

Navigating Ahead - Issue 15



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 15

march 2015



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V ONEGO BORA**, A 7.659 DWT MULTIPURPOSE BULK CARRIER. BUILT IN 2011 AT HUANGHAI SHIPYARD, CHINA.

ONEGO BORA PERFORMANCE IN 2014

SHE STEAMED **11,382 nm** AT **10.25 kn** AND TRANSPORTED **129.984 mt** CARGO WHILE USING **7.15 mt** FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING **15.82 mt** CARGO WITH **1mt** OF FUEL OVER A DISTANCE OF **11,382 nm** . IN OTHER WORDS 0.53 TIMES AROUND THE EQUATOR.

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Letter from the MD

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

On the occasion of the Easter Celebration, we would like to address everyone on board personally with this message.

A very demanding winter season has passed and we look forward to enjoy longer days and the warmth of the sun again. We were very fortunate that the winter storms and their mighty waves have not caused any damage to our vessels or cargoes. Extreme weather frontal systems have battled on our shores more than in earlier years. Vessels were washed up onto rocks and deep sea anchorages were suspended for weeks on the North African coast. These are signs that global warming is not just words of scientists or environmentalists; it is a matter of reality.

However thanks to our masters and seafarers, our vessels managed to execute their winter voyages with outmost dispatch to the fullest satisfaction of our clients, which put a smile on the faces of our underwriters.

We experienced again the effectiveness of our Chartco Met-manager software assisting our masters to determine the best possible courses to avoid the boiling seas and high winds.

The stormy weeks are over and our crews can concentrate again on the necessary deck works. It will take us a few more weeks to get rid of the rusty spots the winter season brought us. Soon the MSM fleet will shine in the new summer coats from Chugoku Marine Paint (CMP).

While winter was moving out the container market started the long awaited renaissance. You may recall from one of our earlier issues that we predicted that the time charter rates for the vessels below 1.700 teu would soon start to recover from the historical lows. The outlook for the container charter market for this year looks currently better and all ship owners and banks hope that now, after the Chinese New Year, the charter market will continue to improve.

Even though some economists predict that the low fuel costs will terminate slow steaming and that the recovery in the charter rates is short-lived, we believe that slow steaming continues, especially when there is still a lot of pressure on the sea freights. Nevertheless in the vessels below 1.000 teu, the cargo demand will exceed supply of vessels. Things seem to be set here for an improving market.

While the container ships might have left the worst earnings behind, the bulk market is again in trouble. We can only hope the outdated sanctions against Iran, Russia and Cuba will soon be lifted. Only by such extra boost the volumes can assist to combat the oversupply of vessels. While 2015 will still see massive bulker newbuilding deliveries, some bulker owners toy to scrap 15 year old bulkers to generate the needed funds for their new vessels.

Similar thoughts have also reached pension and hedge funds who ventured into shipping. We consider this as a healthy sign so that they will discontinue to order ships on pure speculation without taking into account the shipping market fundamentals.

The recent intergovernmental high level talks between the USA, Iran and Cuba give us great hope for our handy bulkers in the very near future. In the light of the above in MSM we managed to extend our time charters in Africa at higher rates and longer periods.

After almost two decades of being a committed board member of the Cyprus Shipping Chamber, I understand the dynamics of such an important association like the CSC and deeply appreciate what the CSC have achieved and how instrumental it is today. The last six years of the CSC under Presidency have been extremely eventful. We succeeded in waiving the mandatory contribution of EU seafarers to the Cyprus social security systems. We received the blessing from the EU to our most competitive Tonnage Tax System. We managed to get 40 young Cypriots every year to take up a nautical carrier. In 2013 we succeeded to keep the banks open for shipping payments. We restored the trust and confidence in the Cyprus Economy. We managed to grow our maritime cluster in an ailing European recession.

These successful events have prompted me to lobby for a completely new way to run our maritime cluster by making use of the EU integrated maritime policy. It took two years and today we have the "National Shipping Policy", which is now supported by the CSC Board. Soon we shall be able to draft our new shipping policy and my task is therefore completed. After due consideration I have therefore decided to remain at the CSC Board of Directors in the capacity of Immediate Past President and will therefore not be available for a further active presidency.

