

Navigating Ahead - Issue 11



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 11

March 2014



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V UBC STAVANGER**, A 31.751 DWT MULTIPURPOSE BULK CARRIER. BUILT IN 2004 AT SAIKI HEAVY INDUSTRIES, JAPAN.

STAVANGER PERFORMANCE IN 2013

SHE STEAMED **41,843 nm** AT **11.74 kn** AND TRANSPORTED **354,267.36 mt** CARGO WHILE USING **12.76 mt** FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING **163.40 mt** CARGO WITH **1mt** OF FUEL OVER A DISTANCE OF **41,843 nm**

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Letter from the MD

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

In our last Newsletter we spoke about the extreme weather conditions and waves. All our vessels have had to deal with longer sea passages and needed also to consider sheltering. While our smallest vessel *Alsterdiep* experienced the highest reported waves of 12 meter, a 7000 teu container vessel lost containers overboard and other ships were blown ashore and some even sunk, regretfully with the loss of lives. Such waves mean for our vessels that the hatch covers are often fully submerged or heavily loaded with grey water.

Our PandI club and Hull Underwriters will be happy to read that we did not have even one mt of wet cargo. We would like thank our crews for having exercised proper seamanship in maintaining the covers well, while we also want to praise our masters for finding the right courses to keep the vessels safe. Hopefully the big storms are over now and we can return to normal deck maintenance.

In preparation for our Management review we noticed the need to enhance our social responsibility. The health of all our associates is very important and matters to us. While analysing together with the PandI clubs we understood that a better medical screening and proper support system could improve your overall health condition. After a good research we decided to invest in a new and special medical counselling system for all our seafarers. This counselling is complementary and at no costs to our seafarers. Our seafarers will be able to discuss with the well-known Dr. Guzman from Maritime Medical & Laboratory Clinic Inc. in Manila their entire medical conditions, with the aim to deal with them in an open/transparent manner. We are sure that you will all appreciate this extra service, which will also be supplemented with much better and more comprehended medical screening.

In Manila our team is working eagerly on the newly defined training goals and objectives. An E-Learning platform called MarLearn has already been established and 11 new Cadets have finished their pre-sea training, while Capt. Palenzuela is in the final steps of developing the courses for us.

We have been looking for a program which would aim to help our seafarers understand the various economic and social issues regarding migration that are prominent in the Filipino seafaring industry. We wanted also to assist our seafarers and their families in giving them more knowledge in financial planning and investment so as to ensure their stable and long-term development in that field.

Therefore, in cooperation with Atikha, Inc. (Atikha Overseas Workers and Communities Initiative), we successfully completed our 1st Seminar on "Financial Literacy and Psychosocial Intervention for Seafarers and their Families" this March. Participants were encouraged to take part in the interactive discussions

resulting in a more open environment for the sharing of ideas and sentiments between and amongst seafarers and family members. The seminar was very well attended and based on the positive feedback received we have decided to host such seminars from now on in regular intervals.

Something else that has intrigued and challenged us is the question how we can push our precious shipping industry to become an even better one. We all are aware that shipping has been through tough and often dramatic changes in the past. From the sinking of the *RMS Titanic* in 1912 all the way to the capsizing of the *Costa Concordia* hundred years later in 2012 we have implemented a succession of rules and regulations starting from the SOLAS, via MARPOL to the recent MLC. With best of intentions the industry implemented vast expertise and special knowledge with the aim to reduce the risk and costs of maritime accidents. What strikes me however is that all these rules and regulations are introduced only AFTER a real disaster with massive loss of lives has happened.

The shipping society seems not to learn from its own mistakes or is simply ignoring the "WHY?" while focusing only on the "HOW". I believe we all need to focus more on the "WHY?". We should ask: Why do we have an ISM code? Why do we have to complete check lists? We all have seen in movies how a pilot and co-pilot works hand in hand when they complete their checklist while their plane is being taxied onto the runway. We have also certainly experienced that while sitting on a plane, the flight suddenly got cancelled due to a technical problem. Such problems are discovered by the pilots while they complete (religiously) their checklists. The pilots understand the "WHY?". They know that people may get killed when they don't perform all safety checks properly and drawing the correct conclusions from any findings.

