



Navigating Ahead - Issue 25

MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 25

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MV MSM Douro in winter dress

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Letter from the MD

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

With Christmas approaching we see the street decorations greeting us with beautiful and colorful lights. Modern technology has also moved into this very conservative tradition. You find increasingly cold white LED lamps instead of the warm yellowish lights, which looked more like candle light.

In 2017, we heard a lot about Cybersecurity, or better “insecurity”, and how digitalization will gradually remove our jobs until the ultimate introduction of unmanned ships. There were so many conferences hosted and articles written that most managers feared to be hacked instantly. A whole industry of cybersecurity experts was created from scratch to make companies cybersecure.

As if this will ever be possible, when hackers have even managed to get into the computers at NASA. But in the meantime, companies paid billions to security “experts”, just to be told simple basics that we already know anyhow, be alert, check your office procedures, change your passwords and make backups.

Of course, we must take Cybercrime seriously and to train our employees to be alert so that they can spot when things go wrong early enough.

I believe however, that we all should demand from our MP's, and ultimately the governments, to develop a new police force to assist companies and private individuals when they have been hacked. We need to start to work on new laws to regulate cybercrime. We also need our European MP's to start the debate in EU to make internet a safer place. Nowadays I often feel like how it must have been in the early “wild west times”, in the absence of laws and prosecution it was the law of the strongest, which governed. It took the Americans many decades until they created a legal system that worked.

Internet is just a mirror of our society, but without tailored and effective laws. Something really needs to be done quickly to prevent more crime and more money laundering.

In Cyprus, we all follow the OECD rules to open bank accounts. We use tons of papers, write affidavits, and give proof of our existence with original utility bills. On line, you can today execute almost any transaction and pay by BITCOINS in a totally uncontrolled manner. Bitcoins were created as virtual currency in 2009. Since then the price has surged to peak last week at astonishing 11.000USD for 1 bitcoin.

All that aside, in MSM we want to receive our freights and hires in USD and EURO bank accounts. We will also continue to work with traditional paper Bill of Ladings with real signatures of our Masters. Shipping has always been, and still remain, a “Peoples Business”, where personnel counts, or I dare to say, makes the difference.

We shall embrace technology and as such also digitalization, but all in its correct proportion and dosage. Our global industry is always on the move and our ships call at different ports on different continents, we meet 30m tall waves and deliver 90% of all goods worldwide. This heroic task is achieved by our seafarers every day. Digitalization cannot easily replace them, but should assist us all to make the daily work more efficient.

Let's be realistic and do changes in shipping towards digitalization, where it makes sense and where safety and efficiency can be enhanced. Did you know that the most expensive container vessel is delivered from the yard today with simple paper manuals?

Yes, all the handbooks of a modern ship are still old-fashioned books. We do not have even digital handbooks. We do not have digital spare part books. Shipping companies employ an armada of people to rewrite data from books into data fields of the office management systems. Can you imagine the mistakes which happen and how many millions of USD are spent in shipping for wrong spare part deliveries?

We are however hopeful that progressive flag states like Cyprus and modern classification societies will embrace activities like Shipdex and e-logbooks soon.

While 2016 was the year with the lowest freight rates in history, we saw in 2017 a gradual improvement in all shipping segments. This was forecasted and hopefully we are to see in 2018 slightly better freight rates and charter hires.

We will not observe major jumps, but shipping companies will return to profitability after they have made the finetuning of their mortgages. It is now time after almost one decade of low income that our efforts pay off. On that note, I would like to thank the extended MSM family. Our thanks go to our banks, shipyards, suppliers, manning agents and seafarers for their outstanding support on all levels. We are one strong team riding the storm together.

Our family are our seafarers, our office staff, our agents and brokers. We are a family of 500 shipping professionals who take pride in our work. We always give our best to make each voyage a success. Sometimes mother nature let us fail and we try even harder next time to bring satisfaction and a smile to our customers and business associates.



Letter from the MD

Our seamen make sacrifices and often change their own family plans to adopt the vessels schedules. I want to thank each and every seaman for his tolerance and understanding. Your continuous outstanding seamanship and hard work is a wonderful gift, which we deeply appreciate and treasure. We would like to take this opportunity to express our deepest gratitude to each and every one dealing with the MSM family for your contribution to the success of our mission.

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

Jointly we will "Navigate Ahead" to a bright 2018 with better freight rates, following winds and always a foot of water under the keel, while the world may be in peace!