While we wish the CSC to "Navigate Cyprus Worldwide" towards yet another successful Cyprus Maritime event we ensure all our readers that MSM will continue "Navigate Ahead" into a good summer season with interesting new projects, new clients and better freights.

Capt.
Eugen-Henning Adami



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M/V ONEGO BORA - WEST AFRICAN TRADE

We were so happy and proud to hear that our vessel was chosen to be the latest feature of MSM news letter. And I'm glad to share my experience onboard. Our vessel is a dry, general cargo with a gross tonnage of 5844.7 mt and length of 117.00 mtrs dual Main engine with the crossing speed of 10 kts. 14hrs of sailing with container cargo, line between Pointe Noire, Congo and Boma/ Matadi, Democratic Republic of Congo vice versa.

A brief history of Pointe Noire, it is the second largest city in the Republic of the Congo and is located in the Kouilou province. It is the main commercial center of the country and has a population of 663,400 (2005). It is situated on a headland between Pointe Noire Bay and the Atlantic Ocean. Pointe Noire is divided into four areas; Patrice Emery Lumumba with 12 districts; Mvou-mvou with 10 districts; Tie-tie with 7 district and Loandji with 20 district.

The name Pointe Noire originated from Portuguese navigator who saw a block of black rocks on the headland in 1484. Pointe Noire also known as Punta Negra became a maritime reference. It became a village for small fishing boats. After French treaty was signed by local people in 1883. The city continued to grow in 1950 had 20,000 inhabitants and become capital of the middle Congo. They gained their independence in 1960. Pointe Noire is the most modern city and home to Agostino Neto Airport and is the terminus of the Congo-ocean railway. Its main attractions are beaches, known for surfing. In 1980 oil was discovered and re-attracted people and factories.

I first thought about earning my living at sea, shortly after I left college at the age of 19. Prior to that, I didn't really know what I wanted to as a career.

In maritime school, my maritime instructors told me about seaman profession, a nice job and easy money. You can travel around the world and see beautiful places .

After graduation I was lucky enough to locate Lydiamar Agency in Manila who accepted my application as deck cadet. I proceeded to take all my training certificates to be ready to board. And now here I am, it's real! I joined the vessel in Republic of Congo, Pointe Noire with my colleagues 2nd officer, Bosun and Chief Cook.

On my 1st day onboard, I was assigned as gangway watchman. I didn't know what to do, but with the great assistance of my crewmates and officers, I was able to do my job smoothly and it gets easier every day. Thank you to my fellow crew for whom I am grateful for guiding me through every moment of the day. I spend a lot of my time on the bridge to study and practice. Every month we receive examination from MSM to continue our e-learning ability to enhance our knowledge theoretically. As a deck cadet, my working day can be very different from the last or be completely the same.

And now I'm onboard 10 months and counting. I enjoy my life as a seafarer, it is a proud profession and I am proud to be part of it. And since I want to see as much of this beautiful planet as possible, working at sea is a great way of doing that. I haven't even finished my training and already I've seen things that some people will never see. The dolphins playing in the middle sea, humpback whales courting the other whales, sea lions on Walvis Bay, Namibia and others.



Pointe Noire Railway Station



Old train on Main Street



Palm Beach Hotel

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cont. ONEGO BORA

I really enjoy my day onboard, sometimes vessel stay on anchorage area for many days. Crew catches some fresh fish, and we turn on the BBQ. During Saturday afternoon we watch some Videotel presentation together. Captain conduct the weekly safety meeting for the crew and always remind us about safety and personal hygiene onboard. After the meeting, cooks prepare good food, crews arrange the entire table and chairs, install music and ready for party. It is important that crew enjoys also free time together, to kick back and relax at the end of a long working day.

Seaman life is so interesting and full of excitement every day, but sometimes it gets lonely too, missing family friends back home.

Thank you MSM for giving me a big opportunity to work with your good company.

