

Navigating Ahead - Issue 16



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 16

june 2015



WE ARE HAPPY TO INTRODUCE OUR NEW VESSEL **M/V EMANUEL 49**, WHICH RECENTLY HAS BEEN ADDED TO OUR FLEET UNDER FULL MANAGEMENT ON THE 18th MARCH 2015 AT PIRAEUS ANCHORAGE.

M/V EMANUEL (ex. BBC ANGLIA) IS A 4.900 DWT MULTIPURPOSE CARGO SHIP. BUILT IN 1997 AT NORTHERN SHIPYARD, POLAND. SHE IS CURRENTLY SAILING UNDER LIBERIAN FLAG.

VESSEL SPECIFICATIONS:

GROSS TONNAGE: 4078

NET TONNAGE: 2009

LENGTH OVERALL: 100.60

LENGTH BP: 93.95

BREADTH MOULDED: 16.60

DEPTH MOULDED: 8.10

SUMMER MOULDED DRAUGHT: 6.40

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Letter from the MD

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

The summer has now arrived and some European cities even have heatwaves with temperatures above 40 degrees C.

Such hot temperatures came along with even more heated discussion over the difficult financial situation in Greece. The Greek nation is now deeply divided over the way forward. One part says let us correct the wrongdoings of the past and make necessary reforms to overcome the prolonged deficiencies in the governmental machine and show Europe that Greece means business. The other part of the nation is in denial of the needed reforms and believe that any further reforms will make their country even poorer.

Fact is that any country in the world will have problems when no proper tax collection regimes are in place. When the administration is too big because positions are allocated based on election promises and not on workload demands. Civil servants need to retire earlier just to keep the actual number of servants down. However the pension for those early retirees need to be paid. Greece needs to address these burning issues before they can expect that 18 other European countries continue the financial aid. The clock is ticking for Greece and Europe.

Cyprus is very close to Greece and was in 2013 also in need of financial assistance from the EU and the IMF. Our banks were closed and many people lost any of their savings above 100.000 Euros. But the Cypriot nation accepted the earlier wrongdoings of its government and banking industry. The Troika negotiated with Cyprus a comprehensive loan agreement with a long term view. Cyprus implemented the harsh looking reforms very quickly and returned already to growth in 2015.

Austerity on its own will not help in the long run, but without reforms nothing will improve either. Growth is not dropping from the sky and can only be achieved by hard work, dedication and long term plans. We hope therefore that Greece and its lenders will find a workable way forward in order to end this prolonged matter of uncertainty for the better of Europe.

The shipping markets seem to be very resilient to the Greek situation. The markets have all taken already their usual summer mode. Some experts report about high scrapping potentials for the second half of 2015. Such move would help to combat the oversupply of vessels in the market place.

In the last year we have had many meetings with marine training institutions in the Eastern Mediterranean. MSM holds here with Cyprus a very strategic location at the cross road from Europe to the Middle East and North Africa. Cyprus however is still missing maritime academies. We decided therefore to move forward with our co-operation of the Egyptian administration. As a first step MSM will employ a certain number of Egyptian seafarers. The second step is to form alliances between the private universities in Cyprus and the Egyptian Maritime Academies with the aim to offer jointly the best possible maritime education of seafarers from Cyprus.

In MSM we are working on another pioneering educational program for graduates from universities with shipping subjects. The program allows the graduates to be serving 5 months on a MSM vessel assisting the master in all his administrative work. The graduates will learn in practice all procedures and documents needed to perform a voyage, as well as all reports needed in the ship-owners office. The masters will have a good helping hand to handle all the administrative work, whilst the graduate will gain an unforgettable experience of how things are on board. Such experience will be of invaluable help when the graduate will start his real shipping career ashore.

Please welcome therefore our new Seafarers from Egypt and the Administration Cadets from the Cyprus universities soon on board your good vessel. A well-educated and proper trained maritime workforce will ensure a sustainable shipping industry. It is our responsibility to make things work while at the same time embracing new technologies and new approaches.

We count on you!

I would also like to take this opportunity to express again our deepest appreciation and gratitude to all of you on board for your daily contribution to the success of our mission. Please enjoy the calm summer months on board.