In the shipping industry we should learn from their approach and abandon our complacent safety behaviour "*...It will not happen to me or our vessel...*". We take safety for granted and feel too often that completing yet another check list is just an extra burden or checking the safety equipment on-board is too tedious. This is however exactly why we do not get rid of the high profiled accidents, like mid ocean collisions in bright day light, groundings and/or fires.

navigating ahead —>

cont. Letter from the MD

It is high time to change our attitude and start asking ourselves 10 times per day “WHY?” am I doing this. In MSM we know that our associates on board and ashore are our real assets. We want to improve via you and with you by continuous training and mentoring of our crew. Remember, we train all our crew even taking into account that the good guys may leave us at one point. Imagine the negative impact if we wouldn’t train our crew and they all stay. On that note I appeal to all you senior seafarers, you “demand” good and social subordinates onboard and thus we shall “demand” from you the willingness to invest time to mentor your fellow seafarers, just as you have been mentored in the past as well. Remember, the perfect super seaman *is not going to fall from the sky*. Training is a joint effort by all and at all levels. Let us take this journey together while “Navigating Ahead” into a better and bright shipping industry.



Capt. Eugen-Henning Adami

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It seems we have a real artist amongst our crew!
AB Lacson Eric onboard Alsterdiep made this beautiful drawing. We hope to see more of your work!

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M/V UBC STAVANGER - A SEAMANS LIFE

Onboard we are very excited that our vessel—UBC STAVANGER—has been chosen to be featured in this MSM issue. First let me wish all readers a very pleasant day and then please allow me to share with you my story. It all started when I was a child and my uncle and my grandfather, who were both Captains onboard seagoing vessels, encouraged me to someday choose the same profession as them and this soon became my dream. After studying hard and undergoing a lot of training MSM gave me the opportunity to join as a Deck Cadet and sent me onboard on a 12months contract.

On the day of departure from my home I felt both excited and nervous because it was after all my first time boarding an airplane, and I was going to fly all the way to Puerto Cabello in Venezuela. That is literally on the other side of the world for me! Seven crew, including myself, travelled for two whole days to reach Caracas. We stayed a couple of hours in a nice and friendly hotel and following morning the agent came to take us onboard.

We reached the vessel by a small launch boat in the anchorage area outside Puerto Cabello, and when we got closer to her I started to realise how huge she was. The crew were standing at the pilot ladder to assist us and we all felt really welcomed when we stepped onboard (me for the very first time on my very first assigned vessel).

Our vessel, UBC STAVANGER, is 171.59 meters long and 27 meters wide, that is a lot of space and on my first day onboard I repeatedly asked myself if this was really real, the one day I was sitting in school learning about ships like this and the other I found myself onboard. I consider myself very lucky and am grateful for this opportunity.

After a few hours 3/OFF announced berthing of the vessel. So I put on my PPE and was assigned in forward manoeuvring station with Bosun, OS and 2/OFF. Of course I didn't know what I was supposed to do at that time but with the kind help and guidance from all my colleagues onboard I learn every day and my confidence is growing.

While alongside in Puerto Cabello I made friends with stevedores and even learnt some Spanish which is handy while in port as I am now assigned to gangway watchman. We had seven days of discharging except the weekend as there is no port services then, therefore many of us took the chance to go ashore to relax after a long hard week.

After Puerto Cabello we got orders to proceed to Amuay Bay in Venezuela where we loaded pet coke which we then sailed to Sao Francisco, Brazil to discharge. During this voyage we crossed the equator and in the traditional ceremony I was christened to "Clown Fish".



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cont. UBC STAVANGER

Also on this long voyage to Brazil I received training on the bridge, I was at first amazed of all the technical equipment but after familiarisation I got used to the technology with the help and guidance of our deck officers.

Monthly us cadets receive also an examination from MSM so we continuously train and learn also on the theoretical side what we do in practice here onboard. We find this very useful because we are after all the next generation of officers and MSM cadet program is one way to ensure that will happen.

We spent about a month calling various ports in Brazil but sadly I wasn't able to visit my dream town, Rio de Janeiro, maybe I will have the chance next time. After Brazil we headed north to Colombia and Panama, all very interesting ports.

So as you can see life as a seafarer is exciting because we are privileged to be able to visit all these interesting places and meet friendly (mostly) people from all over the world. But sometimes it gets lonely too, when missing friends and family back home. However when thinking of the great opportunity MSM has given me I feel grateful and count my blessings.

Until next time we keep on Navigating Ahead.

Regards,

D/CD Peter Ocambo Jr.



MSM WELCOMES CAPT. ANTONIO PALENZUELA

At Mastermind we pay a lot of attention to our seamen on board. We always want to add value to the maritime transport industry and never just to accept the status quo. As such we understood quickly that the fundamental pillar to success is a stable and well educated pool of loyal seamen sharing the same goals and ethics.