Deck Cadet Renz Kenn Mieko C. Lorilla
Mv ONEGO BORA



Starboard life boat launch drill Soyo
03/07/14



POOL-CARRIERS—CHARTERING MSM VESSELS

We are honored and proud having been asked to present and introduce Pool-Carriers in this issue of MSM Newsletter.

Founded in December 2003 and domiciled in Hamburg, Pool-Carriers started its activities with full swing on the 1st of January, 2004 representing a fleet of some 18 vessels mainly between 3000mt Dwt and 7000 mt Dwt in size. In these days the focus and core business was resting on the transportation of forest products, such as paper in reels, wood pulp, sheet materials and sawn timber from Scandinavia and Finland to the nearby Continent and v.v. with raw materials needed for the Paper Mills.

However, with the changes in the Forest Industry and the decline of volumes being shipped from North to South, other commodities started increasingly to become a more vital part of the operations.

Today's broad and diversified network of contacts combined with the wide scope of cargoes carried from common bulk such as grains, fertilizers and feedstuffs, general cargo including project materials, steel-products and renewable energies form the basis of optimal and long-term employment of modern multi-purpose vessels.

In this respect we like to mention Pool-Carriers strong involvement in the transportation of wind turbine equipment, both land-based and off-shore. We have meanwhile completed several contracts for the transportation of foundations for various off-shore wind parks in the UK and the North Sea. For all of which the designated vessels had to be specially prepared and reinforced to accept the extreme heavy loads of mono-piles weighing up to about 850 mt with a length of up to 75m and diameters of almost 7,5m. Amongst many smaller land-based projects in Norway, Sweden, Italy and Turkey, the biggest ever won was the Tarafaya Project in Morocco with a total of 131 complete wind tower turbines from mainly Denmark and Spain, which involved amongst many other vessels, the MV ALSTERDIEP.

And that brings us to the point:

In the spring of 2011, and by introduction of a mutual friend, the paths of Messrs. Mastermind and Pool-Carriers met for the first time. During the first visit in Cyprus, and having exchanged views of co-operation and strategies, Captain Adami entrusted us with the commercial Management of the MS ALSTERDIEP. Over the years this partnership grew and we enjoy every day the excellent, friendly, and fair relationship which leaves nothing left to be desired.

In May 2014 the vessels MSM DON, MSM DOLORES and MSM DOURO followed the MV ALSTERDIEP into our commercial chartering management, for which we are really grateful and which proves that both our companies respect each other's professional attitude and their target to build long-lasting cooperation.

We herewith like to pay special thanks to all at Messrs. Mastermind for their swift and prompt attention, whenever technical issues or challenges threaten to disturb the smooth running of a vessel and their ability to fix things before they become an issue.

It's a real pleasure working for and with you!

Andreas
Schaening—
Mr Fix It



Mrs Danika Corleis—
Charm above all



Mrs Susanne Winkler—
sweet voice on the phone



Sven Kammin—Mr
Cool Chartering



Accounting Ladies—Mrs Kathrin
Houssermann & Mrs Anna Wienholtz



A lifetime in
shipping—MD Mr
Rainer Schultze

TRAINING ONBOARD AAL GLADSTONE

I joined AAL Gladstone on the 29/08/2014 in Singapore. Upon embarkation I immediately had the familiarization tour. Shortly after that, provisions had arrived and all hands were needed for transport and stowage of the supplies.

To my surprise I was greeted by Captain Kaldunski and many other with familiar faces from my last contract on the MV Seaboard Chile. It was great to catch up on what had happened during the last 2 years since we saw each other.

Since I am currently studying in Maritime School in Germany I was lucky that the company agreed to structure my training according to the special German requirements. Basically my working schedule, including duties and instructions, I would be working on deck during the day time and join the navigational watch, starting from the 3rd Officers duty, at night.

After completing the necessary working hours for ship operations, I was full time on the bridge, keeping the Navigational Watch under the supervision of the Officer on watch (OOW). The vessel sailed from Singapore, with windmill towers as cargo, destined for Finland through the Suez, meaning we had to pass through the pirate infested waters.