We are sure that we will all "Navigate Ahead" to a bright future with even better educated shipping professionals!

Capt.
Eugen-Henning Adami



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M/V EMANUEL 49—NOW UNDER MSM MANAGEMENT

The take-over mission was almost, as they say, impossible. Finding qualified and certified officers and crew, the change of management and vessel's name, the ISM/ISPS and MLC pre-audits and other Class annual surveys were among some of the tasks which required to be carried out prior taking over the vessel, all in a very short time.

This great achievement, against a fast and challenging timeline, could not have been possible without the hard work and the dedication of everyone in MSM office and onboard.

Capt. Zych and C/E Hakija as well as all officers and crew did a fantastic job, you did the impossible possible.

We would like to thank the owner's for entrusting the management of the vessel to MSM and to ensure them that our experienced and qualified team of professionals are ready to offer a complete range of ship management ser-



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SAFETY COMES FIRST @ REAL TIME DRILL

Hello everybody,

It's been a long time since last time Seaboard Chile appeared in our newsletter. In that period we managed to carry plenty tons of different kinds of cargoes, bearing in mind all the time SAFETY FIRST and making our charterer, owner and managers fully satisfied. Onboard we have crew from Poland, Montenegro, Russia and the Philippines, all with different cultures and attitudes but all the time working as a team with no difference between individuals.

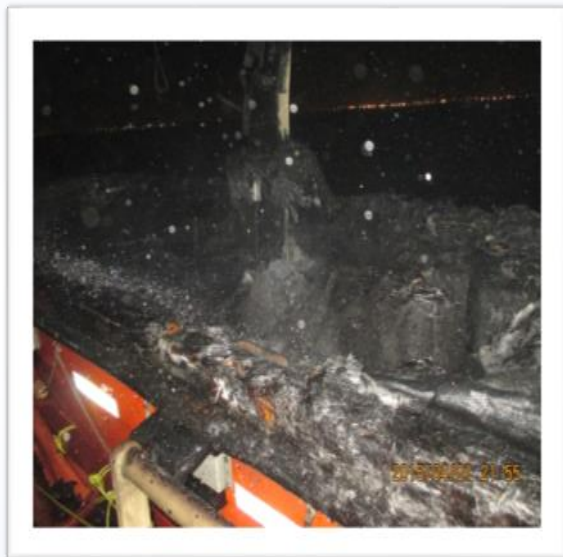
My name is Nikola Popovic and I am from Montenegro. I signed on the vessel as 3/O and was promoted onboard to 2/O. I take this opportunity to say thanks to everyone at MSM and MonteMast for giving me an opportunity and a special thanks to Capt. Rogowicz and Capt. Stypula for making it happen. This is my second contract with MSM and hopefully I will continue navigating ahead with mutual satisfaction.

When it comes to safety onboard, we as a crew are always aware of the any hazards which can occur and thanks to all the frequent drills we perform we are working as a team at all times.

1st of April, funny enough, our team was put to the test. It was a sunny day and vessel had been moored in port of Houston for three days. As the sun began to set loading was completed. Vessel proceeded off Houston with good visibility. Bridge wing's

doors were open and then suddenly we feel something smelling burnt. Fire alarm not showing anything. Some smell in the machinery space but everything seems ok. From bridge wing, everything looks ok. Full ahead and funnel spew sparks all around the poop deck and suddenly the rescue boat is on fire! Immediately the fire alarm is raised and the emergency fire pump running. All crew run to the scene with fire hoses and extinguishers ready. Pilot informs there is no need to stop and we proceed off Houston. Boundary cooling established. All means of natural ventilations have been isolated. Fire under control.

Unfortunately, we didn't manage to save our rescue boat.



Drills are important!

So, be prepared at all times, who knows what can happen. Here, on 'Seaboard Chile' we were prepared. What about you, are you prepared?

Safety comes first, if something feels unsafe, start over until you feel 100% safe. Be prepared and practice often, because only well trained persons can manage to give proper order or do the proper thing during "panic time". You never know, maybe you will be the person making a difference during an emergency situation.