Merry Christmas, A Prosperous New Year, Health and Happiness to you all!



Capt. Eugen-Henning Adami

Navigating Ahead

"Maritime Cyprus 2017" Conference, is the 15th, since it was first established in 1989, and has a main theme Shipping: "Yesterday's World, Tomorrow's Today". As the theme suggests, Shipping is still the most cost effective and environment friendly method for the transportation of goods on a global basis. Is Shipping for tomorrow still in today's world, due to the fear of change both in terms of shipping technology and policy? The issues that will be discussed include policy and regulatory matters and the forthcoming changes in the international shipping scenery, economic matters, environmental matters and their interaction with technology, geopolitical and energy developments and forecasting for the recovery of the economy and for the freight markets.

The Conference will be officially opened by H.E. the President of the Republic of Cyprus Mr. Nicos Anastasiades. Distinguished guests such as, the Secretary-General of the International Maritime Organization, the Commissioner in charge of Transport of the European Commission and other personalities of the International Shipping scene will address the conference.

The aim of the Conference is to operate as a forum where important and current issues relating to international shipping are presented by distinguished

speakers and subsequently discussed by the international shipping community, thereby helping to formulate sound and well balanced decisions and policies on crucial shipping issues.

"Maritime Cyprus 2017" Conference provides the opportunity to the participants to become familiar with the strong maritime tradition of Cyprus and its people. Cyprus's complete shipping infrastructure constitutes an invaluable asset, both for the expanded Europe and for the international shipping community in general.





MSM / LMM SEMINAR IN MANILA

In this time of uncertainty in the shipping world – depressed shipping market and bad image in the shipping world, Capt. Eugen-Henning Adami gave a message of hope and inspiration to the MSM seafarers who attended this seminar at Lydiamar Inc. offices in Manila on the 13 July 2017.

He mentioned about the past months, having 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.

He pointed out how vital 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, to transport all goods worldwide, is to the world economy and its 7.5 billion people.

Seafarers' big contributions to the economy often go unnoticed. Not only by international organisations but also by their own countries.

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. He summoned all to praise our seafarers and 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.

He asked- WHY IS MASTERMIND SHIPMANAGEMENT (MSM) NOT BANKRUPT?

He explained that MSM groups 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 MSM can offer.

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).

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

An important factor in the success of the company is its personnel- at sea and ashore. MSM has developed well-trained seafarers who can handle the most difficult geopolitical matters in Africa and South America. MSM has become preferred carriers for blue ship cargo owners. MSM employs many European seafarers, with a lot of seagoing expertise, who train our Asian seamen as well. The 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.

MSM 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.

The 2nd part of the seminar was held by Capt. Antonio Palenzuela, one of the MSM training officers. His first topic was about Awareness and Alertness for the onboard watchkeepers. Lack of these are the main causes of human errors that can result in losses and accidents. All of these could and should be prevented.

Some of the causes of lack of Awareness and Alertness for watchkeepers onboard are:

- Lack of rest
- Lack of sleep
- Influence of drug
- Influence of alcohol
- Distractions, Lack of training or information
- Loss of interest or focus, Complacency



MSM / LMM SEMINAR IN MANILA

Case studies were presented involving following vessels: USS Fitzgerald –ACX Crystal, Fishing boats, RENA, Costa Concordia, Cosco Busan, Limassol and Oliva. Accidents were cited: deaths in enclosed space, falling, electrocution, anchoring in areas with communication cables

Next discussed was the updated online MSM Familiarisation for new seafarers in the company. He emphasized the inclusion of the NO RUST Policy and the Cyber Security on board.

Capt. Palenzuela explained also the planned improvements in MSM Training which are: upgrading the MarLearn online learning system, planned integration of MarLearn courses to Videotel on board Videotel system, and a new training guide for all ranks which are sub topics to their 15 rank competencies.

The seminar was very lively due to interaction with the participants, giving interesting questions and comments. Brenda Baldon, the Lydiamar-Manila (LMM) manager, also had a message for the seafarers clarifying many issues which were appreciated by the participants.

Discussion among the participants did not end at LMM office but was continued at a dinner at the Bayleaf Restaurant in Intramuros hosted by LMM.