The Charterer had requested that we take on 3 armed guards to help us pass these waters, so we did. Three Greek guards from the company Four Shields joined the vessel in Galle, Sri Lanka. The next day, we had a security meeting and the guards were introduced to the crew. A presentation with all necessary about the pirate area as well as measures needed to be taken prior entering the danger zone was held which was then followed by a drill. After the drill was completed the preparations for the hardening of the ship. During the passage of Gulf of Aden it was always a look out present on all duties along with a guard, i.e. three people on the bridge including the OOW. Luckily enough we didn't encounter any pirates/ attempts of attack and at the Suez entrance the guards disembarked and we carried on our voyage.

We bunkered in Algeciras, Spain, and then made our way to Finland, where we discharged the windmill towers in Vaasa. Loading of sawn timber was then made in both Rahja and Oulu port, which we transported to Alexandria, Egypt. Then we were off to Sagunto, Spain where we loaded windmill equipment destined for Corpus Christi, Texas.

During my time with the 3rd Officer I was introduced again to all things regarding safety, from maintenance of equipment to preparation of documentats and inventory. After that I changed duties and joined the 2nd Officer, who taught me about navigation; chart corrections, assisting in voyage planning and testing the GMDSS equipment on a regular basis. I also assisted him in his capacity as the onboard Safety Officer in all matters of first aid and inventory keeping of the hospital supplies.

Before leaving Sagunto, I was assigned to work with the Chief Officer, with him I completed everything that has to do with cargo handling. I was always present during cargo operations and was responsible for the ballast system under strict supervision of the C/O of course. The C/O also taught me the basics of the Loading Program ANKO that we use on MSM vessels, as well as introducing me to all the books and codes necessary for cargo operations. We also carried out various tank inspections of the ship. Needless to say that during this whole time a navigational watch was always carried out. I was also posted on all the stations during maneuvering. At anchor operations I had watch duty together with the deck officers and of course took part in all the drills as well as creating scenarios for drills to be carried out.

The voyage continued from Corpus Christi to New Orleans where we loaded lead concentrate in bulk. Then further on to Houston to load windmill blades and two big dredging machinery, the bulk was for China and the windmill blades and machinery for Korea. Passing through the Panama Canal is always a treat and then our nearly one month journey began through the Pacific, where we were greeted with some rough seas but all in all not a big issue. Once reaching the Far East I had completed my journey and contract and it was time to back to school in Germany.

All in all, it was a fantastic experience and I had a lot of fun. I would also like to add that during my contract on board I was also assigned to be in contact with an elementary school in Cyprus under the program "Adopt a Ship", in which a ship is assigned to an elementary school in Cyprus. The goal of the program is to give children at a young age the chance to talk to seafarers and ask them questions about life at sea. During my stay onboard, I enjoyed talking to the children and answer questions about shipping, the ship itself, cargo details, environmental details and much more with them.

I want to thank MSM for allowing me to join and train on one of their vessels. I was greeted with a kind hearted crew, officers willing to teach and assist me in any struggles I might have had. Of course I was able to cover more areas this time around due the knowledge that I have gathered also from my school but as well from my last semester and I was happy to test was I have learned and improve on all matters possible. I hope I get the chance to work again on one of the vessels. Thank you to both crews of the Seaboard Chile (1st Praxis semester) and AAL Gladstone (2nd Praxis semester). I am very fortunate to have had you as my crew mates. And a big thank you to MSM for giving me the opportunity to be one step closer to my goal.

Warm regards,
Nick Adami

USCG SAFETY ALERT—ULTRA LOW SULPHUR FUEL

The United States Coast Guard (USCG) has issued a Safety Alert, regarding ultra-low sulphur (ULS) fuel and compliance with MARPOL requirement.

The alert is a reminder to vessel owners and operators about the importance of establishing effective fuel oil changeover procedures to comply with MARPOL Annex VI emission regulations. Recently, there have been several reported incidents involving substantial machinery space fuel leakages while vessels were switching fuel oil to ensure compliance. Although such leakages were contained, fuel releases of any kind may result in pollution, injury or death of personnel and shipboard engine room fires. Moreover, many losses of propulsion have occurred in different ports and have been associated with changeover processes and procedures.

