

Navigating Ahead - Issue 26



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 26

june 2018



MV MSM DOURO

Inside this issue:

LETTER FROM THE MD	2-3
ENERGY EFFICIENCY IN SHIPPING	4
GLOBAL SULPHUR GAP	5
AMOS PAYROLL	6
DAY OF THE SEAFARER	7
ARE SNAPBACK ZONES IMPORTANT	8-9
MSM CREW LISTS	10-13



Letter from the MD

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

The summer has arrived, and in some European cities there are even heatwaves with temperatures above 35C, while in Hiroshima our Japanese friends fight devastating floods and mudslides. It is astonishing that President Donald Trump continues to deny that global warming causes climate changes.

The heat has also arrived in British Politics with the resignations of the Foreign Minister and the EU Brexit negotiator. With less than a year left before our vessels will again be forced to prepare special customs declarations, the British politicians now face the reality of what it may mean to be alone against 27 fellow states and the EU commission. I wonder if the result of a UK referendum would bring the same results as the previous one if they were to have a new vote?

MSM had a very challenging start of 2018. We praise the crew of our good MV Nofit who managed to overcome a fierce storm in the English Channel and the Biscay with mighty waves and shifting cargo. Capt. Sundecic commanded the vessel and crew with outstanding seamanship so well so that no deck cargo was lost. With dry cargo holds but a slight list he resumed the voyage to Kamsar until a sudden funnel fire occurred at night. Again, due to excellent seamanship and proper training, the crew managed to put out the fire in the early morning hours. We are grateful that no crew were injured. Due to the heat the vessel lost the cables from the engine room all the way up to the bridge. The fire damage to the cables and accommodation were eventually so big that it would not had make sense to repair our good Nofit. She was finally properly recycled.

I would like to express my deepest gratitude to Captain Alexander Sundecic and his brave crew for all their efforts they made to save the cargo and vessel twice in so short time.

On a positive note I also would like to report that in the last six months we have taken on another two vessels under full management.

In January we took over a 13.000mt deadweight self-discharging pneumatic Cement Carrier, MV Grace Peony, in Taiwan. Capt. Ryszard Zerdzicki and his crew are sailing between Hong Kong/Taiwan/Japan and Saipan/Guam for our good customer Welltrans.

MV WES Finja came under our management in Rotterdam in June. She is now sailing under the new name Blue Six. She is quite similar to our Alsterdiep and will run under the commercial management of Pool Carriers parallel to Blue Antares, Blue Tune, Blue Note and Triple S.

We take this opportunity to wish Captain Karanfilov always full cargo holds and a foot of water under the keel.

The shipping markets have fortunately recovered in the first half of 2018. We see more and better paid cargoes, while not so many new vessels are being delivered anymore from the yards.

Owners and Charterers will face the new IMO environmental regulations for fuel, emissions and ballast water treatment soon. All these regulations and the consequences they bring are extremely costly while there is also big uncertainty about the future availability of HFO, LSHFO and MDO.

From 1st of January 2020 ships need to burn only fuel with max 0,5% sulphur. Owners need to switch to such new fuels already in mid-2019 to steadily mix the un-pumpable HSHFO, as otherwise they cannot ensure that only 0,5% sulphur fuel is burned.

We have now only one year left, but ISO has not even started to develop the new ISO 8217 bunker specification for the new low sulphur fuel. This can happen only in shipping.

This (un)acceptable uncertainty has however a positive effect in the ordering of new vessels. Ship-owners simply don't know what kind of engines and machinery they need to install in their newbuildings, therefore they seem to sit back and wait, refraining from ordering new ships. This will help the markets to further improve as older ladies will not put through the 4th or 5th special survey anymore, especially when the steel scrap price remains as high as 450usd/mt.

Once the regulators have cleared the fog and the engine builders and shipyards can offer technical sound solutions, it will still take 1-2years until the generation of vessels will hit the water.

Letter from the MD

All what we now need is our world leaders to behave and avoid unnecessary trade wars and then we should see the shipping markets turn profitable again, as it was before 2003. And who knows, this is the year of surprises, especially with England in the semi-final of the FIFA World Cup and a Germany who was sent home in the first round.

Would like to take this opportunity to express our deepest appreciation and gratitude to all of you on board and the offices for your daily contribution to the success of our mission. Please enjoy the calm summer months and get prepared for the autumn storms.

We are sure that we will all "Navigate Ahead" to a bright future with even better educated shipping professionals and more MSM ships.



Capt. Eugen Adami

Navigating Ahead

The **World Environment Day** is celebrated on the 05th June each year and this years' theme is focusing on our extensive use of plastic.

Here are 10 easy ways to start your plastic free life:

1. Stop using plastic straws, even in restaurants.
2. Use a reusable produce bag. A single plastic bag can take 1000 years to degrade.
3. Give up gum. Gum is made of a synthetic rubber, aka plastic.
4. Buy boxes instead of bottles.
5. Purchase food, like cereal, pasta, and rice from bulk bins and fill a reusable bag or container.
6. Use a reusable bottle or mug for your beverages, even when ordering from a to-go shop
7. Avoid buying frozen foods because their packaging is mostly plastic. Even those that appear to be cardboard are coated in a thin layer of plastic.
8. Make fresh squeezed juice or eat fruit instead of buying juice in plastic bottles.
9. Pack your lunch in reusable containers and bags. Also, opt for fresh fruits and veggies and bulk items instead of products that come in single serving cups.
10. Use a razor with replaceable blades instead of a disposable razor



If you cant Re-use it,

Refuse it!

