

Navigating Ahead - Issue 24



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 24

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Photo: C/O Nemanja Knezevic

Inside this issue:

LETTER FROM THE MD	2-3
HAPPY HOUSEKEEPING	4
ADOPT A SHIP—PACIFIC ACTION	5
FLEET ZERO RUST POLICY	6-7
MSM CREW LIST	8-11



**DAY OF THE
SEAFARER**
—25 JUNE—

Letter from the MD

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

On the 25th of June we celebrate the “Day of the Seafarer”, which gives me the opportunity to remind our readers how fascinating and great our shipping industry actually is, while stressing the indispensable service seafarers deliver every single day. People from around the world have been trading and sending goods by sea for the past thousands of years.

Did you know that the clothes we wear, the food we eat, the cars, busses and trains we ride, the smart phones we use have been loaded on a vessel 2-3 times before we bought them?

First as raw materials on a bulker and/or tanker vessel. A second time on a coaster, on the way from semi-finished production site to the final assembly. A third time to the closest where we live.

Without ships we would be without many things we take for granted today. Our apartments would be without the nice looking Italian furniture and our kitchens without the practical electrical appliances. We wouldn't have electricity to run air conditions and we wouldn't be able to enjoy angus beef from Australia.

And how about that nice tasty coffee which you would surely miss when the coffee beans couldn't be transported from Africa on our ships.

Almost everything today we use daily is brought to us by ships.

The shipping industry, is however “invisible” to many, but so crucial to our existence and the global economy, yet very few people have any idea what happens at sea. It is an industry which is secretive and fascinating at the same time.

As vital as the industry is to the world and its people, equally important is the work of the brave seafarers who performs one of the toughest jobs in the world by sailing through the roughest seas and riskiest areas.

If it hadn't been for our seamen, the global trade would come to a standstill, we would be devoid of our basic necessities, and some nations would find it extremely difficult to even survive.

The worldwide family of seafarers comprise of approx. 1,6mio people, not much when we consider they serve close to 7billions of people every single day.

Wrongfully seafarers are one of those neglected professionals, which often go unnoticed. Not only by international organisations but also by their own countries.

Up until 9/11 things were different, ships and port were tourist attractions and school children visited ships to learn about transportation and the life of seamen. But after 9/11, ships and seamen are ‘locked away’ behind fences for security reasons.

Another reason is that the port industry became so efficient that deep-water ports were built far from the cities in areas of little population.

I want to take the opportunity to remind you about the 10 key facts we should always have in mind.

- 1,6mio seafarers safeguard 90% of all goods that are transported world-wide.

- 50.000 ocean going ships (twice as much as the world has planes) deliver all the goods we need. Less than 0.0001% is spilled in the sea.

- A ship is the most environmental friendly way to transport goods. A ship emits much less CO2 than a plane, truck or train.

- The sea freight for a container from far east to Europe is cheaper than to drive the very same container by truck from Hamburg to Berlin.

- Seafarers sacrifice their social life for others having a good time. A seafarer spends more time at sea than with the family at home.

- Seafarers are well educated. It takes a minimum of 10 years to become a captain.

- 100.000 seafarers are sailing every day in waters were pirates are active. Seafarers and entire vessels are taken frequently hostage, with the press not even mentioning it.

- Ships have often a crew of not more than 20 seafarers. But they rescue often hundreds of migrants from the seas.

- Ships are big. The trucks and trailers needed to serve a 20.000TEU container vessel will form a que of 200km.

- Seafarers and ships meet waves up to 30m.

- Seafarers are at high risk of criminalisation.

Every day, somewhere on this planet, a seafarer faces exploitation, abuse and corruption. Many seafarers have been criminalised and/or abandoned. Several of them find themselves imprisoned with no money, no supplies and no way to get justice. In certain maritime accidents, especially those involving oil pollution, seafarers are highly vulnerable.

Letter from the MD

Sometimes seafarers have been wrongly accused and sentenced with punishments beyond any fair comparison to similar violations onshore. The number of such incidents are on the rise because of the increase in stringent laws around the world and the general public belief.

Despite the sometimes grave injustice and ill-treatment, seafarers perform their duties with pride and dignity onboard ships in countries. They are all true heroes and they are truly indispensable.