Capt. Antonio Palenzuela



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IMPLEMENTATION DATES FOR BALLAST WATER

The MEPC, at its 71st meeting, reached a compromise on compliance dates for ballast water discharge. Ships constructed after 8th September 2017 must comply on delivery, while existing ships in general must comply by the first IOPP renewal after 8th September 2019. The long-awaited agreement will have global impact. It provides certainty to the maritime community regarding the mandatory compliance dates for treatment of ballast water discharge.

Generally, compliance with the D-2 standard translates to the date individual ships must have a ballast water treatment system installed. The agreement ensures full global implementation by 8 September 2024 and contains the following key elements:

Ships constructed (keel-laid) on or after 8 September 2017 need to comply with the D-2 standard upon delivery.

Existing ships should be D-2 compliant on the first IOPP renewal following entry into force if:

1. this survey is completed on or after 8 September 2019, or
2. a renewal IOPP survey is completed on or after 8 September 2014 but prior to 8 September 2017.

Furthermore, the ship should be D-2 compliant on the second IOPP renewal survey following entry into force, if the first renewal survey following the date of entry into force of the convention is completed prior to 8 September 2019 and if conditions 1 or 2 above are not met.

This means that a ship which is due for an IOPP renewal survey between 8 September 2017 and 8 September 2019 cannot decouple its IOPP survey for a second renewal before 8 September 2019 without then having to comply with the D-2 standard.

Ships constructed before 8 September 2017 and delivered (including the initial IOPP survey) after that date, need to comply with the D-2 standard at the first IOPP renewal survey after delivery.

It was also agreed that a ship to which the IOPP renewal survey does not apply (generally ships less than 400 GT in size) shall be D-2 compliant no later than 8 September 2024.

The agreement implies that vessels with the last IOPP renewal carried out before 8 September 2014 have nothing to gain by decoupling, but instead actually risk losing up to two years on the D-2 implementation date by doing so.

An MEPC resolution text to ensure that this agreement is effective from the convention's entry into force date, 8 September 2017, was also agreed to.

Please note from entry into force on 8 September 2017, all vessels for which the convention is applicable, shall conduct ballast water exchange in accordance with an approved BW management plan until compliance with the D-2 regulation becomes mandatory.

The US legislation is not affected by this. Vessels trading, or planning to trade, in the US should make sure they are compliant with the US BW management requirements.

Notwithstanding changes to the D-2 implementation schedule, the D-1 deadline stays firm, i.e., 8 Sept 2017. By this date, affected ships should have onboard an International BWM Certificate.

Source: DNVGL 07/07/2017

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MSM SHIPBOARD MANAGEMENT TEAM—SMT

MSM has received the certification for our "Ship Energy Efficiency Management Plan" **SEEMP**. The implementation process is progressing well. We have a complete software in the office which will collect and process all the relevant voyage related figures.

The **SEEMP** is targeted to reduce the CO2 emission by a more efficient usage of fuel oil. That is mainly achieved through measures that save fuel, or in other words, to run our ships in a more efficient way.

SEEMP is a multi-step continuous improvement process following the principle of:

Planning ➡ Implementing ➡ Checking ➡ Reporting ➡ Amending

The purpose of the process is to achieve overall better voyage results through improved communication onboard and to expedite the implementation by the introduction of the **SHIPBOARD MANAGEMENT TEAM (SMT)**.

SHIPBOARD MANAGEMENT TEAM (SMT):

The cornerstone in energy saving will always remain with the correct implementation and follow-up by our seafarers onboard. MSM believes that a correct and proper management onboard needs to be driven by teamwork and proper communication between the Master and the senior officers. The systems relevant to fuel saving onboard a vessel are manifold and the processes to handle the vessel are complex. The systems are controlled by different ranks and departments. A team of managers is therefore necessary to fine tune systems and align them with the correct onboard procedures, rules and regulations.

The Objective of the SMT:

To develop and execute the voyage plan based on the voyage instructions given by the charterer or operator. The voyage plan shall include a calculated bunker consumption plan based on the given voyage schedule. The plan should be based on departure and arrival dates as well as the cargo to be loaded and estimated weather conditions. All available onboard tools like Anko, Passageplanner, Speed and Consumption curves, MetManager and ECDIS are essential tools for the saving of fuel. To make the work of the SMT easier, MSM has developed, together with Helintec, the above mentioned **SEEMP** software called **SEMT** (Ship Efficiency Monitoring Toolkit).

The Deck Logbook, Engine Logbook and Oil Record Book shall be filled and signed during the SMT's daily meetings. In this way, the vessel ensures that all documents state the same and correct information.