ENERGY EFFICIENCY IN SHIPPING—WHY IT MATTERS

All industries are looking to becoming cleaner, greener and more energy efficient – and shipping is no exception. Improved energy efficiency means less fuel is used, and that means less harmful emissions.

The International Maritime Organisation (IMO) – the United Nations specialised agency with responsibility for safe, secure and environment-friendly shipping – is leading a European Union funded project designed to help shipping move into a new era of low-carbon operation.

IMO has launched a [video](#) outlining how the Global MTCC Network (GMN) initiative is uniting technology centres – Maritime Technology Cooperation Centres (MTCCs) – in targeted regions into a global network. Together, they are promoting technologies and operations to improve energy efficiency in the maritime sector.

“This project is one of the building blocks that will help shipping becoming greener,” says Magda Kopczynska, Director, DG MOVE, European Commission.

Five MTCCs have been established in Africa, Asia, the Caribbean, Latin America and the Pacific. Acting as centres of excellence for their regions, the MTCCs will work with partners to develop technical cooperation, capacity building and technology transfer – sharing the results and their experiences throughout the network to ensure a common approach to a global issue.

Innovative programmes and projects are being developed and carried out by the MTCCs – all designed to promote energy-efficient technologies and operations. Developing countries and, in particular, Least Developed Countries and Small Island Developing States, will be the main beneficiaries of this ambitious initiative. For regions particularly vulnerable to the impact of climate change, it's a chance to get involved in promoting technologies and operations to improve energy efficiency in the maritime sector.

“When we saw this project, we saw it as an opportunity to build partnership throughout the region to mitigate, at least in the maritime sector, the impacts of climate change,” says Vivian Rambarath-Parasram, Head of MTCC-Caribbean.

Estimates say ships' energy consumption and CO2 emissions could be reduced by up to 75% by applying operational measures and implementing existing technologies. The GMN is on the cutting edge of climate-change mitigation – and, at the same time, opening up a world of opportunities for those who participate in it.

“We're looking forward to building capacity for not just Kenya but for the African region in general – to reduce greenhouse gas emissions, to improve air quality in our port cities,” says Nancy W. Karigithu, Principal Secretary Maritime and Shipping Affairs, Kenya.

By promoting technologies and operations to improve energy efficiency in the maritime sector and helping navigate shipping into a low-carbon future, the GMN project is steering a course for a cleaner, greener future.

GMN (Global MTCC Network) website: <http://gmnmn.org/>

The GMN project is funded by the European Union and implemented by the International Maritime Organization (IMO).

MTCCs (Maritime Technology Cooperation Centres):

MTCC-Africa, hosted by Jomo Kenyatta University of Agriculture and Technology, Mombasa, Kenya

MTCC-Asia, hosted by Shanghai Maritime University, China

MTCC-Caribbean, hosted by University of Trinidad and Tobago, Trinidad and Tobago

MTCC-Latin America, hosted by International Maritime University of Panama, Panama

MTCC-Pacific, hosted by Pacific Community, Suva, Fiji

Source: [IMO](#)



2020 GLOBAL SULPHUR CONTENT CAP

By Tech Dpt.

In October 2016, IMO's Marine Environment Protection Committee (MEPC 70), decided to set a global limit for Sulphur in fuel oil used on board ships of 0.50%.

The Global Sulfur Content Cap will enter into force by the 1 January 2020 and will be fully in line with the mandatory 0,5% Sulphur cap for all EU-waters according to the latest revision of the EU Directive. This new requirement is in addition to the 0.1% sulphur limit in the North American, US Caribbean, North Sea and Baltic Emission Control Areas (SECA) which is still valid and in force.

There are two ways to comply with the new requirements, (1) burn bunkers with a Sulphur Content of Less than 0.5% Sulphur or (2) use of exhaust gas cleaning systems (Scrubber systems).

LOW SULFUR FUEL OIL

Bunkers with 0.50% Sulphur represents 75% of global marine fuel demand compared to ECA. In total 70,000 ships with a consumption of approximately 3 million barrels per day HSFO will need to switch to 0.50% S.

To produce LSFO the refineries will have to clean all tanks, lines and do major conversions on their production lines.

This conversion will cost as high as 1 billion dollars per refinery and the average time needed will be 3-5 years.

Some refineries are already producing LSFO but it's not certain if global availability will be sufficient by 2020 so many suppliers are expected to, once more, take a blending route.

Blending or Mixing HSFO with MGO will result into higher cost, i.e. in order to produce 100MT of 0.5% S LSFO it will be necessary to blend 12MT of HSFO (3.4%S) with 88MT of MGO (0.1% S).

The alternative solution will be to blend HSFO with a combination of new mixtures of 'distillates' and residue streams. These refinery process residues are low in Sulphur but contain a very high amount of abrasive metals (Al + Si). As a result, the product will be a LSFO but with very high Al + Si content.