Let's praise our seafarers and let's be thankful to them by wishing them calm seas, a foot of water under their keels and always a safe return to their beloved families.



Capt. Eugen-Henning Adami

Navigating Ahead

This year, once again, the 25th June will mark the annual Day of the Seafarer (DotS), and the International Maritime Organisation (IMO) has announced its theme of 'Seafarers Matter'.

The Day of the Seafarer was established in a resolution adopted by the 2010 Diplomatic Conference in Manila to adopt the revised STCW Convention, with the stated purpose of recognising the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole.

The resolution 'encourages Governments, shipping organisations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer and take action to celebrate it meaningfully'.

The IMO's theme of 'Seafarers Matter' aims to particularly engage ports and seafarer centres to demonstrate how much seafarers matter to them. The idea is for ports and seafarer centres to share and showcase best practices in seafarer support and welfare, and organise special activities for seafarers on the day, such as:

- A social event organised in port to celebrate seafarers
- A public open day at seafarer centres
- Free WiFi in port for a day



Navigating Ahead - Issue 24

HAPPY HOUSEKEEPING—MV ALSTERDIEP

Hello MSM Family,

It is my great pleasure and I feel honored that I've been chosen to share with all of you what is happening on our Lady MV Alsterdiep. I joined the ship end of March in Egypt.

This time I would like to write about how important it is for us to create the family atmosphere amongst ourselves on board and feel close to each other.

Easter – I believe all of us know that this period is the most important for all Christians, that's why, whenever I am on board, I am trying to arrange for special celebrations those days. You can see on the pictures how we prepared Easter tables in the mess room. Most of us have been taking an active participations. We have brought some victuals on board from home as well.

We were cooking special dishes, decorating the mess room and cabins, ironing white table sheets. One way we were lucky because we spent the Easter at anchorage at Pozzallo, southern Sicily, so nobody was engaged with jobs except ordinary duties. On the second Easter day, we enjoyed a nice barbecue together, just like a family.



Unfortunately, it was a very short call in the port afterwards and we faced some problems with fresh water, food, basic cabin stores, etc. Because for the next 10 days we were waiting for the next voyage order outside.

Finally, we received voyage order to Marsa El Brega, Libya, which obviously wasn't one we would had hoped for. Despite this, we were continuing again the family life onboard. Rescue Boat launching, FF drills and all normal duties. You can see on the pictures how happy we are at the normal days on board. When we clean, when we do maintenance, when we are ashore.

Every Saturday, week after week, we do onboard Housekeeping in Accommodation and other ship's areas. Sometimes two times a week, especially before port calling. Furthermore, each crewmember takes care about their designed areas and cabins. Some crew jokingly reminds others to when any place may not be cleaned, of course, with smiles on their faces. Captain is very strict and makes inspections every Sunday, checking for dust spots etc. Should anything needed to be improved, crew are told at once. Do you think the crew complains? Absolutely not, because of the warm atmosphere onboard. If you don't believe me, just take a look at the pictures.





We are glad that we can answer again on your questions and share some interesting stories and pictures from our vessel.

After vessel left Zhoushan, China Dry Dock we had a short voyage in few Chinese ports loading carbon blocks, and discharging it at port of Samalaju, Malaysia. This was first time that vessel came to Malaysia, unfortunately, city was not so close to port and we did not have time to visit it. After cargo operation finished in Samalaju, we were waiting for 2 weeks at anchor for new cargo. Then we got the order for one voyage, to transfer windmills from Taicang, China via Hong Kong to Laem Chabang, Thailand for COSCO.



We have finished loading Windmills in Taicang, and we are now sailing to Thailand. Windmills belong to Project Cargo, which is very hard for loading and securing on deck, but thanks to our experienced crew, especially Captain Vladan and C/O Nemanja, we succeed to manage cargo operation successfully, without any damages.

This was great opportunity for me to gain my experience and knowledge refer to cargo operation and maneuvering, especially after transiting one of the busiest rivers in the world – Yangtze River.