SMT Members

In shore organisations, it is very common that the department heads meet regularly to discuss work related matters. Those meetings are very beneficial and ensure proper communication and a good exchange of important information.

The SMT comprises of the following members:

Master	Chairman	Permanent
Chief Engineer	Member	Permanent
Chief Officer	Member	When available and at Master's discretion
2 nd Engineer	Member	When available and at Chief Engineer's discretion

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MSM SHIPBOARD MANAGEMENT TEAM—SMT

Scheduled SMT Meetings and objectives:

Event	Time	Purpose
Voyage Plan Meeting	Prior departure and after Master distributed new voyage instruction	Develop and agree on bunker budget and time schedule
Noon Meetings	Daily at noon time	Evaluate past performance in the last 24 hrs. Estimate and adjust speed/consumption for the next 24 hrs
Voyage Closing Meeting	After arrival once all tanks have been sounded	Verify that the actual consumed bunker and the daily theoretical estimated consumption match and to evaluate the actual performed voyage against initial plan. Agree on corrections if necessary

After a few voyages are completed by the SMT our Masters will be able to establish the **“Best Running Parameters”** for our MSM vessels. It will be possible to determine the optimum trim where the vessel runs best at sea in relation to the RPM / engine load and cargo carried to get the desired optimum speed and consumption.

Through teamwork and good communication, while utilising the latest technology, we will achieve the objective to reduce the CO2 emission by also saving fuel at the same time.

The implementation of the SMT will ensure that MSM will comply with the new European Commission’s monitoring, reporting and verification (MRV) of CO2 emissions. MSM will do its fair contribution to the global efforts in keeping the future temperature rises below 2°C while we are Navigating Ahead with improved voyage results.

by Capt. Eugen-Henning Adami



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MAKING EVERY DAY AN OPPORTUNITY TO LEARN



We are very proud to feature Chief Officer Nemanja Knezevic article from Seaways Magazine Sep Issue.

Well done Mr Knezevic!

"I started my carrier as Deck Cadet back in 2008 on an almost new container vessel.

Joining went smoothly, and after few weeks of adapting to life on board, I started to learn things – or so I thought. The months passed, and soon I got my watchkeeping ticket and everything changed. New role, new responsibilities, no-one saying 'You are only here to learn', and constant requests from senior officers. Eventually, the pressure of a very tight schedule line got to me and I ended the contract questioning whether the seaman's life was right for me. After a year at home, I started to miss the sea. That indescribable smell of the open ocean that remain in your nostrils forever; even the pressure during cargo operations and sleepless nights that keep you sharp and on the edge. Another shipping company gave me a chance to show my potential and start again as third officer, but this time, focused and with a clear idea where I wanted to go. Then came my first contract as 2/O and an astonishing four-month journey on MSM Douro through the vastness of Somalian waters, where we were chartered by the

UN World Food Programme to deliver USAID food to locals. Along with the crew, we had an 'army' of 12 heavily armed soldiers to protect us from constant 'chasers'. It was amazing how, once they realised we were protected, it would turn out they were 'just fishing, you know...'

We loaded cargo at Djibouti, filling our holds to the coamings and taking on stores for a long trip through ports such as Berbera, Muqudisho, Bossaso etc... Those are places where people are pretty much unaware of safety matters or any other routine procedures (to say nothing of ISPS).

There are always exceptions, but they are rare. It was truly an unforgettable experience. Routine daily jobs turned into cooperative work between crew and soldiers, building a strong team with mutual respect. As a navigational officer, I had a few of the soldiers on the bridge during the night watch, trying to learn as much as possible about navigation! Soon I started to realize that every new day was a challenge, and everything that happens can be an opportunity to learn. Now I am a Chief Officer, sailing on the other side of Africa, trading mostly between Angola and Congo, and wishing to go back to Somalia and repeat that experience. On that contract, I learned to love what I do.

I was once told by an old Captain: "The moment when that hunger for

constant improvement, contract after contract, disappears – that is the moment when your seaman's career has come to an end". I still feel that hunger and thirst for more knowledge and improvement. And with that – and my Nikon always in hand – I hope this article and photos can give you a glimpse of what is happening on board and out there on the east coast of Africa."



