENKO, NIKOLAJ	LTU
2	C/O	KUPTSOV, VLADIMIR	RUS
3	2/O	KOROTKOV, ROMAN	UKR
4	C/E	SHUMILOV, VICTOR	RUS
5	E/E	BONDAREV, SERGEJ	LTU
6	AB	PINO, ARNIL	FIL
7	OS	NOVO, JOVELON L.	FIL
8	OS	PINO, GREGORIO	FIL
9	WPR	NEQUIA, GLENN	FIL
10	CK	ESPIRITU, CARMELO S.	FIL

TRIPLE S			
1	MAS	STRELTSOV, ANDREY	RUS
2	C/O	SUMILOVAS, ALEKSEJUS	LTU
3	2/O	BUDKO, VADYM	UKR
4	C/E	TSYBIN, IGOR	UKR
5	E/E	SHOROKHOV, DMITRII	RUS
6	AB	CARINO, SELVINO	FIL
7	OS	ERAMIS, JOERYN	FIL
8	OS	ANGUSTO, LUCITO B.	FIL
9	WPR	PICARDAL, MACARIOLITO	FIL
10	CK	BORJA, CESAR S.	FIL



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