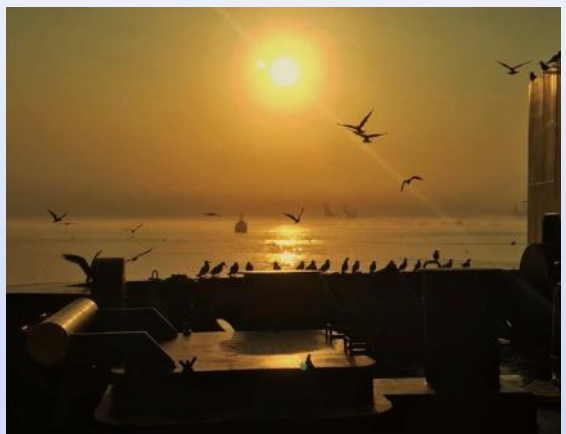
From our voyage from Taicang to Hong Kong we have experienced really great phenomenon of twinkling water in middle of night, as you can see on picture it was really amazing. I supposed that this happened because of high concentration of phosphor in water.



Actually, a seaman's job is not just like any Job, IT'S A LIFE. It is Life at Sea which is full of exciting moments and adventures, but in the same time it can be very challenging, dangerous and difficult, especially in bad weather conditions.

From my own viewpoint, working at sea is a very exciting experience, your life-style will be entirely different, you will become an international professional who work in a highly responsible Job which requires a lot of stressful work from you, but in the same time giving you unforgettable, priceless moments worth to be remembered.

Myself and the Electrician will sign off in Thailand, new crew will come onboard, and we are going HOME for some period of time, but I hope that we will come back to this ship in a few months and continue our great conversation. In the meantime, we wish YOU ALL THE BEST.



From all the Crew onboard MV PACIFIC ACTION

MSM FLEET— ZERO RUST POLICY

Corrosion protection of our ships in the marine environment has challenged us for years in the areas of hulls and internal tanks, the use of coal tars being prevalent. Nowadays, however, there are many innovative types of epoxy coatings and specialised paints available to combat corrosion attack.

Ships structures require protection against the marine environment. This protection is required above and below the waterline as well as the splash zone in offshore structures, being exposed to both air and liquid assault.

Storage tanks such as fresh water and ballast tanks also require special internal anti-corrosive coating.

The properties and applications of these coatings are provided by guidelines, rules, and regulations set out by governing bodies such as SOLAS and the IMO.

Corrosion, including rust, is a worldwide problem that is gaining more and more attention. With aging infrastructures, the risk is mounting and threatens lives and property. Too often problems are ignored until it's too late.

There are two aspects to corrosion – prevention and repair. An important factor is that corrosion is irreversible...it always results in a weakened structure. While prevention works going forward, repair is the most pressing issue.

Corrosion is the deterioration of surfaces and structures caused by a reaction to a number of elements and conditions.

Rust is the most common result and refers to the corrosion of iron and its alloys, such as steel. Over time, with the presence of oxygen and water, tough iron structures will completely disintegrate. As the metal surface is stripped away and turns to rust, new metal is exposed; the cycle repeats continuing to leave layers of nothing but flakes. The only solution is to block these elements is by coating before corrosion sets in.

What Is Rust and How to Prevent it

Rust occurs when the metal structure is revealed to oxygen and moisture and can cost businesses money and affect productivity and can even be dangerous if not treated correctly. One of the worst cases of corrosion from rust happened on an oil tanker named Erika in 1999. She was carrying 10 billion gallons of fuel oil and during a huge storm, 11 foot-deep cracks emerged in the deck of the boat and caused a huge spill.

Key Questions About Rust

Why does rusting happen?

Rust comes from iron oxide. When iron merges with oxygen in the air it begins to cause corrosion, and affects the alloys and iron in the metal. The most common explanation to rust is when it becomes exposed to water or damp environments. It begins quickly dissolving into microscopic gaps and this begins the corrosion process. Salt water increases the speed of rusting.



What happens when the metal is rusted?

When rusting occurs, it expands the metal which causes more stress on the structure. It becomes weaker and more brittle as time passes. The rust will eventually corrode through each layer of the metal until it is completely rusted and this is when it is at its most vulnerable stage.

How do you prevent rust?

If metal is outside, its rusting time will be increased. Especially in humid/wet temperatures. Stainless steel and weathering steel seem to be the most common type of way to prevent rust. Alloys are less prone to rust and key ones include:

-Stainless steel is made up of 11% chromium, this allows transformation so it can be used as a protective layer for chromium oxide, which basically shields the metal from rusting. If nickel is added to stainless steel as a component it can increase the protection of rusting.