Use different scenarios every time



IMO DAY OF THE SEAFARER—25th June 2015

The Day of the seafarer 2015 is fast approaching. This year the International Maritime Organization is shifting its focus to maritime education. We want you to consider a career at sea. Most people go to work in offices, factories and shops, but it's a different picture for seafarers: an office can be a hundred thousand-ton oil tanker or a cargo ship navigating the world's oceans with beautiful landscapes.

This year's campaign will show how the multi-faceted maritime world offers a series of rich and fulfilling career opportunities for young people, both at sea and ashore.

So with the hope to inspire young people to consider a #CareerAtSea, we ask you to spread the word to the next generation.

IMO has prepared a toolkit which is available on their website for downloading which will tell you how you can join the campaign.

Learn more about IMO Maritime Ambassador, a new scheme launched by IMO to promote the maritime and seafaring professions and raise awareness of the positive benefits of choosing a career at sea or other maritime profession.

In the meantime, share your experiences using the campaign hashtag **#CareerAtSea**.

Share your “#CareerAtSea” messages on below social media channels:

<https://twitter.com/IMOHQ>

<https://www.facebook.com/IMOHQ>

<http://www.flickr.com/photos/imo-un/collections/>

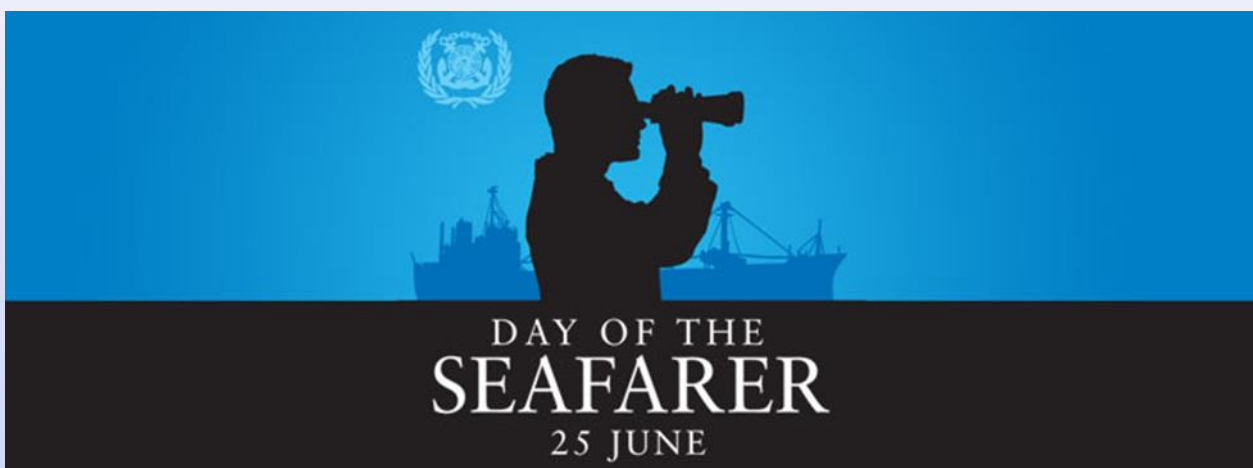
Watch and share videos:

<http://www.youtube.com/user/IMOHQ>

<http://www.imo.org>



Wearing blue to Celebrate the Day
of the Seafarer at MSM



DRILLS AND WHY THEY ARE IMPORTANT—MSM DOLORES

Before berthing at Alcudia port, you could feel the excitement and good vibes amongst the crew, after all Mallorca is one of the world's most famous tourist destinations.

We berthed on the 7th May, and not long after that the Captain had all of us asking: "Captain, can we go ashore? There is a lovely beach, and great nightlife to explore just next to our berth." Luckily the answer was: "Yes, but only after the drills are finished and Lifeboat / Rescue boat lowered".

As expected there were no need to tell the crew more than once, they were ready to perform the drills with maximum dedication and highest standards as anything less is not accepted onboard.

After permission was received from the local authority in the early morning of the 9th May, crew assembled at the muster station. A briefing by Chief Officer was done regarding the importance of the drills, regular maintenance of all equipment and the readiness to react immediately, because we will not always be in nice Mallorca, we can face rough sea and bad weather as well. C/O reminded us of last winter where waves reached up to 7m and the freeboard only 2m. Drills are very important so that we all know how to react when situations as bad weather/collision/flooding/fire etc. happens.

