

Navigating Ahead - Issue 13



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 13

September 2014



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V AAL GLADSTONE**, A 25.733 DWT MULTIPURPOSE BULK CARRIER. BUILT IN 2009 AT HUANGHAI SHIPYARD, CHINA.

AAL GLADSTONE PERFORMANCE IN 2013

SHE STEAMED **54,337 nm** AT **12.72 kn** AND TRANSPORTED **111,228 mt** CARGO WHILE USING **19.12 mt** FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING **32.70 mt** CARGO WITH **1mt** OF FUEL OVER A DISTANCE OF **54,337 nm**.

IN OTHER WORDS 2.5 TIMES AROUND THE EQUATOR.

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Letter from the MD

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

Summer has ended, the World Cup is over and the best team has won.

The Mastermind Fleet is doing the last preparations for the upcoming storm season. The last hatch cover rubbers will be replaced soon and all ventilation heads and covers have been dismantled and maintained. Hurricane Christobal showed us late August how the entire North Atlantic can be affected by bad weather and significant high waves. Europe received later the moist and warm air from the Atlantic and torrential rainfalls causing landslides. In MSM we will be ready to ride the waves again with our good educated seafarers on their well-maintained ships.

In our last Newsletter we concluded that we should ask ourselves more often “WHY “we are doing certain things and that “WHAT” and HOW” should only be secondary questions. I received very interesting and encouraging opinions supporting this thought.

The Ebola virus is today the on top of all agendas. In MSM we follow very closely the developments. While it is of utmost importance that we should take all precautions when we are confronted with the risk of Ebola, we need to understand that the Ebola disease is NOT an airborne virus which can be passed from one person to the other simply by proximity. A direct body contact with exchange of body liquids is necessary to transmit the virus. Anyone with a broken or damaged skin will be more at risk. You should ensure all open body wounds to be well protected when you enter the risky area.

The below 10 steps provide you with guidance on how to protect yourself:

1. Always exercise good personal hygiene and wash your hands regularly and often. Keep your cabin clean and disinfected. Cover any wounds, if any, of your body well.
2. Strict avoidance of shaking hands with local authorities, port agents, stevedores, ship chandlers etc.
3. Avoid direct body contact with any person in the risk area. Even with good friends.
4. A bucket containing chlorine, water and powdered soap should be placed at the gangway. The watchman should ensure that everyone boarding the vessel disinfects their hands.

A similar washing station should be placed at the only open door to the accommodation.

5. Avoid any contact with raw meat.
6. Avoid any contact with animals.
7. Always wear gloves when giving first aid.
8. Avoid hospitals where Ebola patients are being treated.
9. Monitor your health condition yourself and report to the master any symptoms like: fever, headache, achiness, sore throat, diarrhoea, vomiting, stomach pain, rash red eyes.
10. Avoid going to shore in risky places.

We urge all readers not to forget that Malaria still represents a much higher risk than the Ebola virus. Whilst taking all important steps against Ebola you should never forget to protect yourselves also against Malaria.

I am currently in China visiting our old friends in New Century, Huanghai and Rongcheng Shipyards. From the discussions held there is a feeling that many of the “Greenfield Yards” and smaller poorly organized yards have already gone out of the shipbuilding business. The good yards remain struggling with the contract cancellations due to the financial situations of the owners. The environmental new rules for Tier III compliant engines and the Ballast Water Treatment Systems make new vessels very expensive and sophisticated to build and later run. The combination is further slowing down of newbuilding processes in the depressed shipping economy. The scrapping of the old bulkers and dry cargo vessels is however unavoidable due to the strict PSC regimes closing the net on such substandard tonnage.

In 2015 we will hopefully see a narrowing gap between the supply of small handy ships, like ours, and their cargoes to be carried.

Let us now all “Navigate Ahead” with brighter sea freights safely into the festive season to come.

Capt. Eugen-Henning Adami



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M/V AAL GLADSTONE - DRY DOCKING IN CHINA

Our vessel was “born” as m/v Pacific Advance, later she was re-named Opal Advance. For the last almost three years she has been working for Austral Asia Line situated in Singapore and so she was again re-named m/v AAL Gladstone, trading mainly between Australia, China and Korea, in the meantime also visited Americas, Europe and Africa.

