



# Navigating Ahead - Issue 10

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December 2013



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V ATLANTIC PENDANT**, A 17.473 DWT MULTIPURPOSE BULK CARRIER. BUILT IN 2003 AT NEW CENTURY SHIPYARD, CHINA.

## ATLANTIC PENDANT PERFORMANCE IN 2012

SHE STEAMED 68,053nm AT 12.32kn AND TRANSPORTED 143,198mt CARGO WHILE USING 22.76mt FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING 27.34mt CARGO WITH 1mt OF FUEL OVER A DISTANCE OF 68,053nm .

IN OTHER WORDS ATLANTIC PENDANT MOVED 27.34mt CARGO 3 TIMES AROUND THE EQUATOR WITH JUST 1mt OF FUEL, MAKING HER A REAL "ECO SHIP".

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## Letter from the MD

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

... and it is Christmas... with snow coming close to Limassol and with minus temperatures in the mountains. The last quarter surprised us all with extreme weather conditions world-wide, now even the persons not believing in Global Warming must change their minds. The "Orkan" Xavier devastated northern Europe recently. Mighty and healthy oak trees were uprooted from forests in Germany. The scenic fishing village Gilleleje in Denmark, where Fannie and I spent a few days last summer, has lost its harbour and bridges while the boats were all smashed. Our brave MSM DON and MSM DOURO met 10m waves and BF12 several times while crossing the North Atlantic on their voyages to Canada. Terrible floods in Germany and Italy after torrential rainfalls have destroyed businesses, homes, crops and lives of many. The devastating storm in Croatia had cars blowing through streets and smashed windows. We in Europe are used to see these hurricane videos and pictures from US and now it all happened over here too. In the Philippines they experienced the mighty forces of Mother Nature when the typhoon Haiyan hit. Dear Reader, all these extreme nature phenomena have one thing in common. They remind us how small and helpless we as human beings actually are compared to nature. We will never succeed to fully understand, predict or control the weather. We should learn to respect our environment and it's time to accept that neither politicians nor scientists can tame the natural forces. How many more children have to suffer before we accept our joint responsibility to fight effectively Global Warming?

In MSM we understood this for some time already by focusing, during the design of our vessels, on fuel efficiency. But that is by far not enough; CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>x</sub> emissions are in direct correlation with the fuel consumption. A joint effort between onshore and onboard staff is required for achieving the best results without interfering in the cargo delivery schedules. Our Fleet Director Capt. Ivovic is constantly in communication with our operators and the masters on board therefore and thanks to this professional exchange of information, MSM has managed to reduce the CO<sub>2</sub> emissions tremendously.

Fuel saving on board the vessel is also a joint exercise, where all officers and engineers have daily exchange information. The management of ships need to include daily management meetings, as commonly done in offices. MSM welcome the SEEMP implementation and encourage all our masters to conduct daily meetings of the Shipboard Management Team (SMT).

A proper and professional SMT will ensure lowest consumptions, best speed, in-time arrival, and well maintained vessels, where PSC inspectors have no room to register deficiencies. I'm very proud that we greatly reduced emissions and PSC deficiencies since our masters implemented the SMT program.

Also the running costs were reduced and the usage of our plant maintenance system AMOS has improved.

Our SMT's, Capt. Ivovic and the training instructors in Montemast and LMM deserve our sincerest thanks for this great start and achievement. They have laid the foundation of a sustainable development of running the ships better in the spirit of teamwork and harmony.

MSM has heavily invested in cadet training in Europe and in the Philippines. During the last 3 years we have worked hard to establish our career development program while at the same time we establishing our own and independent pool of seafarers. Today we are proud to inform you that our good old fellow master Capt. Antonio Palenzuela has officially taken over the career development program in Manila. Capt. Palenzuela is known to all of us, he was a great master himself for many years and he remains a mentor to thousands of proud seamen, which include also MSM masters like Capt. Bernasol and Capt. Padasas.

We are grateful that Capt. Palenzuela has joined us and decided to share his wealth of training and mentoring experience with us., therefore we take this opportunity to reinforce a few of our training fundamentals, in order to pave the correct way for 2014.

Our Training Goal is:

By 2019 we want to have at least 2/3 of our senior seagoing staff to be educated in-house via our Career Development Program, which started in 2011.

Our Training Objective remains:

To continuously improve in our Human Capital for securing professional and high quality service to the best of our abilities and standards, while our strong sense of social and environmental responsibility will be reflected in our business practices.