The table below shows the difference between a fuel with Sulphur content of 2.11% and a blended product with Sulphur content of 1.46%.

Parameters	Sulphur 1.50% >	Sulphur 1.50% <
Density (kg/m3)	980.5	986.4
Viscosity (mm2/s)	239	87
MCR (%m/m)	10.7	7.9
Sulphur (%m/m)	2.11	1.46
Calcium (mg/kg)	3	13
Al + Si	18	66
CCAI	847	864

The other major disadvantage is the lack of ISO 8217 standards for these fuels and thus the quality and characteristics will differ between suppliers.

SCRUBBER SYSTEMS

An alternative to LSFO/MGO will be the installation of an exhaust gas cleaning system.

Installation of an exhaust gas cleaning systems is permitted as follows:

- Global 0.5% (2020). Scrubber systems are permitted.
- Sulphur ECA 0.1%. Scrubber systems are permitted.
- EU 0.1% (All Ports). Open-loop systems are restricted in some countries
- China 0.5% (In selected areas). Scrubber systems are permitted.
- California 0.1% (Within 24 nm). Scrubber systems are not permitted but can be accepted only through research exemption.

The main benefit of a Scrubber system is that HSFO can still be used but the main concern will be the availability of HSFO after 2020.

Some oil majors confirm that there will be enough compliant fuel by 2020 but it should also be noted that there is not enough time for a full revision of the ISO8217 standard.

How is the market reacting?

So far only 240 scrubber systems have been installed, the majority of which on Ro-Ro and passenger vessels trading in ECA Zones.

Some other major shipowners are proceeding as follows:

- > Switching to lighter fuel MGO, MDO
- > Installation of scrubber systems for whole fleet
- > Equip their latest newbuilding vessels with LNG propulsion.
- > Low Sulphur Fuel & Retrofit scrubbers on part of the fleet
- > Switching to 0.50% Sulphur marine fuel.

Port Authorities and Coastal state will have full jurisdiction in internal waters and their exclusive economic zones.

5% of the bunkers on board will be subjected to surveys and PSC inspections on board.

Some ports, i.e. Rotterdam, have deployed drones with cameras, monitoring the emission from the vessels. Suspect ships are recorded and visited by the PSC Officers who can collect samples from the bunker tanks and send for analysis. There are already cases with heavy fines on vessels with non-compliant fuels.

It is therefore very important to maintain proper records on board with all bunker receipts filed and being ready for review. The 2020 Sulphur Cap is considered as major change in the industry the scale of which cannot be estimated at the present stage.

MSM, similar to all other managers/operators, is closely monitoring the developments, being in direct contact with Classification societies, relevant service providers, bunker suppliers and equipment manufacturers.

AMOS PAYROLL SYSTEM—UPDATE

Since our last article of our **AMOS EMS Payroll** system update, which you can read in the MSM Newsletter Issue 19, we can now proudly announce that **AMOS EMS – Payroll** module has successfully been installed and been fully operational for almost a year already.

By eliminating the human error, we have upgraded the safety zone in a way that wages calculations and payments to crew are almost reaching a zero percentage of mistakes. Information such as crew contact details, bank details, wages and any other personal data are entered in **AMOS EMS** program by an experienced personnel, giving the opportunity to us here in the office to pass on to the crew, when and if required, any information regarding their financial status as well as the service history with MSM.

The **AMOS EMS Payroll Program** is exporting the monthly crew wages – payroll and with the interface application, all reports are updated giving the Board of Directors a full picture of the status of our fleet in respect to the financial obligations.

It is important to point out that the software is especially designed to offer all the information needed for each crewmember TO the crewmember, at any given time and at the same time, it meets the GDPR regulations for personal data protection and therefore no access is allowed to all the above unless same is authorised.

By Charoula Schodder

Accounts Senior

navigating ahead

PSC Ready is a cloud-based and secure application available on desktop and downloadable for both IOS and Android (It can be also downloaded on your mobiles).

PSC Ready is an interactive app to support captains, crews and fleet managers in preparing vessels for port state control inspections.

PSC Ready can be used by all ship owners for BV classed ships as well non BV classed ships.

Objectives are to **facilitate the management of inspection campaigns, and help ship owners secure compliance of their fleet and avoid deficiencies at PSC inspections.**

The application enables PSC awareness to be shared across a company's fleet, the sharing and analysis of records and performance with management and clients and the promotion of awareness of specific PSC concentrated inspection campaigns - all with access to the latest information about PSC areas of focus and interpretation.

We recommend that you download it and use it in preparing vessels for port state control inspections.



DAY OF THE SEAFARER—25 JUNE 2018

Once again, 25 June will mark the annual Day of the Seafarer (DotS). DotS was established in a resolution adopted by the 2010 Diplomatic Conference in Manila to adopt the revised STCW Convention. Its stated purpose is to recognise 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".

Day of the Seafarer is recognised by the United Nations as an observance day.

Seafarers wellbeing

2017 and 2018 have seen strong momentum in the industry to address seafarer's wellbeing, particularly their mental health.

To give further exposure to this important issue, our choice for the 2018 Day of the Seafarer theme is "seafarers' wellbeing".

By addressing the issue of seafarers' wellbeing and particularly mental health, this campaign can inform specific strategies to tackle stress and other issues affecting seafarers' mental conditions - and make the tools available more widely known.