-Weathering Steel is made up of 21% of elements such as chromium, copper, nickel and phosphorous. The alloys which form from this decrease the corrosion rate – Weathering steel can be known as COR TEN and seems to be cheaper than stainless steel.

MSM FLEET— ZERO RUST POLICY

Factors to Consider to Help You Prevent Rust

1. Planning

There are a number of factors to consider when designing your metal structure. You need to make sure you can attach water drainage filters and a good air flow to prevent rust. Another helpful tip would be to weld your metal together and not use bolts, as this allows water and air into the structure. After you have finished building your structure you need to keep constant maintenance.

2. External Layer/Galvanisation

Applying the galvanisation process is somewhat cheaper than purchasing stainless steel. You need to apply an extra layer on the outside of the metal with a substance called metallic zinc. The zinc prevents elements of the metal from rusting and corroding – If rusting does begin to occur, the zinc absorbs the rust in the external coating.

3. Blurring

Although the blurring technique is effective it is only a temporary option for smaller metal items. After the blurring process the metal looks smooth and gives a black-blue appearance – This is where it gets its name from. The process is done through using steel parts, a mix of potassium nitrate, sodium hydroxide and water.

4. Oil/Organic Layers

Painting “organic” layers onto the material is another cheap way of preventing corrosion. The elements inside an organic coating will cause a barrier to prevent rusting elements. You can use oil protections as they are very good for keeping water and oil out. A normal coating is around 20mm thick.

5. Powdered layers

For this type of prevention, you need to apply an even layer of dry powder onto the metal, then once heated it is turned into a thin solid layer of rust resistance. Types of dry powder include: acrylic, polyester, nylon and vinyl. This process is usually done through an electrostatic spray – it uses a non-charged powder and this charges the dried powder particles to attach to the surface. Once it has finished in a hot-oven it continues to stay a stronger barrier for rust.

6. Maintenance

Throughout all of these types of processes it is important to have regular maintenance checks onboard to make sure that corrosion doesn't occur. If rust does begin to appear it is best to use a sharp thin blade to remove it. After, you will reveal any grit and dirt which the rust has begun creating, using a warm water and soap solution to clean this off. After doing these two checks, apply a coat of a rust resistance to the surface.

We hope you find this useful when thinking about how **YOU** can prevent rust!

Let us Navigate ahead with Zero Rust policy onboard all our vessels!

Marios Antoniou

navigating ahead

Navigating Ahead - Issue 24

ATLANTIC PENDANT			
1	MAS	SUNDECIC, ALEKSANDAR	MNE
2	C/O	JOVANOVIĆ, MILAN	MNE
3	2/O	IVANOVIĆ, DEJAN	MNE
4	3/O	MAHUSAY, BRIAN	FIL
5	C/E	MEMEDOVIC, MILOŠ	MNE
6	2/E	VASILE, MIHAITA	ROU
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	LEDESMA, EMILIO JR.	FIL
14	OLR	CATIMBANG, RICHARD	FIL
15	OLR	OSORIO, WINSTON	FIL
16	WPR	PETILUNA, JERIC	FIL
17	CK	QUERUBIN, PERCIVAL	FIL
18	MESS	AGAD, AVLIN	FIL
19	D/CD	LEAL, JEAN C.	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	DUARTE, CELESTINE	FIL
3	2/O	SRODECKI, BARTOSZ	POL
4	3/O	SAMSON, MARK M.	FIL
5	C/E	VAKULSKI, SERGEJ	LTU
6	2/E	GABRINO, STANLEY	FIL
7	3/E	BUKILICA, MILAN	MNE
8	E/E	MONTECILO, DEXTER	FIL
9	E/T	ATOPEN, JASPER	FIL
10	BSN	SIEGA, FLORO	FIL
11	AB	POTESTAS, MICHAEL	FIL
12	AB	LACHICA, LESLIE	FIL
13	OS	ECO, JUNRY	FIL
14	OLR	GABONADO, LEONICIO	FIL
15	OLR	FERNANDEZ, JEREMY	FIL
16	OLR	DELOS REYES, PETER	FIL
17	CK	HERRERA, BERNABE	FIL
18	MESS	PATACIL, DOMINGO JR.	FIL
19	D/CD	DIEL, WINSTON	FIL
20	E/CD	SERQUINA, JIM C.	FIL