Vessel was delivered in Aug 2009, so the time had come for our Lady to carry out the 5-year survey and refresh most of her certificates, which means in practice that she must be taken out from the water in Dry Dock for check/repair/refresh all her elements which are normally not accessible due to being immersed in water. For all these “manicure and pedicure” on our Lady, the Fujian Huadong Shipyard Co. Ltd. was chosen - shipyard is located at 26°27N, 119°43E, Luoyuan Bay, Fuzhou, Fujian, China. Luoyuan Bay is a deepwater shelter Bay at the north entrance of Taiwan Strait.

Last cargo was discharged at Bintulu Malaysia and vessel commenced ballast trip to NNE on 02nd Aug, under command of Capt. Alexandr Blagoveschensky. Together with our Technical Superintendent Piotr Owczarek, Capt. Blagoveschensky and crew started preparations for dry-docking and for the classification society DNV GL survey. Crew were doing all “small” jobs, such as: cleaning all cargo holds from lashing equipment and dunnage, cleaning chain lockers, inspected (and repaired where necessary) Life Boat and Rescue Boat with its’ ramp/davit, inspected and repaired vent flaps and many other matters in order to prepare the vessel for a smooth class inspection.

After 5 days of quiet navigation with wind from the stern direction and crew working hard, on 07th Aug pm vessel arrived at Luoyuan Bay, but due to our dock was still occupied – we had to drop anchor and wait. The bay is very shallow and except for a narrow fairway for seagoing vessel – there is one huge shrimp farm with very specific blue floating houses. After two days waiting for the dry dock to be ready vessel entered the dock just before noon on the 09th August. A few hours later, water was pumped out from the dock and we could see the bottom of the vessel as well as the propeller, rudder and bow thruster – all in quite good condition, but dirty with fouling. The shipyard employees were working all night and the following day and the result was a very different hull– clean, but still rusty in spots.



Luoyuan Bay Shrimp Farm



Entering DD



Cleaning in process

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cont. AAL GLADSTONE

Next step was sandblasting, later painting with primer and final coats – every day our Lady looked different and even more beautiful. Meantime works were carried out in engine room, in cargo holds, on the life/rescue boats, sealing of shaft was refreshed, propeller polished and painted with new type silicone paint to improve its effectiveness and a new higher funnel was installed. Our crew was very busy and was assisting shipyard staff where and whenever it was possible.

With some small delay, all works were completed on the 17th Aug and pumps filled back dry dock with water, after 8 days on keel blocks our Lady, in a new beautiful dress, was again afloat. At this moment we were waiting for testing the cargo cranes, which took few hours and early pm we were ready to leave the dock. Mr. Cai Xilin, the DNV GL surveyor, accepted all works and extended validity of our certificates, tugs pulled out vessel from the dock, but unfortunately we lost high water necessary to sail from the bay and had to wait till next morning alongside the berth. Engines, bow thruster and all machineries were tested and found working well, vessel was seaworthiness and on the 18th Aug am we were navigating ahead – for next cargo from Taicang, also in China, now under my command.

Last but not least, I want to give great thanks to Mr. Frank Qi – our friend from Alix Marine Engineering, who has many times saved us with emergency arranged spare parts and services so we could pass 5-yearly class survey and have new certificates without unnecessary delay.

Capt. Stanislaw Kaldunski



Sandblasted and first coat painted



New propeller



Refreshed FFLB

TUNA COMPETITION—MSM WIN

Every year a tuna fishing competition is organised in Limassol. This year the competition was sponsored by Navionics and took place on Sunday 20th of July 2014.

25 fishing boats were participating in the competition and amongst them there were the best fishermen in town.

The rules were very strict with time of departure between 04:00 am -06:00 am, and time of arrival back to the starting point at 11:00 am.

Each boat was permitted, based on the Cyprus fishing law, to catch three tuna fishes and the prizes to be distributed amongst the first three winners who would catch the biggest fish (by weight).

And the proud winner was our very own Director, Mr Marios Antoniou, with his sports boat “Nikolas” together with his fishing-partner, Mr Jimmy Chamichian! They managed to catch a tuna weighing 14 kilos! There was actually no need to weigh the fish since it was the only catch in the competition and therefore there could be only one winner!!

Well done and many more catches to come in the future!