The campaign will seek to highlight and showcase best practices and good examples but will also, inevitably, bring out areas of concern and examples of shortcomings.

Take the survey!

At the core of the campaign this year, an online survey has been created to collect seafarers' feedback. IMO want to hear from you to make sure you know what your rights are and if you feel those rights are being implemented into your operational reality. The survey's feedback will be fed at IMO Council to make sure member states are aware of your comments.

[Click here](#) or on the image below to take the survey.



Campaign features

As in previous years, the campaign will be centred on social media. All IMO's social media platforms are likely to feature but Twitter and Facebook will account for most activity. This year the campaign will have **two hashtags**, as follows:

[#SupportSeafarersWellbeing](#)

This hashtag can be used by shipping companies and others within the industry, to show how they provide a decent working environment for seafarers and how they address mental health issues among their seagoing staff.

[#GoodDayatSea](#)

This hashtag can be used to engage the general public, to wish them a good day at sea.

We will use the hashtag [#GoodDayatSea](#) to encourage seafarers to share photos of themselves in a positive work environment.

Complete the phrase [#GoodDayatSea](#) looks like...

This year, IMO will also promote good initiatives and material developed by various maritime stakeholders to advocate for higher standards of welfare as well as highlight what they are doing to improve conditions for seafarers regarding issues related to seafarers' wellbeing, such as:

- | | |
|--|------------------|
| - Shore leave | - Abandonment |
| - Mental health | - Wages |
| - No criminalisation | - Repatriation |
| - Resources available to <i>Positive</i> | - MLC Convention |

Mental Health

Source: [IMO](#)

SHOULD WE AVOID THE MARKING OF SNAP-BACK ZONES?

In recent years it has become common practice to mark snap-back zones on ships decks in the vicinity of mooring machinery, rollers and fairleads. The aim of these markings was to warn the seafarers to avoid standing in these zones when mooring lines are under tension. However, industry advice with respect to identifying and marking snap-back zones came under review last year following an incident where a deck officer was seriously injured during a mooring operation when standing in a location that had not been identified as being within a snap-back danger zone.

Seafarers engaged in mooring operations are somehow forced to be in the snap back zones in order to do their job – namely mooring our ships. Due to the design and construction of mooring decks, the mooring crew cannot avoid being in the snap back zones and the mooring deck should therefore be considered as **one big snap-back zone**.



These Markings are NOT the solution

The sad thing is that it still happens much too often that our fellow seafarers around the world are hit by broken ropes while doing their job. The consequences after being hit by a mooring line are enormous, both socially and economically.

We must all constantly remind each other of the risks when using the mooring lines so that we avoid serious injuries.

Snapback zones are very complex

Recent studies have shown that the nature of snap-backs is much more unpredictable and complex than what was perceived before, due to nature of the mooring line used regarding elasticity and breaking strength, which may influence the path of a parted line.

Hence the marking of snap back zones on the deck, although convenient and simple, does not reflect the actual complex snap-back zone and may lead the seafarer into a false sense of security that they are safe just as long as they are not standing in the highlighted area. In principle, the whole mooring deck is a hazardous workplace and should be considered as such.

In the UK Maritime & Coastguard Agency's "Code of Safe Working Practices for Merchant Seafarers" provides advice on the matter as follows:

26.3.2 Owing to the design of mooring decks, the **entire area should be considered a potential snap-back zone**. All crew working on a mooring deck should be made aware of this with clear visible signage.

26.3.3 The painting of snap-back zones on mooring decks should be avoided because they may give a false sense of security.

In effect, the whole mooring deck may be considered a danger zone.



Every Masters nightmare, broken mooring lines

navigating ahead

SHOULD WE AVOID THE MARKING OF SNAP-BACK ZONES?

How can the MSM Master make a difference?

- Invite the mooring team for an expanded risk assessment for mooring operations. It's a good idea to prepare a Birdseye view of the mooring deck. A photo or a copy of the general arrangements could be used.
- Identify the snap-back zones together and explain how the zones are changing and developing as more lines are used and the zone increases.
- It's may be a good idea to divide the mooring operation into small bits as a process from the first line has been fastened until all ropes are fastened. Where can the crew be at the different stages? Where is it unsafe to be and where can you seek for cover? A lot depends on how efficient you allow the ropes to run. Avoid the "spaghetti approach" and run ropes straight from drums/bollards to the fairleads.
- Remember that the snap-back zones change during the mooring operation and you must always have a constant focus on the mooring team.
- Do not assume that the crew are situationally aware of the dangers as they are busy handling lines.
- **Before each mooring operation**, carry out a pre-arrival meeting in order to refresh safety precautions and clarify roles and duties of each mooring team member.
- Review the latest mooring and plan the next.
- Do an instruction session. Give the new deck hand instructions to read about mooring. It would be best if you have something that exactly describes the mooring procedures on your ship.

How can the MSM Rating make the mooring safer?

Have in mind that being in a snap-back zone is just as risky as standing under a heavy net of goods. The mooring line may break as well as the wire for the hanging net.