We will train all seafarers to demonstrate MSM Values daily during their work:

- ◆ Integrity
- ◆ Transparency
- ◆ Professionalism
- ◆ Customer Orientation
- ◆ People Orientation
- ◆ Continuous Development
- ◆ Teamwork & Trust
- ◆ Safety
- ◆ Environmental & Social Responsibility
- ◆ Quality
- ◆ Reliability
- ◆ Efficiency
- ◆ Innovation
- ◆ Accountability

### **cont. Letter from the MD**

In MSM we are convinced that proper education, common understanding, mutual trust and respect are the key ingredients to offset the still poor freight market. A proper educated and motivated crew will be able to cope with all challenges of difficult markets. For this very reason we will upscale our training even more.

In our last Newsletter we reported a certain stabilization of sea freights. Fortunately this continued also in the 4th quarter. We are extremely proud that all MSM ships are duly employed. We have to however be realistic and recognise that the year 2014 will be very challenging.

Mastermind would like to thank our bankers, suppliers, shipyards, underwriters, brokers, commercial managers, charterers, agents, instructors, class societies, the DMS, SEK, the CSC and especially ALL MSM SEAMEN for the support, understanding, and dedication extended to us. You are a very special team, which adds value every day and contributes therefore to a safer and better Shipping Industry. Mastermind is honoured and proud to work with you.

We wish you ALL a Merry Christmas with lots of love and peaceful days to reflect.

May God bless you all while Navigating Ahead into a Healthy and Prosperous 2014!

Capt.  
Eugen-Henning Adami

*Christmas Time is finally here,  
It only comes but once a year.  
And it's a time to spread good cheer,  
To those we love and hold so dear.*

*Christmas Time is a time to pray,  
Put love and kindness on display.  
Show compassion along the way,  
Christmas Time should be everyday.*

*Merry Christmas  
&  
Happy Prosperous New Year*





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## M/V ATLANTIC PENDANT

Greetings to all readers!!

At last! Now it's our time to write here in our company's News Letter. First of all let me introduce myself to you. I'm O/S Sandy L. Ijao of M/V ATLANTIC PENDANT. A special thanks to Mastermind Ship Management Ltd for giving me the chance to work onboard one of their vessels navigating around the world. Since this is my second contract here in Mastermind, I have now met many different people on board, different cultures with different attitudes, and I have learned how to handle many of the different situations so that we can all work together and get the best out of our day to day lives onboard.

Let me take this opportunity and tell you what we, the crew, do on our free time onboard M/V ATLANTIC PENDANT.

### Barbecue time

Gathering at our BBQ's we take the opportunity to chat and relax after a hard day's work and of course taste the delicious grilled food we have prepared.

### Fishing time

After work day is done I often go fishing, hoping for fresh and lively fish for us all to enjoy! Thanks to Blue tuna that took my bait! This happened in the outer anchorage of Balboa, Panama while waiting for the confirmation of the next voyage.

### Basketball time

When our bay 31 is vacant, especially during long voyage, we often manage to build a single basketball goal in front of the accommodation.

We really enjoy our basketball moments. It's a great workout which helps us staying healthy in our hearts and minds and a great way of keeping up the team spirit onboard.

Presently, we are now steaming ahead to Tin Can island in Lagos, West Africa and expected arrival is December 2, 2013.

But, oh, speaking of Africa...? We know that this is the place where there are many pirates and bandits looking for a ship to hijack in order to get huge amount of money in return.



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## Cont. **ATLANTIC PENDANT**

When we heard that our vessel was going to Africa we felt a bit nervous of what might happen there. But thanks to our captain Vladimir Milovic, who eased our minds and gave us some hints on how to handle ourselves, we can now stay focused and alert and we know what to do if any unexpected situations will occur. I also know that our almighty God is always with us and guiding us at all times.



My contract is about to end and I'm looking forward to sail again onboard Mastermind vessels, trading around the globe.

Until then best wishes from all of us here on Atlantic Pendant and Merry Christmas to everyone!

O/S Ijao

In many places and ports it is not possible to go ashore, but in Vitoria, Brazil, we decided to take the opportunity to see the sights.

## *navigating ahead*

My name is Rudyvic Matti and I am 23 years old and I come from Bacolod City , Philippines. I'm a Deck Cadet on m/v Atlantic Pendant and I have been onboard for 8 months now. A cadet's contract is usually 1 year, due to the requirements of the marine schools, in order to receive the Bachelor of Science in Marine Transportation. After that I am able to take a board exam to become an officer. It has always been my dream and ambition in life to become a seafarer, this way I am also following in the footsteps of my father. He has been a seaman for 20 years and now it's time for me to take over and serve my parents. I also want to travel around the world to see all the beautiful places and meet other people, and this is the perfect opportunity to do just that.