Source: Seaways Magazine Sep 2017
All photos by Nemanja Knezevic



PACIFIC ACTION			
1	MAS	DONCIC, VLADAN	MNE
2	C/O	MRSULJA, NOVICA	MNE
3	2/O	JANKOVIC, MILOS	MNE
4	3/O	MALFARTA, MARK J.	FIL
5	C/E	DESIC, HAKIJA	MNE
6	2/E	DILAS, DRAGUTIN	MNE
7	3/E	CUCIC, MARIN	MNE
8	E/E	TOMOVIC, DEJAN	MNE
9	FTR	ATOPEN, JASPER	FIL
10	BSN	ROJAS, GADIEL JR.	FIL
11	AB	ACENA, MARVAL R.	FIL
12	AB	DUMANDAN, MARK S.	FIL
13	OS	KUZMIN, SEMEN	RUS
14	OLR	DELISO REYES, PETER	FIL
15	WPR	ANTONIO, CHRISTIAN A.	FIL
16	CK	HERRERA, BERNABE	FIL
17	MESS	ENCARNACION, VANNE L.	FIL
18	D/CD	BALAGAT, JOJIE	FIL
19	D/CD	TAMAYO, ALDRINE N.	FIL
20	E/CD	ELEDIA, RENZ C.	FIL
21	E/CD	MAHINAY, CHRISTOPHER	FIL

AAL GLADSTONE			
1	MAS	KALDUNSKI, STANISLAW	POL
2	C/O	DUARTE, CELESTINE	FIL
3	2/O	DOKIC, ALIJAN	MNE
4	3/O	VALMORES, PHILIP	FIL
5	C/E	TISHKOV, IGOR	RUS
6	2/E	GABRINO, STANLEY	FIL
7	3/E	ARCISO, RYAN	FIL
8	E/E	MONTECILLO, DEXTER	FIL
9	E/TR	PEREZ, EBENIZER	FIL
10	BSN	LEDRES, JACOB	FIL
11	AB	MAYOR, RANDY	FIL
12	AB	LACHICA, LESLIE	FIL
13	OS	ECO, JUNRY	FIL
14	OLR	CONSUEGRA, JOPHERCE	FIL
15	OLR	GEOLINA, JAINOMER	FIL
16	OLR	PELIGRO, GRACIANO	FIL
17	CK	MAGDAEL, VICENTE	FIL
18	MESS	TUCOI, JEAN	FIL
19	D/CD	SAGARINO, ARGIE	FIL
20	D/CD	GAVRIIL, PETROS	CYP
21	E/CD	BALGOS	FIL

MSM CREW LISTS

UBC STOCKHOLM			
1	MAS	MILOVIC, VLADIMIR	MNE
2	C/O	GLUSHKOV, SERGEY	RUS
3	2/O	VALIENTE, EFREN	FIL
4	3/O	ESPIRITU, RUSTAN	FIL
5	C/E	LENART, JERZY W.	POL
6	2/E	PEKIC, DANILO	MNE
7	3/E	DINGAL, NATHANIEL	FIL
8	EE	CUPIC, MARIN	MNE
9	EE TR	PIZARRA, JOVET	FIL
10	F/TR	APALIS, JAYMAR P.	FIL
11	BSN	DEVILA, NOEL	FIL
12	AB	DEDICATORIA, ERWIN	FIL
13	AB	DELOS REYES, JONATHAN	FIL
14	OS	CASINILLO, JESSIE	FIL
15	OLR	NISNISAN, GLENN R.	FIL
16	OLR	OSORIO, WINSTON	FIL
17	WPR	SAN ANTONIO, BEN C.	FIL
18	CK	QUERUBIN, PERCIVAL	FIL
19	MESS	SANICO, HERMILO JR.	FIL
20	D/CD	NICASIO, IAN	FIL
21	D/CD	SUDARIO, RUSSEL J.	FIL
22	E/CD	GAGUCAS REY J.	FIL