- Perceive the risk of being hit by a broken rope very seriously and minimise your time standing in the snap-back zone as much as possible. Learn and understand the nature of the mooring ropes on your vessel with regards to elasticity and the breaking strength which influence the trajectory of a parted mooring line. When your fellow seamen run the ropes like spaghetti, interfere. You can inform the officer in charge that there are more efficient and safer ways to perform the mooring operation.
- Never lose your awareness of where you are standing and treat every line under load with extreme caution and remember to stay clear of the potential path of a snap-back.
- Keep a close eye on your fellow MSM seafarers and alert them immediately if any of them are standing unnecessarily in a snap-back zone.
- Be extra aware where you are standing when handling **the first line**. Experience shows that the first lines ashore, **such as spring lines, have the greatest potential of breaking** as they are the only lines holding the ship.
- When lines are subject to a straight pull, the snap back zone is minimal, but if the lines are angled around a bollard or roller, then the snap-back area increases. Avoid the "Spaghetti approach".
- Take ownership and responsibility of your own safety. Ask questions at pre-arrival meetings and in the risk assessment processes.
- Be aware of the risk of a line snapping back onto the deck if it parts outboard of the ship's side, particularly if the deck is protected only by open railings.

You can find more about mooring in our MSM Marlearn sessions and in the Videotel training units.



MSM CREW LISTS

PACIFIC ACTION			
1	MAS	BLAGOVESCHENSKY, ALEXANDR	MNE
2	C/O	VUJOSEVIC, NEMANJA	MNE
3	2/O	PATACIL, LOUIE	FIL
4	3/O	OFTANA, JULIUS	FIL
5	C/E	DILAS, DRAGUTIN	MNE
6	2/E	KISELEV, NIKOLAY	RUS
7	3/E	MISAJON, DANIEL	FIL
8	E/E	CUPIC, MARIN	MNE
9	FTR	ATOPEN, JASPER	FIL
10	FTR/TR	APALIS, JAYMAR	FIL
11	BSN	CLARO, JOVITO	FIL
12	AB	TONACAO, LUEL	FIL
13	AB	SANICO, HERMELITO	FIL
14	OS	AGUILA, RISHEN	FIL
15	OLR	JUGAR, ARCADE R.	FIL
16	WPR	CALINGASAN, RODNEY	FIL
17	CK	HERRERA, BERNABE	FIL
18	MESS	VILLONES, WENIFREDO	FIL
19	D/CD	CUTOR, CHRISTIAN	FIL
20	D/CD	CHUVAT, SARGET	FIL
21	E/CD	SOLANG, CEASAR	FIL
22	E/CD	DELA TORRE, JUN A.	FIL

AAL GLADSTONE			
1	MAS	KALDUNSKI, STANISLAW	POL
2	C/O	GALKIN, ALEKSEI	RUS
3	2/O	DOKIC, ALIJAN	MNE
4	3/O	VALMORES, PHILIP	FIL
5	C/E	VAKULSKIJ, SERGEJ	LTU
6	2/E	KARIC, DEJAN	MNE
7	3/E	ARCISO, RYAN	FIL
8	E/E	SIPKA, SLAVISA	BIH
9	E/TR	PEREZ, EBENIZER	FIL
10	BSN	VILLAHERMOSA, ALLAN	FIL
11	AB	CADENA, TROPIC	FIL
12	AB	PUZON, JESSIE J.	FIL
13	OS	CANON, EDISON	FIL
14	OLR	PELIGRO, GRACIANO	FIL
15	OLR	CATIMBANG, RICHARD	FIL
16	OLR	LEODONES, RALPH R.	FIL
17	CK	MAGDAEL, VICENTE	FIL
18	MESS	TUCOI, JEAN	FIL
19	D/CD	MANLAPIG, MELVIN	FIL
20	D/CD	LAPLANA, MARIN	CYP
21	E/CD	BALGOS, CHRIZZIAN	FIL

UBC STAVANGER			
1	MAS	BERNASOL, JOEL	FIL
2	C/O	POPOVIC, RATKO	MNE
3	2/O	GLORIA, RON	FIL
4	3/O	SAMSON, MARK M.	FIL
5	C/E	DJUROVIC, NEDEJKO	MNE
6	2/E	GARCES, CHRISTOPHER	FIL
7	3/E	SAINOVIC, DEJAN	MNE
8	E/E	ABLAZA, ANTONIO	FIL
9	FTR	GARCIA, JESSIE	FIL
10	BSN	JOVER, ARIEL	FIL
11	AB	RIO, JAY-JAY	FIL
12	AB	ASUAR, SILVESTRE	FIL
13	OS	LEDESMA, EMILIO	FIL
14	OLR	FLORES, JOHN	FIL
15	OLR	FERNANDEZ, JEREMY	FIL
16	WPR	LASTA, CEFROS	FIL
17	CK	ACERO, KRISTIAN	FIL
18	MESS	USMAN, DATO E.	FIL
19	D/CD	DINGDING, CHRISTIAN	FIL
20	D/CD	BOLDO, EMMANUEL R.	FIL
21	E/CD	NARCISO, LINDRO	FIL