MSM CREW LISTS

UBC STOCKHOLM			
1	MAS	STYPULA, STANISLAW	POL
2	C/O	PERAS, VLADIMIR	MNE
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	DINGAL, NATHANIEL	FIL
8	FTR	ILLUSTRISIMO, ALEXANDER	FIL
9	E/TR	APALIS, JAYMAR P.	FIL
10	BSN	MARCOS, DANILO	FIL
11	AB	CAGAS, JOHN R.	FIL
12	AB	DEDICATORIA, ERWIN	FIL
13	OS	DE LA CRUZ, ROMEL	FIL
14	OLR	ELIJAN, JOSEPH	FIL
15	OLR	TUSOY, BENJAMIN	FIL
16	WPR	CASTILLANO, ADRIAN B.	FIL
17	CK	DUNO, ROGER	FIL
18	MESS	BERNARDO, VON R.	FIL
19	D/CD	REPAYO, MARK A.	FIL
20	D/CD	DELA CRUZ, JOEBERT	FIL
21	E/CD	CALIPES, REY	FIL

PACIFIC ACTION			
1	MAS	POZNIAK, CEZARY	POL
2	C/O	VUJOSEVIC, NEMANJA	MNE
3	2/O	UNKASEVIC, SIMO	MNE
4	3/O	POPOVIC, OGNJEN	MNE
5	C/E	DZIOBKOWSKI, WITOLD	POL
6	2/E	KARIC, DEJAN	MNE
7	3/E	LONCAREVIC, RISTO	MNE
8	E/E	SEVASTYANOV, MIKHAIL	RUS
9	FTR	METODA, RAYMOND	FIL
10	BSN	ROJAS, GADIEL JR.	FIL
11	AB	OFTANA, JULIUS	FIL
12	AB	ACENA, MARVAL R.	FIL
13	OLR	BAUTISTA, EREC	FIL
14	WPR	DE GUIA, JOHNNY	FIL
15	CK	EBUNA, JUNEVEIL	FIL
16	MESS	ENCARNACION, VANNE L.	FIL
17	D/CD	BALAGAT, JOJIE	FIL
18	D/CD	VUCELJA, MILOŠ	MNE
19	D/CD	TAMAYO, ALDRINE N.	FIL
20	E/CD	ELEDIA, RENZ C.	FIL
21	E/CD	MAHINAY, CHRISTOPHER	FIL

UBC STAVANGER			
1	MAS	IVANOV, KONSTANTIN	RUS
2	C/O	POPOVIC, RATKO	MNE
3	2/O	KISEO, DENNIS	FIL
4	3/O	PEREZ, JOHN R.	FIL
5	C/E	JOVANOVIĆ, NIKOLA	MNE
6	2/E	KISHKOVICH, IGOR	RUS
7	3/E	SAINOVIC, DEJAN	MNE
8	FTR	MAGLACION, NOEL	FIL
9	BSN	BETONIO, JOHNNY	FIL
10	AB	TOMULTO, XERXES	FIL
11	AB	SOTO, RONNIE	FIL
12	OS	BALMONTE, REAGEN	FIL
13	OLR	MOISES, ELMER	FIL
14	OLR	PALONPON, ELMER	FIL
15	WPR	AGPAWA, MICHAEL	FIL
16	CK	PLANDEZ, RICKSON	FIL
17	MESS	CUBOS, JAYSON	FIL
18	D/CD	BOLDO, EMMANUEL	FIL
19	D/CD	DUARTE, BIRCH E.	FIL
20	E/CD	PICAL, DIONESIO JR.	FIL

ONEGO BORA			
1	MAS	TYBLEWSKI, JERZY	POL
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	SHITOV, SERGEY	RUS
7	3/E	IBANEZ, ANTHONY	FIL
8	ETO	KAPESIC, MIRKO	MNE
9	FTR	SHARAFYEYEV, VADYM	UKR
10	BSN	CANLAS, ARNEL	FIL
11	AB	PUZON, JESSIE	FIL
12	AB	CERVANTES, NINO	FIL
13	OS	CADENA, TROPIC	FIL
14	OLR	COSTARES, RICO	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