UBC STAVANGER			
1	MAS	BERNASOL, JOEL	FIL
2	C/O	KATURIC, DEJAN	MNE
3	2/O	PABINGTON, ERIC	FIL
4	3/O	KOVACEVIC, BOGDAN	MNE
5	C/E	VUCKOVIC, FILIP	MNE
6	2/E	GRGUREVIC, BOZIDAR	MNE
7	3/E	KOJASEVIC, IVAN	MNE
8	E/E	PAVLICIC, ALEKSANDAR	MNE
9	FTR	MAGLACION, NOEL	FIL
10	FTR	AGUIRE, FRANCISCO	FIL
11	BSN	PICAL, JOELIOT	FIL
12	AB	TOMULTO, XERXES	FIL
13	AB	SOTO, RONNIE	FIL
14	OS	LEDESMA, EMILIO	FIL
15	OLR	DELMUNDO, RONIEMAR T.	FIL
16	OLR	MINOZA, JOVEN L.	FIL
17	WPR	LASTA, CEFROS	FIL
18	CK	ACERO, KRISTIAN	FIL
19	MESS	CUBOS, JAYSON	FIL
20	D/CD	ROSETE, CHRISTIAN	FIL
21	E/CD	NARCISO, LINDRO	FIL





ONEGO BORA			
1	MAS	NOVOSELOV, YURY	RUS
2	C/O	STJEPCEVIC, ILIJA	MNE
3	2/O	DASIC, MLADEN	MNE
4	J/O	NAVARRO, GILBERT	FIL
5	C/E	PECURCIA, VOJISLAV	MNE
6	2/E	IASTREBOV, ANDREI	RUS
7	3/E	IBANEZ, ANTHONY	FIL
8	ETO	PURLIJA, DORDIJE	MNE
9	FTR TR	PEREZ, ELLIS B.	FIL
10	BSN	PIALAGO, RANDY	FIL
11	AB	YTAC, ANSELMO JR.	FIL
12	AB	POTESTAS, MICHAEL	FIL
13	OS	CADENA, TROPIC	FIL
14	OLR	COSTARES, RICO	FIL
15	WPR	CALIPES, REY N.	FIL
16	CK	TABERNERO, RODEL	POL
17	MESS	MATIONG, ALYENN	FIL
18	D/CD	LEAL, JEAN C.	FIL
19	E/CD	CRUZ, ERMARC N.	FIL

ONEGO BURAN			
1	MAS	MATKOVIC, ZDRAVKO	MNE
2	C/O	KRIVOKAPIC, VLADO	MNE
3	2/O	PEREZ, JOHN	FIL
4	C/E	SUPERT, JOSIP	MNE
5	2/E	KRIVOKAPIC, RAJKO	MNE
6	4/E	CARGASON, JUNE	FIL
7	E/E	SAVIC, ZORAN	MNE
8	FTR	MAHINAY, NERIO	FIL
9	BSN	SIEGA, FLORO	FIL
10	AB	SOTTO, NORMAN	FIL
11	AB	PALER, BRIAN	FIL
12	OS	CATUBIC, JUVY	FIL
13	OLR	MOISES, ELMER	FIL
14	WPR	BALAD-ON, ALQUIN	FIL
15	CK	ALMEROL, ALVIN	FIL
16	MESS	LOYOLA, KIM D.	FIL
17	D/CD	LAXINA, GERE BEL	FIL
18	E/CD	YRABONO, MARK K.	FIL

LIMASSOL			
1	MAS	ORLANDIC, RATKO	MNE
2	C/O	HERRERA, MARIANITO	FIL
3	2/O	KNEZEVIC, NEMANJA	MNE
4	C/E	PLAMENAC, ZELJKO	MNE
5	2/E	VUJOSEVIC, GORAN	MNE
6	4/E	PLAMENAC, VESELIN	MNE
7	ETO	POPOVIC, MLADEN	MNE
8	BSN	DE GUZMAN, BENNY	FIL
9	AB	DECIERDO, EDWIN J.	FIL
10	AB	MANLAPIG, PAUL	FIL
11	OS	DUMANDAN, BEE J.	FIL
12	OLR	SALVADOR, CHRISTIAN	FIL
13	CK	ABUCAYAN, ADONIS	FIL
14	MESS	OLANO, CHRISTIAN	FIL
15	D/CD	PEKIC, DANILO	MNE
16	E/CD	GUZMAN, ROCKY	FIL
17	E/CD	TONDO, AGELIO J.	FIL