We wanted to create a new committed workforce from scratch and therefore Capt. Adami started back in 1994 with the first batch of cadets in Manila. Until today more than 5000 cadets have undergone our own training at ISNTC, those seamen form today the solid recruitment source of Captain Adami's ex company ISN and the Hartmann Group.

In 1994 Capt. Adami assigned the training development to Captain Antonio Palenzuela, who graduated the Nautical course in 1965 and became a marine officer in 1967. Since 1970, Capt. Palenzuela worked mostly for German-managed companies as a ship officer. Capt. Palenzuela earned his master mariner license in 1976 at the age of 28.

In 1998, after almost 33 years at sea, along with Capt. Adami and Mr. Al Gomez, Capt. Palenzuela established ISNTC as a non-profit maritime training center in Manila, where he became the training director for 10 years.

Captain Palenzuela fulfilled different responsibilities, such as managing a domestic ship, preparing and implementing ISO system of the training center, conducting internal ISM/ISPS audits onboard the vessels, training seafarers (particularly the cadets), conducting online courses, being a director of Masters and Mates Association, an organisation that assists ship officers and local maritime regulators.

He retired in 2012 at the age of 65, then went to USA together with his wife to spend more time with his daughter and two grandchildren.

As he was (and is) very passionate about training he continued to pursue online courses at the UP Open University taking a Masteral Degree in Distance Education.

After 14 months in USA, he decided to go back to the Philippines intending to be involved in training of Filipino seafarers.

Today we are very happy to welcome Capt. Palenzuela to the MSM Team, where he will develop, implement and monitor the MSM career development path of our crews.

He will work from his designated new office in LMM. We are sure we will all have great fun while he will educate us in his renown style and quality.

Capt. Palenzuela, it is great to have you back on the bridge. We are sure you will once again make a difference to many young seafarers while you will build the new MSM workforce.

We wish you all the very best while you Navigate Ahead with our training programs.



MSM PRE-SEA CADET TRAINING

On January 20th to February 27th, 2014 the 2nd batch of MSM pre-sea deck and engine cadets, underwent their MSM Pre-sea cadet training under the supervision of Brenda Baldon and Capt. Palenzuela. Due to lack of capacity at Marlow Training Centre, this batch was trained at the Northstar Training Center located in Bacoor Cavite shoreside, which is about 20 kilometers from the center of Manila. Northstar is occupying a lot area of about 1.4 hectares. It has the facilities for the Basic Training Course (BT) and courses for ratings. Besides the classrooms and training areas for seafarers it has board and lodging facility that enabled the trainees to stay at the training center during their training. Northstar is managed by Capt. Renie Modelo, Capt. Teofilo Nieto, Jr., and Rolando Reyes and staffed with qualified and experienced marine officers and engineers.

Training was concentrated in doing practical things like dismantling and re-assembly of diesel engines, maintenance work, rope works, painting, working aloft, rigging pilot ladder, basic welding and machine shop procedures, emergencies during fire, basic deck maintenance, enclosed space entry, safe mooring and many others.

There were also classroom sessions that promotes discussion in topics like personal safety and responsibility, human relationship, leadership and teamwork, meeting before ship arrival or departure.

Practical final assessment was conducted on 27 February 2014, in the presence of Capt. Adami. The pre-sea cadets, while waiting for their ships, have the opportunity to study further through Videotel VOD equipment at Lydiamar office and to study online through the MSM's training officer's guidance.

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MSM TRAINING SPECIAL - CMP SEMINAR

To improve further the knowledge and understanding about marine painting by the pre-sea cadets, MSM asked the Chugoku Marine Paint (CMP) Organization, through Wolf Ruediger Stoldt of Chugoku-Germany for training cooperation. Maincoat, Inc. of the Philippines was contacted and gave assurance for conducting a Maintenance Coating seminar about effective surface pre-treatment and painting for seafarers. This includes modules Basic Paint Technology, Coating Generics, Surface Preparation from steel substrate and Coating application (primer, intermediate and top-coat) Milo Cuarentas was the assigned lecturer, assisted by Leo de Leon.

The one-day seminar attended by 30 participants was conducted in Manila on February 20th 2014.

Maincoat, Inc. in Manila is the marketing arm of Chugoku Marine Paints, Ltd.-Japan in the Philippines. It supplies Chugoku marine and industrial coatings and provides technical support for quality protection and corrosion control to ships, ports, airports, bridges, factories and other structures.