On January 1, 2015, the new fuel oil sulphur limit authorized by MARPOL Annex VI, Regulation 14.3.4 came into effect, lowering fuel sulphur content from 1.0% to 0.10%. The 0.10% fuel sulphur content must be used the entire time the vessel is operating in the North American and U.S. Caribbean Sea Emission Control Areas (ECA). As a result, vessels using higher sulphur content fuels must change to ultra-low sulphur (ULS) fuel oil to comply. The vessels must use the ULS fuel oil on inbound and outbound transits, at the dock, and anytime within the ECA. Meeting this requirement requires planning and analysis before any changeover from higher sulphur content fuel oil to ECA compliant fuel oil and vice versa. Each ship which uses higher sulphur content fuel oil is required to develop and implement changeover procedures for switching between residual and distillate fuels in accordance with MARPOL Annex VI, Regulation 14.6.

In some cases vessels may require fuel oil service or day tank modifications and fuel oil service piping modifications to facilitate safe procedures and compliant fuel operations within the ECAs. The management and oversight of any fuel oil mixing that may be part of a changeover process including, proper control and reduction of the operating temperature of fuel supplied, varying ratios of the mixed fuels and control of mixed fuel viscosity to the engines must take place before the vessel enters the ECAs or after the vessel leaves the ECAs. The amounts of ULS fuel oil onboard must be enough to satisfy the vessel's fuel demand at all times while the vessel operates within the ECAs or efforts should be made to take on additional ULSF while in port.

There are many other important technical issues associated with the use of ultra-low sulphur fuel oils and fuel oil switching addressed in documents produced by class societies, insurers, engine manufacturers and industry associations.

The Coast Guard strongly recommends that vessel owners and operators:

- Ensure fuel oil switching is accomplished outside of busy traffic lanes and the ECA. Generally the ECA is 200 nm from the North American Coast and 50 miles from the U.S. Caribbean coast (e.g., the Commonwealth of Puerto Rico and the U.S. Virgin Islands)
- Utilize their technical resources to develop safe operations and maintain full compliance with emission requirements
- Consult with engine and boiler manufacturers for fuel oil changeover guidance and to determine if system modifications or additional safeguards are necessary
- Consult fuel suppliers for proper fuel selection
- Ensure all sensors, controls and alarms – pressure, temperature, viscosity, differential pressure, flow indicators, etc., are operational and function as designed
- Ensure system piping, seals, gaskets, flanges, fittings, brackets, etc., are maintained
- Ensure detailed system schematics are available
- Review and update fuel oil changeover procedures as needed
- Establish a fuel oil system inspection and maintenance schedule
- Review and update fuel changeover procedures based on lessons learned
- Provide initial and periodic crew training for accomplishing safe, effective and leak-free fuel switching
- Remember that the energy content of a given volume of ULS fuel oil may differ from residual fuel, such that existing throttle settings may not give the desired propeller shaft RPM or generator loads and performance/speed trials on ULS fuel oil may need to be conducted
- Anticipate that there may be many technical challenges for operators when beginning to use ULS fuel oil as a matter of routine and compliance. These range from excessive leakages of fuel system components, increased wear and tear on these components, lack of lubricity of the fuels and the need for possible changes in maintenance schedules, operational methods, etc. The links below provide additional information on these topics.

Source: USCG—Marine Safety Alert 2-15

MSM Environmental Email:

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MSM ONLINE LEARNING—MARLEARN COURSES

MarLearn is an e-learning platform for MSM that was envisioned by Capt. Adami. It started to be developed in February 2014 and in August the same year, it was officially launched and used by seafarers of MSM for learning purposes.

MarLearn, is a learning management system that aims to bring the best e-learning and collaboration platform to seafarers. It works on Linux, Apache, My SQL, PHP, Windows and Mac.

The program has features of creation of educational content, tracking of user results, has a clean interface and synchronous and asynchronous communication capabilities. It has tools for many learning types, extensive documents and management capacity.

There are nine pre-defined user profiles: The global administrator, partial administrator, HR director, teachers, tutors, coaches, session coaches and session managers.

Twenty pedagogical tools are built in: document management, tests, wiki, assignments, forum, survey, documents sharing, pedagogical description, glossary, agenda, chat, working groups, announcements, user tracking, certificates/learning objectives.