When I first came onboard I knew a bit about ships since I had completed a contract as apprentice mate in Philippines already. But there were a lot of things I still didn't know about life onboard, like navigation for example. But with the great assistance of other crew and especially with the help of our officer and our Captain, I have learnt a lot. I am especially grateful to all my fellow colleagues onboard who are very friendly and made me feel very welcome onboard. The social climate onboard our ship is very good and I am sure it is the same on all the other vessels in MSM fleet. I really enjoy my time here onboard, where the life is very well organised, for example every week we have a Videotel presentation which usually features safety and team work topics. I want to thank our good and supportive Captain Milovic for excellent guidance and to our fine and understanding company, Mastermind Shipmanagement. Thank you for giving us the chance to write about our experience onboard and I am really grateful that I am here in your successful shipping company.

D/CD Rudyvic Matti





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### National Pollution Discharge Elimination System (NPDES)

#### USA—2013 Vessel General Permit

The United States Environmental Protection Agency EPA has announced that the final 2013 Vessel General permit (VGP), which will replace the existing 2008 VGP, has been signed and will enter into force on the 19th December 2013.

The 2013 Vessel General Permit regulates discharges incidental to the normal operation of vessels. The VGP includes general effluent limits applicable to 27 specific discharge categories, which are the same as under the current 2008 VGP. The VGP applies when vessels are operating within the US Territorial Sea (three mile limit). Much of the information in the new VGP regarding the various discharges has been adapted from the Uniform National Discharge Standards (UNDS). The UNDS was created by the United States Environmental Protection Agency (EPA) in conjunction with the US Department of Defense (DOD) to provide a comprehensive system for regulating discharges incidental to the normal operation of Armed Forces' vessels. Until the Clean Water Act (CWA) was amended in 1996, there had been no such requirement at the national level. The development of UNDS has had the following benefits:

- ◆ Enhance environmental protection of coastal waters
- ◆ Encourage environmentally sound management practices
- ◆ Help standardize training for crews to perform missions
- ◆ Determine how future ships will be built



There are a number of changes in the 2013 VGP which are worth to be aware of:

- ◆ More stringent effluent limits for oil to sea interfaces and the use of "environmentally acceptable lubricants"
- ◆ Numeric ballast water discharge limits for most vessels are included and are mostly aligned with the USCG Ballast Water Discharge Rule
- ◆ Electronic record keeping is now permitted
- ◆ A single annual report must be submitted by each vessel, this replaces the One-Time Report and the annual non-compliance report required by the 2008 VGP

Current VGP's already in place will be renewed and ready for the 19th December and the respective vessels will be advised accordingly. In the meantime, all vessels continue to comply with the VGP 2008 regulations.

*Source: Witt O'briens 2013 VGP Compliance Guide*

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### Cont. National Pollution Discharge Elimination System (NPDES)



Boiler, economiser blow-down-  
to be minimised in port if  
chemicals are used

Antifouling hull coatings-  
biodegradable coatings –  
lowest effective biocide re-  
lease rates

AFFF, Aqueous film  
forming foams—  
emergency use only

Seawater pipe  
Biofouling preven-  
tion

Oil/sea inter-  
faces-seals,  
environ-  
mentally friendly  
lubricants

Chain locker  
effluent – wash  
chains, inspect  
lockers

Deck washdown  
and runoff and  
above waterline  
hull cleaning

Grey water  
discharge  
restrictions

Cathodic protection –  
iccp/icaf anodes fitting  
and management

Bilge and oily water  
separator effluent

Discharge ballast  
water, BWTS, sea  
chest inspections,  
management plans  
and tank flushing

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### **Goodbye 2013 Welcome 2014**

I am sure all of us are more than happy to say goodbye to this year which has not be too kind to our country. As shipowners cope with another year of a weak shipping market and seafarers realize the complexities of the implementation STCW2010, the Philippines has been hit by a series of political and natural disasters.

We had the rebellion in the city of Zamboanga, the great earthquake on the island of Bohol and the finally the strongest typhoon in recorded history – wrecking havoc on the Visayan islands where majority of our seafarer live or trace their roots. As usual we say the Filipinos can take it. Despite the losses we are a people who would readily shed a tear and quickly shift to a smile, even a laugh and go on with our lives.