MSM CREW LISTS



GOTEBORG			
1	MAS	ROKOTOV, SERGEI	RUS
2	C/O	VILLAROSA, ALLAN	FIL
3	2/O	STJEPCEVIC, DEJAN	MNE
4	C/E	MIERZOWICKI, RADOSLAW	POL
5	2/E	ELEDIA, BERNIE	FIL
6	4/E	ROLDAN, LORETO	FIL
7	ETO	MANUKYAN, SAMUEL	RUS
8	FTR	TEVES, JANZEN L.	FIL
9	BSN	DADAP, DENNIS	FIL
10	AB	OFENDOREYES, FRANCISCO JR.	FIL
11	AB	MAUCESA, JOSE J.	FIL
12	OS	TEMPLA, JAY D.	FIL
13	OLR	MORALES, JUNEL	FIL
14	OLR	NIERVES, SAMSON	FIL
15	CK	AVELINO, ROMEO	FIL
16	MESS	TIBUS, JONEL	FIL
17	E/CD	MALASAGA, MIKE G.	FIL

FALKENBERG			
1	MAS	PETOVIC, ZLATKO	MNE
2	C/O	USACHEV, SERGEY	RUS
3	2/O	IRAN, BERTRAND	FIL
4	3/O	MATCHICA, CHRISTOPHER	FIL
5	C/E	SIKAL, SERGEI	RUS
6	2/E	ZLOBIN, ANDREY	RUS
7	3/E	CAADAN, ROMNICKO	MNE
8	E/E	OGORODOV, IGOR	RUS
9	FTR	ALMARIO, RON L.	FIL
10	BSN	JOVER, DENNIS	FIL
11	AB	DIZON, TORIBIO	FIL
12	AB	DE LEON, RONALDO	FIL
13	OS	SAGA, JERSON V.	FIL
14	OLR	LORENZO, MICHAEL J.	FIL
15	WPR	JACOBRES, JYSON	FIL
16	CK	PABLO, SAH JEHAN	FIL
17	MESS	BATALLONES, MARLON	FIL
18	D/CD	JOVANOVIC, SPASOJE	MNE
19	E/CD	MILITAR, MICHAEL	FIL

MSM CREW LISTS

MSM DOURO			
1	MAS	KAMINSKI, DARIUSZ	POL
2	C/O	KNEZEVIC, NEMANJA	MNE
3	3/O	DURANOVIC, SRDAN	MNE
4	C/E	GLEN, TOMASZ	POL
5	E/E	LUGO MARQUEZ, ANGEL M.	VEN
6	AB	CASING, JEFFERSON	FIL
7	AB	MANUEL, JOHN P.	FIL
8	OS	TINO, MELITON JR.	FIL
9	OLR	UBALDE, LIVI	FIL
10	OLR	LOPOS, REYNALDO	FIL
11	CK	PASCUA, MARK A.	FIL

MSM DOLORES			
1	MAS	KASATOV, VADIM	RUS
2	C/O	VUKCEVIC, DEJAN	MNE
3	2/O	KISEO, DENNIS	FIL
4	C/E	PROKOPENKO, NIKOLAY	RUS
5	E/E	GRISHIN, SERGEY	RUS
6	AB	LEGUAN, JOSEPH	FIL
7	AB	ALANO, NELSON	FIL
8	OS	ISHALEV, ANDREI	RUS
9	OLR	CEBALLO, KENNETH	FIL
10	OLR	CASTILLANO, ADRIAN B.	FIL
11	CK	MARICEVIC, STEFAN	MNE

MSM DON			
1	MAS	SARAEV, VIKTOR	RUS
2	C/O	SOBISZ, KRYSZTOF	POL
3	2/O	DELA CRUZ, MARK J.	FIL
4	C/E	IVANISEVIC, ZORAN	MNE
5	E/E	SIPKA, SLAVISA	MNE
6	AB	SAGA, ARNIE	FIL
7	AB	MATTI, RUDYVIC	FIL
8	OS	COSTILLAS, RODRIGO II	FIL
9	OLR	MUNEZ, RICHAEAL	FIL
10	WPR	GALO, JAYVEE	FIL
11	CK	RONQUILLO, MARIO	FIL

ALSTERDIEP			
1	MAS	KIECA, MIROSLAW	POL
2	C/O	MARTELINO, DANIEL	FIL
3	2/O	MAJADUCON, RENAN	FIL
4	C/E	KABANETS, SERGEI	RUS
5	ELE	KAPESIC, MIRKO	MNE
6	AB	GENIZERA, MARCELINO	FIL
7	AB	MANALO, JOHN H.	FIL
8	OS	PETROV, DENIS	RUS
9	OLR	MARTINEZ, BARTOLOME	FIL
10	CK	VUKOVIC, DAVOR	MNE