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MARLEARN - MSM FREE E-LEARNING PLATFORM

“MSM continuously invest in 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.

The company aims to provide customers with the best quality service in a safe manner, therefore adequate training of personnel is vital for company aims to be achieved.

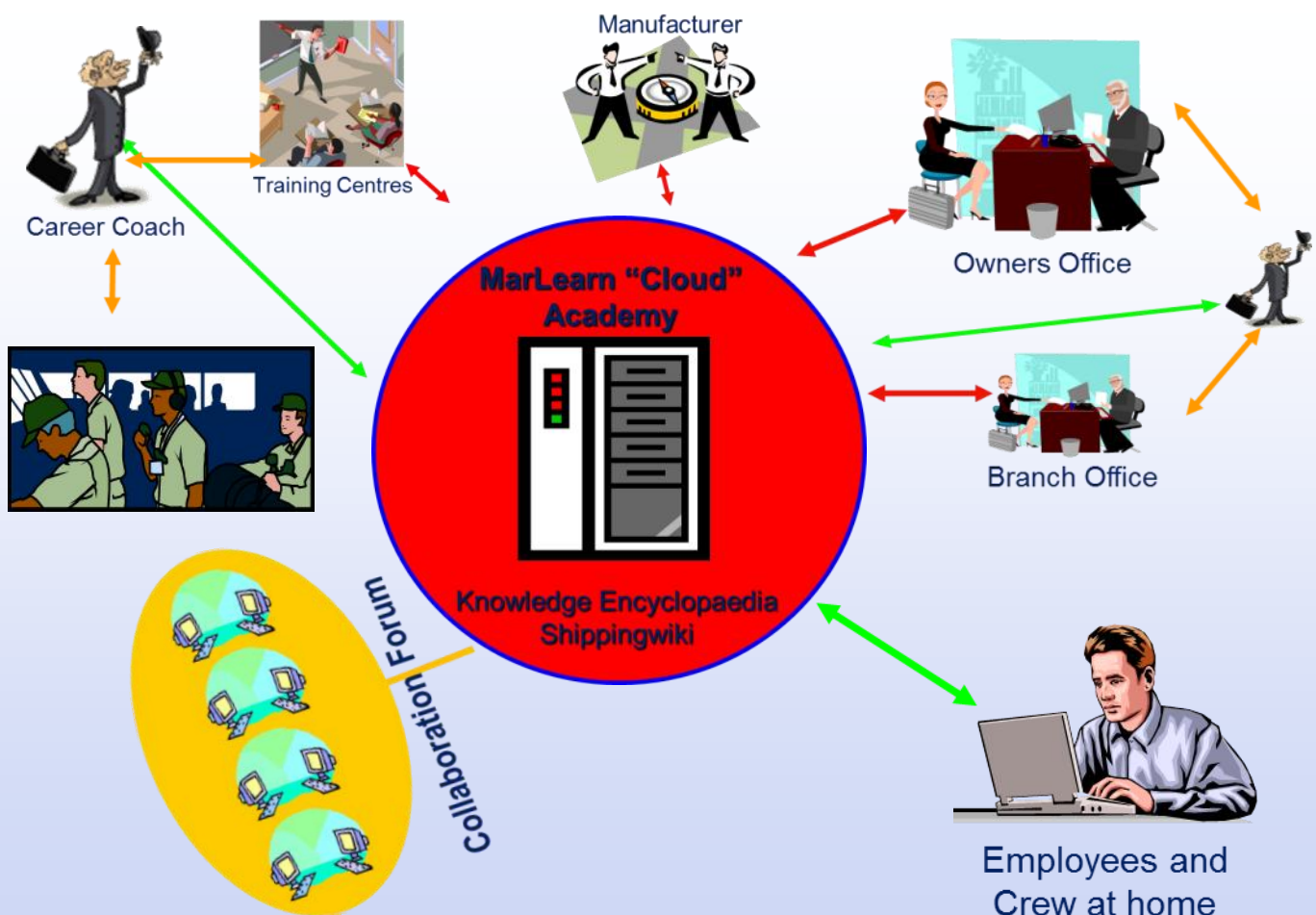
The company will do its best to encourage seafarers to improve their knowledge, skills and expertise.”