The Maritime Multipurpose Cooperative is open to all Mastermind seafarers from the Philippines. Captain Adami requested this fund to be established a decade ago when he was still the Managing Director of ISN. The objective is to assist, very quickly and without major bureaucracy, the families of seafarers who are in urgent need due to natural catastrophes.

The fund is by now well established and healthy. It belongs to the members and has assisted many families already.

Through hard times we have still managed to squeeze a bit more for our seafarer. Our cooperative has managed to give out small cash donations to all members affected by the incident in Zamboanga and calamities in both Bohol and the Visayan islands. Just last October we have finally negotiated with Philippine National Bank an accidental death and disability insurance cover for the allottees of our seafarers. To some these may appear paltry but to many more such efforts are appreciated in times when everyone else is trying to cut wages and cost.

On the flip side of the coin we are thankful that our principals continue to maintain the size of the fleet which means continued employment for our seafarers. The implementation of the Maritime Labor convention in August should still stand out in every seafarers mind as a bright star in year of poor business news. It will eventually bring to the maritime workplace a balance of seafarers and owners rights.

Even as we bemoan the implementation of STCW 2010 we have to appreciate the value why such changes have been implemented. It is still a safety convention intended to make the shipping industry safer for seafarers and environmentally clean. Pity that in the Philippines that the responsibility for the mess still falls on our maritime authorities where they are doing too little too late in implementing the convention. We hope that things will get better with the changes in the structure of our maritime authority.

Still we must bear in mind that Philippines is still under the watchful eye of the EMSA – European Safety Agency, the threat of non recognition of our seafarers certificates till looms. Even then our principals have faith in the abilities of the Filipino seafarer, let us not let them down; let us not let ourselves down.

So let us say goodbye to the memories of 2013 and instead look towards a vision of a good year for 2014. The future, after all, is what we make of it.

Fund Manager / ALG

Maritime Multipurpose Cooperative

*navigating ahead*



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Dear Captains,

We in MSM, and in the Accounts Department specifically, are keen on investigating any opportunity in using technology to make your life easier on board and also, due to the current shipping economic environment, reduce overheads and time spends on administrative tasks.

From 2014 onwards, we will introduce the new AMOS Payroll module, on which you will be able to record all cash box, slop chest, payroll etc. movements.

This software is specifically designed for onboard use and for that it is simple in its operation. Specific instructions on how to use the new software will be provided accordingly. We believe, since you are able to master a vessel, operating payroll software will not be of any challenge.

You, as the Captain onboard, will submit all the relevant information for the office accountant and myself to review and revert back with comments and/or approval. The data between the office accounts and personnel department will be synchronised with the vessels.

This procedure will save time and give you access to live information instantly, as well as provide useful printouts i.e. payslips.

Taking this opportunity, we in the accounts department wish you MERRY CHRISTMAS AND HAPPY NEW YEAR.

Yours faithfully,  
Antonis Ioannou

### *navigating ahead*

#### **SILVER WEDDING BELLS!!!**

Let me introduce myself. I am Capt. Jane R. Abela, presently in command of M/v Falkenberg. 25 years ago I was 16 years old and my wife Joana only 15, we first exchange our vows without knowing what marriage would be like. At that very young age we don't know anything. We just think life is just like that, to fall in love and be happy. Thanks to the support of our parents until the time we realized that we need to work for our own family. When I started my sea life, I came to realize that marriage is like travelling on the big ocean, lots of struggle and sacrifices. You need to be strong, and determined to arrive at every destination. Love of family is the best tool when we meet difficulties in life. As MSM saying, we must always navigate ahead, to keep safe and to go home safe. With so many obstacles we've been through, here we are 25 years later at our silver wedding anniversary in June 25 2013, right after completion of my contract on Onego Bora. Surrounded by loved ones and relatives and with our 3 kids, Yveth (25, Registered Nurse), Jake (20, Med-tech Student) and Joana Jane (14, High School student).

To the young generation; Make a good family, keep navigating ahead, keep safe and always go home safe.

Thanks to Capt. Adami and Family and to the whole MSM family!



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## Next Issue March 2014

*...to be featured  
in next issue send  
your stories to  
Christina  
Myrianthous now...*

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### MSM Crew Christmas Competition

Try to win \$100 by correctly counting Santa's Hats  
(the example below excluded)

Send your replies to:

cmyrianthous@mastermind-cyprus.com

using only your personal crew-email.

Last day to enter the contest: 02/01/2014