UBC STOCKHOLM			
1	MAS	STYPULA, STANISLAW	POL
2	C/O	YAKUSHEV, ALEXANDER	RUS
3	2/O	VILLONES, PAUL	FIL
4	3/O	TOMULTO, XERXES	FIL
5	C/E	MULLER, RYSZARD	POL
6	2/E	ZLOBIN, ANDREY	RUS
7	4/E	ELIJAN, JOSEPH	FIL
8	E/E	PETROV, FRANE	HRV
9	BSN	JOVER, DENNIS	FIL
10	AB	DELOS REYES, JONATHAN	FIL
11	AB	AVILES, SOHRAB	FIL
12	OS	CASINILLO, JESSIE	FIL
13	OLR	OSORIO, WINSTON	FIL
14	OLR	PALONPON, ELMER	FIL
15	WPR	PINO, ARCADIO	FIL
16	CK	QUERUBIN, PERCIVAL	FIL
17	MESS	SANICO, HERMILO JR.	FIL
18	D/CD	GERONIMO, JOHN	FIL
19	D/CD	VILLARUEL, ANDRE	FIL
20	E/CD	DADAP, JAY	FIL



ONEGO BORA			
1	MAS	NOVOSELOV, YURY	RUS
2	C/O	POPOVIC, DEJAN	MNE
3	2/O	PETROVIC-POLJAK, ILIJA	MNE
4	J/O	MANDEOYA, LEONER	FIL
5	C/E	SOSNIN, PAVEL	RUS
6	2/E	RADIOVETS, SVIATOSLAV	RUS
7	3/E	RALEVIC, PETAR	MNE
8	ETO	KOSTECKI, JAKUB	POL
9	FTR TR	SARAO, VICTOR JR.	FIL
10	BSN	PIALAGO, RANDY	FIL
11	AB	MANUEL, JOHN P.	FIL
12	AB	NAVAL, JHON L.	FIL
13	OS	DELA CRUZ, GLENN	FIL
14	OLR	SARABIA, MARIANO C.	FIL
15	WPR	MILITAR, MICHAEL J.	FIL
16	CK	MABALON, LEOVEN	FIL
17	MESS	ALMEROL, ALDRIN	FIL
18	D/CD	LEAL, JEAN C.	FIL
19	E/CD	CRUZ, ERMARC N.	FIL

ONEGO BURAN			
1	MAS	PLANINSEK, GORAZD	MNE
2	C/O	DZIECIATOWSKI, JERZY	POL
3	2/O	MICKOVIC, GORAN	MNE
4	C/E	KABANETS, SERGEI	RUS
5	2/E	VULEVIC, DRAGAN	MNE
6	4/E	BAUTISTA, EREC	FIL
7	E/E	MATOVIC, VLATKO	MNE
8	E/TR	GAMIS, JAYPEE	FIL
9	FTR/TR	SAGARIO, FROILAN C.	FIL
10	BSN	DADAP, DENNIS	FIL
11	AB	TEMPLA, JAY D.	FIL
12	AB	ASTILLERO, RAMEL	FIL
13	OS	LEDESMA, FRANCIS	FIL
14	OLR	GALIDO, ALEJANDRO	FIL
15	WPR	SERQUINA, JIM C.	FIL
16	CK	RADONJIC, RADOVAN	MNE
17	MESS	RAZON, JERRY	FIL
18	D/CD	SALUMBIDES, CHAEL G.	FIL
19	E/CD	ROPA, JOHN L.	FIL

LIMASSOL			
1	MAS	SUNDECIC, ALEKSANDAR	MNE
2	C/O	VUKCEVIC, DEJAN	MNE
3	2/O	POPIVODA, FILIP	MNE
4	J/O	VUCELJA, MILOS	MNE
5	C/E	OJDANIC, ZELJKO	MNE
6	2/E	VUCKOVIC, SRDAN	MNE
7	4/E	PLAMENAC, VESELIN	MNE
8	ETO	POPOVIC, MLADEN	MNE
9	BSN	DE GUZMAN, BENNY	FIL
10	AB	BRIZUELA, GERALD	FIL
11	AB	VIRTUDAZO, MAURO	FIL
12	OS	SILAO, VINCENT N.	FIL
13	OLR	SALVADOR, CHRISTIAN	FIL
14	CK	OLANO, CHRISTIAN	FIL
15	MESS	POLIDO, NORMAN	FIL
16	D/CD	PEKIC, DANILO	MNE
17	E/CD	MORENO, MICHAEL J.	FIL
18	E/CD	PICAL, JOELITO	FIL

MSM CREW LISTS



FALKENBERG			
1	MAS	ROKOTOV, ALEXANDER	RUS
2	C/O	PIVTSAYKIN, MAKSIM	RUS
3	2/O	GUZMAN, CLYDE A.	FIL
4	J/O	JOVANOVIC, SPASOJE	MNE
5	C/E	MILOJKO, ZARKO	MNE
6	2/E	OTOYKOV, IGOR	RUS
7	3/E	VERDEPRADO, ROCHIE	FIL
8	E/E	OMEGA, ANGELO	FIL
9	FTR/TR	BALDUEZA, BLULY	FIL
10	BSN	LIBRES, ROSO	FIL
11	AB	CASTILLO, JASON	FIL
12	AB	ESLANAN, BRIAN	FIL
13	OS	BRUCAL, GERARDO	FIL
14	OLR	TUSOY, BENJAMIN	FIL
15	WPR	DOMINGO, RUSSEL D.	FIL
16	CK	PATACIL, DOMINGO JR.	FIL
17	MESS	ACER, JOHN R.	FIL
18	D/CD	VOLIVAR, MARK J.	FIL
19	E/CD	RECOTER, JOHN R.	FIL