The above is quoted from Mastermind’s Training Policy and so in order to provide you onboard and ashore with yet another way to fulfill our company’s aim MSM has established MARLEARN - a Free E-learning & Collaboration Platform for Seafarers. It is our sustainable solution to upgrade the knowledge in the shipping industry and to minimize the impact of imminent shortage of experienced shipping professionals at sea and ashore.

MARLEARN’s vision is to become a global free education provider for seafarers and the Shipping Industry and to establish a professional Wikipedia for the Integrated Maritime Industry, while collaborating within the industry.

The E-learning platform is a non-profit association and will be self-financed by companies, donations etc., this way MARLEARN training will be free for seafarers while providing them with the necessary continuous education both onboard and ashore while on leave. The same goes for shipping personnel ashore since MARLEARN is open to all individuals and companies within the maritime industry since the courses provided are both specific and of general nature in order to cover a wide range of education.

MARLEARN CLOUD ACADEMY



FRENCH REQUIREMENT—INFORMATION ON CO2 EMISSIONS

Dear Captains,

We would like to inform you that France has implemented a new requirement on reporting CO2 emissions to customers of maritime transport services departing from or arriving at French ports.

In this respect the European Community Shipowners' Associations (ECSA) and the French Shipowners' Association (Armateurs de France) have provided information regarding imminent implementation of French national legislation requiring information on CO₂ emissions to be provided to users of maritime transport departing from or arriving at a French port.

The legal requirement is provided in Article L-1431-3 of the French Transport Code. A translation of the implementing Decree is attached as Annex A. **As from 1 October 2013** transport service providers are required to inform their customers of the amount of CO₂ emitted in the course of providing transport services to or from French territory.

The legislation applies to carriage of both passengers and cargo, where the beginning or destination of the carriage is in France. **Cargo or passengers in transit are exempt.**

A guide on implementation of the requirements, including potential methods for calculating relevant emissions is provided (in English) on the web site of the French Ministry for Ecology, Sustainable Development and Energy:

<http://www.developpement-durable.gouv.fr/CO2-information-for-transport.html?onglet=themes>

For your easy guidance we have extracted the relevant Chapters and sent it onboard via email (Information Co2 Eng Web-2 *Methodological guide* Ref Chapter 4.4. Shipment of goods by sea page 61) as well as the method of calculation (including example for all type of vessels) which you will need to read and ensure implementation where applicable.

France has set itself ambitious objectives in terms of reducing greenhouse gas emissions and in order to reach them a set of provisions has been established, we at MSM can only congratulate France and wish that many more will follow so we can all soon live in a "greener" world.

MSM Environmental Email:

environment@mastermind-cyprus.com

ISM/ISPS & MLC SMARTPHONE APPS

Lloyd's Register and the UK P&I Club have updated the hugely popular ILO MLC smartphone app and launched a new ISM & ISPS pocket checklist app. Both apps are free and are available for iPhone, iPad, and Android devices.

In a fully paperless operation, the apps enable ships' crews and their managers to view necessary legislative and regulatory requirements, save multiple checklists, check off completed activities, add essential notes and send the completed checklists via email back to the office.

Lloyd's Register and the UK P&I Club have analysed ISM, ISPS and ILO MLC reported deficiencies found by Port State Control. Accordingly, the apps have been designed to help counter the risk of Port State Control detentions and help companies comply with the legislative and regulatory requirements. The effective implementation of ISM, ISPS and ILO MLC will protect the fleet's reputation and help to get the most out of the company's resources.

You can download the apps using the links below:

ILO MLC app download links:

iOS: <https://itunes.apple.com/gb/app/i-lo-mlc-pocket-checklist/id582603150?mt=8>

Android: https://play.google.com/store/apps/details?id=org.lr.ilo_mlc_v2

ISM & ISPS app download links:

iOS: <https://itunes.apple.com/gb/app/ism-isps-pocket-checklist/id824852077?ls=1&mt=8>

Android: https://play.google.com/store/apps/details?id=org.lr.ism_isps



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MSM Crew Christmas Competition

With pleasure we announce the winner of the crew competition we ran in previous newsletter :

**Congratulations to
OS Sandy Ijao**

Thank you to all participants who replied and note that the correct number of Santa hats, was 8 pcs.

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Charoulla Schodder	Accounts Senior	+357 25 256011	-
Fotini Nicolaou	Accounts Assistant	+357 25 256016	-
Zeljko Ivovic	Fleet Director	+357 25 256006	+357 99 716888
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...tell us how we can become better and send your ideas for OUR newsletter to cmryanthous@mastermind-cyprus.com



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