It has dynamic certification generation through templates. It has capability of creating social learning network including creation of interest groups.

The online platform has standard implementations that include SCORM 1.2, AICC and many others.

Why online learning?

- Seafarers can "attend" a course at **anytime, anywhere**.
- Online learning enables **user centered teaching** approaches.
- Course material is **accessible 24/7**.
- Online instructors come with practical knowledge and may be from any location across the globe.
- Using the internet to attend class, research information and communication with other students **teaches skills in using technologies** that will be critical to workers in the 21st century business community that works with colleagues globally and across time zones.
- Participating online is **much less intimidating** than in the classroom
- Because online institutions often offer "chat rooms" for informal conversation between students, where student bios and non class discussions can take place, there appears to be an **increased bonding and camaraderie** than in normal classrooms.

- The online environment **makes instructors more approachable**.
- Online course development **allows for a broad spectrum of content**.
- Students often feel that they can actually listen to the comments made by other students. Because **everyone gets a chance to contribute**.
- Online classrooms also **facilitate team learning** by providing chatrooms and newsgroups for meetings and joint work.
- Because there are no geographic barriers to online learning, students can find diversity of **course material** that may not be available to them where they live or work.

How to login

First, ask the MSM's administrator for your username and password.

Your computer (desktop, laptop or smart phone) must be connected to broadband or Wifi.

Using a browser (Explorer, Chrome or Firefox), enter www.marlearn.com in the URL

Fill in the blanks for username and password.

What MarLearn's courses and tests do you have to take?

MSM is using Videotel's e-learning packages. But most of the videos have no assessment or test. In MarLearn, the tests for the videos are included. The subjects of tests depend on your rank and are defined in the MSM Career Program. It is also written in the MSM Employment and Training Record book (ETRB). Therefore after watching the video, login to your PC connected to internet and do the test.

In MarLearn, there are already tests for 84 Videotel videos. There are also built in 22 courses which are made by MSM and some were done in cooperation with P&I clubs. The file for matrix "user-courses" can be opened in the first page of MarLearn site where you can see what courses or test that you have to take based on your present rank.

Note that the time of your studying and the test results are automatically recorded in the system.

What are the limitations?

Presently, internet is rather slow in many places at the moment. This means slow downloading of contents (courses and tests). It is the reason that we avoid videos and too much graphics in the learning contents. Internet can be absent in some ships and some ports. There are times too that there are problems with host server of the internet. But with the presence of strong broadband signal or WiFi, onboard or ashore, learning will be more interesting. You can study and take test also using your smart phone.

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As reported in previous MSM Newsletters, our vessel MSM Douro is proudly taking part in the WFP and is one of many ships bringing food aid to Somalia. Below text is taken from EU NAVFOR website which features our nice lady.

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The EU Naval Force achieved an impressive milestone this week by successfully completing its 300th close protection of a World Food Programme (WFP) vessel along the Somali coastline.

This means that nearly one million tonnes of food aid, including wheat, grain and sorghum, destined for the Somali people, has been protected by the EU Naval Force as part of the European Union's counter-piracy efforts off the coast of Somalia.

Since the crisis of 2011, when four million Somalis experienced extreme food insecurity and famine, the WFP assesses that the situation is now improving. This improvement is attributed to successive seasons of average-to-above-average rainfall, increased livestock prices, improved milk availability, low prices of both local and imported staple food commodities, and sustained humanitarian intervention by the WFP and other humanitarian aid organisations.

A 50kg bag of grounded sorghum can produce approximately 300 loaves of bread. As the EU Naval Force has protected more than 45,000 tonnes of sorghum in the past six weeks, this figure equates to 900,000 bags, or indeed, 270 million loaves of bread!

Source: European Union Naval Force Operation Atalanta

<http://eunavfor.eu/eu-naval-force-completes-its-300th-close-protection-of-a-world-food-programme-vessel-ensuring-100-protection-from-potential-pirate-attack/>

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...tell us how we can become better and send your ideas for OUR newsletter to cmvrianthous@mastermind-cyprus.com



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