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MSM CREW LISTS

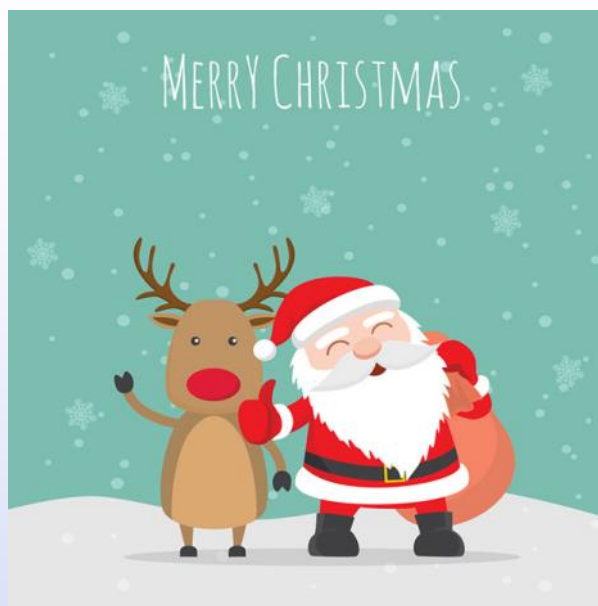
BLUE TUNE			
1	MAS	MATVIJENKO, NIKOLAJ	LTU
2	C/O	SHUMAKOV, DENIS	RUS
3	2/O	NOSKOV, ALEKSEI	RUS
4	C/E	LUBYS, STASYS	LTU
5	E/E	KHODOS, YEVHEN	UKR
6	AB	REZARO, KENEDY	FIL
7	OS	NOVO, JOVELON L.	FIL
8	OS	BOLVIDER, STEPHEN	FIL
9	WPR	PATUBO, FRANCISCO T.	FIL
10	CK	VELINETS, VITALIY	RUS

TRIPLE S			
1	MAS	GORNEA, GABRIEL	ROU
2	C/O	RODIONOV, ROMAN	RUS
3	2/O	COJOCARU, FLORIAN	ROU
4	C/E	TSYBIN, IGOR	UKR
5	E/E	TSAREV, ALEKSANDR	RUS
6	AB	TORRES, ARLO	FIL
7	AB	REMANDO, AMBROCIO	FIL
8	OS	ASPA, EDGAR	FIL
9	WPR	TERCIAS, ROMER	FIL
10	CK	BORJA, CESAR S.	FIL

BLUE NOTE			
1	MAS	KAZLOWSKI, ANTONI	POL
2	C/O	FATUN, ANATOLY	RUS
3	2/O	DICHEV, YEVGEN	UKR
4	C/E	LIPUNOV, VALERIJ	LTU
5	E/E	OKHRIMENKO, IEVGEN	UKR
6	AB	ERAMIS, JOERYN	FIL
7	OS	ANGUSTO, LUCITO B.	FIL
8	OS	CARINO, SELVINO	FIL
9	WPR	AZUCENA, ENRIQUE	FIL
10	CK	LABAYO, GILBERT L.	FIL

BLUE ANTARES			
1	MAS	JASZCZOLT, MICHAL	POL
2	C/O	JOVANOVA, MILAN	MNE
3	3/O	DEMORAL, RYAN	FIL
4	C/E	WILCZYNSKI, JAN	POL
5	ETO	PERISIC, MILOS	MNE
6	AB	LEANG, EDILBERTO	FIL
7	AB	SALAMANCA, JESSIE	FIL
8	WPR	TINDOY, IAN V.	FIL
9	CK	LIM, RENE	FIL

NOFIT			
1	MAS	SUNDECIC, ALEKSANDAR	MNE
2	C/O	UNGUREANU, DUMITRU	ROU
3	2/O	UNKASEVIC, SIMO	MNE
4	3/O	ACI, OSCAN	ROU
5	C/E	BAZAK, HENRI	ISR
6	2/E	KISELEV, NIKOLAY	RUS
7	3/E	DERETIC, PETAR	MNE
8	E/E	KRYCHEVSKY, YUKHYM	ISR
9	FTR	BIEREN, NICOLAS JR.	FIL
10	BSN	VALENZUELA, CYRUS	FIL
11	AB	IJAO, SANDY	FIL
12	OS	LEDRES, BRYAN J.	FIL
13	WPR	PINO, ARCADIO	FIL
14	CK	BLAJ, IULIAN	ROU



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