LIMASSOL			
1	MAS	KRSULJ, MILIAN	HRV
2	C/O	MAKOS, TADEUSZ	POL
3	2/O	PETROVIC-POLJAK ILIJA	MNE
4	C/E	PLAMENAC, ZELJKO	MNE
5	2/E	VUJOSEVIC, GORAN	MNE
6	4/E	VUCKOVIC, SRDJAN	MNE
7	ETO	MANUKYAN, ARMEN	RUS
8	FTR	PALMON, CRISALDO	FIL
9	BSN	JOVER, ARIEL	FIL
10	AB	LIBRES, ROSO	FIL
11	AB	ASUAR, SILVESTRE	FIL
12	OS	DUMANDAN, BEE J.	FIL
13	OLR	NONAN, NEIL	FIL
14	CK	ABUCAYAN, ADONIS	FIL
15	MESS	ESTOCAPIO, WARLITO	FIL
16	D/CD	PLAMENAC, MILO	MNE
17	E/CD	DOMINGO, RUSSEL	FIL
18	E/CD	GUZMAN, ROCKY	FIL

ONEGO BURAN			
1	MAS	PLANINSEK, GORAZD	SVN
2	C/O	DZIECIATOWSKI, JERZY	POL
3	2/O	GOREMBALEM, FREZER	FIL
4	C/E	OJDANIC, ZELJKO	MNE
5	2/E	KULYGIN, ALEKSANDER	POL
6	4/E	TAGUD, MARK J.	FIL
7	E/E	MATOVIC, VLATKO	MNE
8	FTR	GARCIA, JESSIE	FIL
9	BSN	MANDIC, BORISLAV	MNE
10	AB	VIRTUDAZO, MAURO JR.	FIL
11	OS	DELA CRUZ, GLENN	FIL
12	OLR	CARO, JOHVEN D.	FIL
13	WPR	JUGAR, ARCHYDE R.	FIL
14	CK	ALMEROL, ALVIN	FIL
15	MESS	VILLONES, WENIFREDO	FIL
16	D/CD	MOJARES, REEVE J.	FIL
17	E/CD	VERANO, VITAL J.	FIL

MSM CREW LISTS



GOTEBORG			
1	MAS	PRISTAVKIN, SERGEI	RUS
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	GOLEBIOWSKI, MAREK	POL
2	C/O	PIVTSAYKIN, MAKSIM	RUS
3	2/O	IRAN, BERTRAND	FIL
4	3/O	JOVANOVIC, JOSAN	MNE
5	C/E	SPIRIDONOV, VASILY	RUS
6	2/E	KUZNETCOV, SERGEI	RUS
7	3/E	RALEVIC, PETAR	MNE
8	FTR	ALMARIO, RON L.	FIL
9	BSN	JOVER, DENNIS	FIL
10	AB	DIZON, TORIBIO	FIL
11	AB	DEMORAL, RYAN	FIL
12	OS	SAGA, JERSON V.	FIL
13	OLR	REVILLA, IAN	FIL
14	WPR	DE PEDRO, JOHN H.	FIL
15	CK	MABALON, LEOVEN	FIL
16	MESS	USMAN, DATU E.	FIL
17	D/CD	JOVANOVIC, SPASOJE	MNE
18	E/CD	MILITAR, MICHAEL	FIL

MSM CREW LISTS

MSM DOURO			
1	MAS	WAWRYCA, RYSZARD	POL
2	C/O	IGUMNOVIC, ZELJKO	MNE
3	3/O	PATACIL, LOUIE	FIL
4	C/E	IVANISEVIC, ZORAN	MNE
5	E/E	BALABUSIC, GORAN	MNE
6	AB	MOLANIDA, FEDERICO	FIL
7	AB	CASING, JEFFERSON	FIL
8	OS	CANON, EDISON	FIL
9	OLR	TANO, ANTHONY	FIL
10	OLR	DEMANARIG, ROY	FIL
11	CK	MARICEVIC, MIJODRAG	MNE