GOTEBORG			
1	MAS	KRSULJ, MILIAN	HRV
2	C/O	VILLAROSA, ALLAN	FIL
3	2/O	PEROVIC, SLOBODAN	MNE
4	C/E	OJDANIC, IGOR	MNE
5	2/E	IASTREBOV, ANDREI	RUS
6	4/E	TAGUD, MARK J.	FIL
7	ETO	MANUKYAN, SAMUEL	RUS
8	E/TR	RAVELO, RONALD	FIL
9	BSN	MANDIC, BORISLAV	MNE
10	AB	MAUCESA, JOSE J.	FIL
11	AB	IJAO, SANDY	FIL
12	OS	LINOG, RONALD	FIL
13	OLR	BONTILAO, JHAMES	FIL
14	OLR	GABONADA, LEONICIO	FIL
15	CK	MARICEVIC, STEFAN	MNE
16	MESS	ABUDA, CHRISTIAN J.	FIL
17	D/CD	DAGOOC, ADDISON	FIL
18	E/CD	RAMOS, JERIC	FIL

navigating ahead

MSM CREW LISTS

MSM DON				MSM DOLORES			
1	MAS	SHIRINKIN, SERGEI	RUS	1	MAS	KASATOV, VADIM	RUS
2	C/O	KRZAK, WIESLAW	POL	2	C/O	GAJEWSKI, KRZYSZTOF	POL
3	2/O	VRZIC, STEFAN	MNE	3	2/O	KISEO, DENNIS	FIL
4	C/E	KALAN, WIESLAW	POL	4	C/E	GLEN, TOMASZ	POL
5	MM	LIS, PIOTR	POL	5	ETO	YERASOV, ILLYA	UKR
6	AB	MATTI, RUDYVIC	FIL	6	MM	PYLPCHUK, OLEKSANDR	UKR
7	AB	GABISAN, DEXTER	FIL	7	AB	ALANO, NELSON	FIL
8	OS	GONZAGA, MICHAEL	FIL	8	AB	SAGA, JERSON V.	FIL
9	OLR	MUNEZ, RICHAEAL	FIL	9	OS	REPAYO, MARK A.	FIL
10	WPR	PABILON, ROMEL	FIL	10	OLR	CASTILLANO, ADRIAN B.	FIL
11	CK	OLAGUER, MELBEN	FIL	11	CK	EBUNA, JUNEVEIL	FIL

MSM DOURO				ALSTERDIEP			
1	MAS	PRISTAVKIN, SERGEI	RUS	1	MAS	JASZCZOLT, MICHAL	POL
2	C/O	BARCZEWSKI, MAREK	POL	2	C/O	MARTELINO, DANIEL	FIL
3	3/O	JOSANOVIC, JOSAN	MNE	3	2/O	SRODECKI, BARTOSZ	POL
4	C/E	MILIC, TOMISLAV	MNE	4	C/E	WESULEK, MARIUSZ P.	POL
5	E/E	LUGO MARQUEZ, ANGEL M.	VEN	5	ELE	LAGIEWSKI, PIOTR	POL
6	AB	JUMAPIT, EULOGIO	FIL	6	AB	MANALO, JOHN H.	FIL
7	AB	BLANCO, ARNOLD	FIL	7	AB	LORILLA, RENZ K.	FIL
8	OS	LEDRES, BRYAN J.	FIL	8	OS	BALMONTE, REAGEN	FIL
9	OLR	TANO, ANTHONY G.	FIL	9	OLR	MARTINEZ, BARTOLOME	FIL
10	OLR	BANAGA, FELIX B.	FIL	10	CK	VERANO, CORNADO	FIL
11	CK	PALAMARCHUK, OLEKSANDR	UKR				



navigating ahead

MSM CREW LISTS

BLUE TUNE			
1	MAS	FEDOROV, IVAN	RUS
2	C/O	KUPTSOV, VLADIMIR	RUS
3	2/O	SKASCENKO, ROMAN	RUS
4	C/E	IVANOV, SERGEJ	LTU
5	E/E	KUSNARENKO, JEVGENIJUS	LTU
6	AB	NOVO, JOVELON L.	FIL
7	OS	BOLVIDER, STEPHEN	FIL
8	OS	ARANDA, VICTOR B.	FIL
9	WPR	PATUBO, FRANCISCO T.	FIL
10	CK	NAZAROV, ALEKSANDR	RUS

TRIPLE S			
1	MAS	KAZLOWSKI, ANTONI	POL
2	C/O	SUMILOVAS, ALEKSEJUS	LTU
3	2/O	KARASIOV, JURIJ	LTU
4	C/E	LUBYS, STASYS	LTU
5	E/E	PARASCHIV, ADRIAN	ROU
6	AB	REMANDO, AMBROCIO	FIL
7	AB	REMANDO, REYNANTE C.	FIL
8	OS	LUBRIN, RAUL C.	FIL
9	WPR	TERCIAS, ROMER	FIL
10	CK	LOGINOV, URAN	RUS