MSM DOURO—UN WORLD FOOD PROGRAM

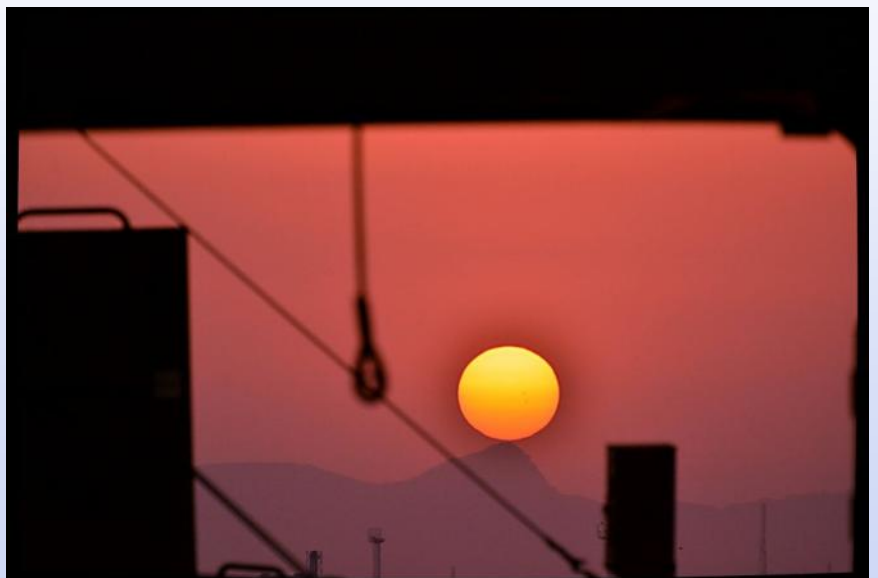
Despite the terrible various diseases and pirate attacks that is causing fear amongst many seafarers we are determined to show you that there is no reason to be scared while we bring these people some help in the form of bags with soy, farina, oil and other goods that will improve their standard. Because any help is better than nothing, and a very good beginning.

It is very difficult to work here, daily temperatures reaches 40C which is considered as normal, lack of English is nothing strange and stevedores are very often walking on the hatch coamings without any protective equipment. They are fighting hard to find a few dollars in order to feed their families. Always very friendly whilst struggling to find work, they take every chance to connect with the rest of the 'industrial world', eager to learn and communicate.

As Goethe said: "We are shaped and fashioned by the things we love". I believe that is true, here we are "shaping" ourselves, doing something we love. Improving every day, for a brighter future for ourselves and MSM, whilst Navigating Ahead!

I sincerely hope you enjoy my photos just as much as I enjoy taking them!

With kind regards,
MSM DOURO
2/Off Nemanja K





Every year IMO celebrates World Maritime Day. The exact date is left to individual Governments but is usually celebrated during last week in September. The day is used to focus attention on the importance of shipping safety , maritime security and the marine environment and to emphasize a particular aspect of IMO's work.

Each World Maritime Day has its own theme, which is reflected in IMO's work throughout the year in question and its own logo—the 2014 logo is as seen above.

The Cyprus Shipping Chamber, as the official representative of the Cyprus Shipping Industry, pays tribute to the "World Maritime Day" . Within this framework, and in view of the Chamber's 25th year Anniversary , the Chamber will initiate in the current month a public awareness campaign through the media, to promote its social activities, over and above the important economic contribution of the Shipping Industry to the Cyprus Economy.

In addition to presenting the various charity and social events, which have been organised by the Chamber for more than two decades, information will also be given with regards to the employment opportunities that exist within the Shipping Industry and the activities of the Shipping Chamber aiming at promoting a "Career in Shipping".

The Cyprus Shipping Chamber is hopeful that this public awareness campaign will promote its multifaceted and socio-economic contribution as well as the important contribution of the Cyprus Shipping Industry to the local economy and society in general, sending the message across that; "Shipping carries Messages of Social Solidarity, not only Cargo and Passengers"

For more information on the World Maritime Day 2014 please click on below link.

<http://www.imo.org/About/Events/WorldMaritimeDay/WMD2014/Pages/default.aspx>

Source: Cyprus Shipping Chamber Circular 88/2014

MSM Environmental Email:

environment@mastermind-cyprus.com

SAILING IN PIRATE WATERS

On the 7th of September three armed guards embarked the m/v AAL Gladstone in order to assist us in the passage through the Pirate infested areas towards Suez Canal. The following day we all had a safety meeting and then a presentation held by the guards. We were informed of the dangers that the pirates can pose, in which areas and the way the pirates operate, and also the onboard defensive measures that we were to implement, such as the hardening and darkening of the ship, how to behave in case of a pirate attack, who should do what, where we should go etc. They also informed us that we should always stay together, because if one of the crew members fall behind and is captured by the pirates we might as well all surrender, the case being that the military could not support us i.e. storm the vessel while the crew is hiding in the citadel and take on the pirates. At the end of the meeting it was time for questions, and then all of a sudden the alarm sounded! But thankfully it was only a drill; we were under attack by pirates and we should all proceed to the citadel immediately, the guards left for the bridge whilst the crew rushed to the citadel. In no time we were in position, all were gathered in the citadel and the drill was a success. With that under our belt, we spent days with hardening of the ship, razor wires was applied along the sides of the ship, fire hoses were positioned in such a way to shoot water from the sides, doors were sealed as well as entrances and exits closed and barred, lines were cast from the stern side of the ship as traps for the skiffs to get tangled in, defensive parameters were met on the bridge as well. Barrels filled with water to serve as cover in case of a shoot out, and my personal favorite, from the day the guards arrived, the ship was in constant darkness, we had covered all windows with black plastic bags to block the sun rays getting in our eyes and the view from outside the accommodation in order not to give away any indication that someone was inside the room, nor to have any source of lighting, other than the navigational lights, during the night in order to be harder to target. And with that the ship was hardened and darkened.

The rest of the voyage, we spent having a double look out at all times, along with one of the armed guards. We were at all times vigilant and ready. For us, the crew, we continued our work normally, while the guards continued to simulate their own drills, nearly everyday. Gearing up and arming, assuming defensive stance, maintenance of their gear and arms/guns, not ignoring of course first aid appliance and application, informing and briefing the crew with additional

information regarding pirates and patterns of attacking. Luckily we were never attacked, even though we spotted some suspicious skiffs/fishing boats in the area of Bab el Mandeb (*translation: Gate of Grief*). This was something that impressed me with the guards; even though they were having a conversation about different matters and seemed as though they were not paying attention to their surroundings, they were the first to spot the skiffs floating around, they always were on the look-out even when it didn't seem like it.

Once during a quiet night, I asked on behalf of the crew, in case of an attack why not just fire at the pirates and be done with it, something that the majority of the crew thought would be the right course of action. However the reply to that was simply: "Easy as that would be, we are not here to take lives, we are here to ensure a safe passage and to protect the lives onboard this vessel, without any shooting and/or killing. If we manage to accomplish that, then it means we did a good job and that is why we get paid. All lives are valuable and these pirates sailing the waters near Somalia are nothing else then desperate people trying to make some sort of living so they can feed their families. They attack out of desperation and not because they actually want to harm others. When people are so desperate they will do anything and everything to survive and if we had it as bad as they do, then we would most probably also end up in thinking and acting, as they (the pirates) do."

Even though we never actually encountered a pirate attempt/attack, the experience gained from this passage was more than interesting. It taught us how to prepare ourselves for these dangerous areas, and also that vigilance is what keeps you safe in most of the cases, and that all lives, like mentioned above, is precious, even though some have to go through extremes in order to survive.

JO/CD Adami, Nikolas

SAILING IN PIRATE WATERS



Limassol's Mission to Seafarers

The Mission to Seafarers has been operating in Cyprus for many years for the benefit of all seafarers visiting the island.

A Mission Centre was established at Limassol Port during 1993 and its activities have steadily grown. Since then, the Mission Centre has provided practical, emotional and spiritual support to seafarers through ship visits and a range of welfare and emergency support services to seafarers, the most important service probably being communications – the provision of Internet and web facilities, as well as postal arrangements and telephone/phone card facilities. Furthermore, the Mission Centre volunteers organise on a regular basis a number of fund-raising and social awareness events.

Mastermind Shipmanagement Ltd appreciates the importance of maintaining and supporting the Mission as a Corporate Member so that the vital work carried out by the Mission Centre in Limassol Port can continue and, indeed, increase.

The Limassol Mission is based in one of the largest centres of maritime traffic in the European Union and last year the volunteers welcomed 7,254 visitors to the Mission and 507 ships were visited in port.

Since the Seafarers Mission depends heavily on donations, awareness of the Mission is raised via local churches, clubs societies and of course amongst the shipping companies in Cyprus.



Limassol's dedicated, caring and tireless volunteers are making a difference to peoples lives.



The Mission to Seafarers
Caring for seafarers around the world



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for OUR newsletter to cmirianthous@mastermind-cyprus.com



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