MSM DOLORES			
1	MAS	JASZCZOLT, MICHAL	POL
2	C/O	ZIENTARA, WLODZIMIER	POL
3	2/O	POPIVODA, FILIP	MNE
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	FIL

MSM DON			
1	MAS	BALABUSIC, DAMIR	MNE
2	C/O	OSINSKI, JAN	POL
3	2/O	DELA CRUZ, MARK J.	MNE
4	C/E	SUS, TADEUSZ	POL
5	E/E	KOSTECKI, JAKUB	POL
6	AB	JUMAPIT, EULOGIO JR.	FIL
7	AB	SAGA, ARNIE	FIL
8	OS	COSTILLAS, RODRIGO II	FIL
9	OLR	SEPE, EDWARD	FIL
10	WPR	GALO, JAYVEE	FIL
11	CK	RONQUILLO, MARIO	FIL

ALSTERDIEP			
1	MAS	KIECA, MIROSLAW	POL
2	C/O	MASLOV, MIKHAIL	RUS
3	2/O	MAJADUCON, RENAN	FIL
4	C/E	GLEN, TOMASZ	POL
5	AB	CASTILLO, JASON	FIL
6	AB	ESLANAN, BRIAN	FIL
7	OS	NAVAL, JHON L.	FIL
8	OLR	LIS, KACPER	POL
9	CK	VERANO, CORNADO	FIL



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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	REZARO, KENEDY	FIL
7	OS	BARROGA, BENJIE	FIL
8	OS	ASPA, EDGAR	FIL
9	WPR	PICARDAL, MACARIOLITO	FIL
10	CK	ALEGARBES, RAFAEL	FIL

TRIPLE S			
1	MAS	KOSTEEV, SERGEY	RUS
2	C/O	KOROTKOV, ROMAN	UKR
3	2/O	DICHEV, YEVGEN	UKR
4	C/E	SHUMILOV, VICTOR	UKR
5	E/E	NIKOLENKO, SEMEN	UKR
6	AB	REMANDO, REYNANTE	FIL
7	AB	DIESTA, RAMIL L.	FIL
8	OS	REMANDO, AMBROCIO	FIL
9	WPR	AZUCENA, ENRIQUE	FIL
10	CK	SHEVCHENKO, OLEKSIY	UKR

BLUE NOTE			
1	MAS	MATVIJENKO, NIKOLAJ	LTU
2	C/O	KUPTSOV, VLAIMIR	RUS
3	2/O	SKASCENKO, ROMAN	RUS
4	C/E	SALU, BORIS	EST
5	E/E	LAGIEWSKI, PIOTR	POL
6	AB	ARANDA, VICTOR B.	FIL
7	OS	LUBRIN, RAUL C.	FIL
8	OS	NOVO, JOVELON L.	FIL
9	OS	ALDAYA, MICHAEL	FIL
10	CK	ARTEMJEV, GEORGIJ	LTU

BLUE ANTARES			
1	MAS	LADONSKI, JANUSZ	POL
2	C/O	ILCEV, MARIJAN	MNE
3	3/O	LAVROVIC, ALMIR	MNE
4	C/E	DORDEVIC, MIHAILO	MNE
5	ETO	WALCAK, ANDRZEJ T.	POL
6	AB	RUDINSKIY, STANISLAV	RUS
7	AB	BACANU, VALENTIN	ROU
8	WPR	PYLYPCHUK, OLEKSANDR	UKR
9	CK	NEICU, MARIAN	ROU

NOFIT			
1	MAS	WEISMAN, BORIS	ISR
2	C/O	ANDRENKO, ROMAN	RUS
3	2/O	TCHAHOVSKY, KONSTANTIN	ISR
4	3/O	DURANOVIC, SRDAN	MNE
5	C/E	TABACHNIKOV, ALEKSEI	ISR
6	2/E	ZYKOV, ANDREY	RUS
7	3/E	POPESCU, MADALIN V.	ROU
8	E/E	ZLOTIN, ARIEL	ISR
9	BSN	CLARO, JOVITO	FIL
10	AB	GABISAN, DEXTER	FIL
11	OS	GONZAGA, MICHAEL S.	FIL
12	WPR	BANAGA, FELIX B.	FIL
13	CK	POPESCU, CATALIN	ROU



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Navigating Ahead - Issue 24



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