BLUE NOTE			
1	MAS	KOSTEEV, SERGEY	RUS
2	C/O	KOROTKOV, ROMAN	UKR
3	2/O	ALIPICHEV, PAVEL	RUS
4	C/E	GORBACH, ALBERT	RUS
5	E/E	HURENKO, ANTON	RUS
6	AB	ERAMIS, JOERYN	FIL
7	OS	ANGUSTO, LUCITO B.	FIL
8	OS	KALIONOV, ERNEST	FIL
9	WPR	AZUCENA, ENRIQUE	FIL
10	CK	ALEGARBES, RAFAEL L.	FIL

BLUE ANTARES			
1	MAS	LADONSKI, JANUSZ	POL
2	C/O	ILCEV, MARIJAN	MNE
3	J/O	CZAJA, TOMASZ	POL
4	C/E	ZAPRYAGIN, SERGEY	RUS
5	ETO	MANUKYAN, SAMUEL	RUS
6	AB	MINGO, JOSEPH	FIL
7	AB	SAGA, ARNIE	FIL
8	WPR	TINDOY, IAN V.	FIL
9	CK	AVELINO, ROMEO	FIL

GRACE PEONY			
1	MAS	ZERDZICKI, RYSZARD	POL
2	C/O	BITAIZAR, ANTONIO	FIL
3	2/O	GOREMBALEM, FREZER	FIL
4	J/O	CERVANTES, NINO	FIL
5	C/E	KAVAJA, RATKO	MNE
6	2/E	TOLEDO, JOEL	FIL
7	4/E	CASANA, VICTOR S.	FIL
8	ETO	CABA, NICO	FIL
9	E/TR	ANYAYAHAN, ALLEN	FIL
10	FTR	ILLUSTRISIMO, ALEXANDER	FIL
11	BSN	MARCOS, DANILO	FIL
12	AB	UMIPIG, ERWIN	FIL
13	AB	BRIONES, ERIK	FIL
14	OS	DIEL, WINSTON	FIL
15	OLR	REVILLA, IAN	FIL
16	OLR	SEPE, EDWARD	FIL
17	WPR	VERANO, VITAL J.	FIL
18	CK	DUNO, ROGER	FIL
19	MESS	ADRID, RYAN	FIL
20	D/CD	DUARTE, BIRCH E.	FIL

BLUE SIX			
1	MAS	KARAFILOV, IGOR	UKR
2	C/O	ZHENYLO, VOLODMYR	UKR
3	3/O	BYKOV, IAROSLAV	RUS
4	C/E	KABALIN, ANDREY	RUS
5	AB	SZPREGA, JAN	POL
6	AB	KIRIYAN, VALERIY	UKR
7	CK	LEGENKY, OLEG	UKR

Navigating Ahead - Issue 26



MSM House
63, Christaki Kranou Street
4042 Limassol
P.O. Box 57215
CY-3313 Limassol
Cyprus
Phone: +357 25 256000
Fax: +357 25 256007

E-mails:
mail@mastermind-cyprus.com
hr@mastermind-cyprus.com
gdpr@mastermind-cyprus.com
environmental@mastermind-cyprus.com

www.mastermind-cyprus.com

NAME	POSITION	OFFICE NO.	MOBILE NO.
E-H Adami	Managing Director	+357 25 256001	+357 99 674456
Christina Myrianthous	PA to the MD	+357 25 256000	+357 97 889711
Marios Antoniou	Director	+357 25 256002	+357 99 716060
Antonis Ioannou	CFO	+357 25 256005	+357 99 767636
Charoulla Schodder	Senior Accounts Officer	+357 25 256011	-
Fotini Nicolaou	Senior Accounts Officer	+357 25 256016	-
Marina Panayiotou	Accounts Assistant	+357 25 212503	-
Zeljko Iovic	Fleet Director	+357 25 256006	+357 99 716888
Fannie Adami	Operations Officer	+357 25 256008	+357 99 424694
Andreas Potamitis	Technical Manager	+357 25 256004	+357 99 719222
Witek Sobisz	Tech. Superintendent	+357 25 256014	+357 99 720989
Savvas Panagiotou	Tech. Superintendent	+357 25 256018	+357 99 723950
Stefanos Dimitriou	Tech. Superintendent	+357 25 212500	+357 97 878111
Elena Constantinou	Tech Admin / IT Officer	+357 25 256009	+357 99 717175
Christos Symeonides	Tech Admin Assistant	+357 25 212502	-
Marios Thyrotos	IT Officer	+357 25 212504	+357 99 990830
Yiota Antoniou	Senior Purchasing Officer	+357 25 256010	+357 99 723970
Elena Louca	Purchasing Officer	+357 25 256017	-
Sophia Lambrou	Purchasing Officer	+357 25 212501	-
Stella Emmanouel	Insurance Officer	+357 25 256013	+357 99 716040
Natalie Georgiou	Senior Crewing Officer	+357 25 256019	+357 99 723960
Christiana Efstratiou	Crewing Officer	+357 25 256015	-
Marios Tittiris	Trainee	-	-
Maro Ioannou	Messenger	+357 25 256000	+357 99 787850



Photo: C/O N. Knezevic