As per assigned duties and with no difficulties the lifeboat was lifted by davit and lowered into water by the crew, while Captain was in charge and also the cameraman. Davit checked and reported in good condition same as the Lifeboat engine. Ready for lifting back. Shortly after that crew secured everything, final check reported to Master and the drill ended successfully.

Then we smoothly proceeded to starboard side and the Rescue boat station where the same operation was repeated. Only this time maneuvering was easier for those inside the boat as they found themselves surrounded with hundreds of yachts and for a moment felt the fabulous lifestyle of the rich men in the water, surely in a smaller boat and not a pleasure type but part of it anyhow. "OK, guys, good job, come back now, don't go on the beach with that, lift it up, secure everything and until Monday morning there are no cargo operations" (Captain talking on the radio) wow! Free weekend, it will be good!

Then a quiet weekend, quiet on the ship side but not on the shore definitely. A real pleasure and a relaxing 48hours to enjoy on the white sand beach, deep blue color water, see several football matches in the local bar and the Alcudia '15 World Iron Man competition.



BMP FOR LARGE SCALE RESCUE OPERATIONS AT SEA (LSROAS)

“The recent increase in migrant movement around the world and most specifically the Mediterranean Sea has raised a significant safety issue for the maritime sector. As refugees from regional conflicts and migrants from further afield try to gain access to what they perceive will be a better life in Europe and elsewhere, the potential impact upon shipping has become a very real and credible threat to the safety and security of legitimate seafarers, their employers and stakeholders. Private and commercial vessels are becoming increasingly embroiled in rescue efforts due to the rapid increase in migrant traffic and the diminishing resources of governments, international organisations and naval/military forces. “

The above text is taken from the document “BMP for Large Scale Rescue Operations at Sea” which has been prepared by Inter-manager in order to help ship’s personnel to better prepare for such operations.

The document puts together the lessons learnt through various incidents but it is still a work in progress; it needs work on humanitarian issues; how to prevent, or manage, trauma when crew members see casualties at sea etc. The document has tried to put together all the information currently available on the topic, but does not assume to have all the answers to all the issues.

The root cause of the migrant-problem is political and cannot be solved by shipping. The focus is on what shipping can do to assist in the humanitarian crisis. Statistics show that the actual rescue is done by merchant vessels rather than other craft such as naval ships.

There has been good response from Italy and Malta Coastguards where they are doing their best to cope with the problem.

Topics in the Best Practice include:

- Recognizing a mass-rescue operation
- Usual processes of a mass-rescue operation
- The role (and limitations) of ships in carrying out a mass-rescue
- How to motivate the crew to perform such operations. Concerns of personal-security and risk of Ebola transmission could create resistance to being involved in such
- An option for smaller ships which cannot accommodate the hundreds of migrants is to ‘standby’ and wait for the Navy resources to come and pick up
- Cost of intervention
- Communications
- Training for such operations

“Ship-owners, managers, masters and crew need to be made aware and trained for such a rescue operation, preparations must be made to ensure that all involved are correctly educated, equipped and prepared for such an eventuality. It will be impossible to avoid being involved in a rescue operation. If you are on the scene, the situation will unfold around you whether you are prepared for it or not. Difficult decisions will need to be made at every level – with both onshore management and the crew being crucial in supporting the central role of the master: a lack of trained support and knowledge could be disastrous.”



As Europeans we cannot close our eyes any longer.

Too many people have died in the Mediterranean already.

We have to press for the immediate revival of Mare Nostrum.

Source: <http://www.intermanager.org/resources/best-practices/>

MSM Environmental Email:

environment@mastermind-cyprus.com

MSM CADET TRAINING PROGRAM MAY-JUNE 2015

Every year, a group of pre-sea cadets are selected by MSM.

In the Philippines several applicants from different parts of the country, who are graduates from accredited maritime academies, were interviewed and given tests. Those with the high grades and showed their best in the interviews were selected to join the pre-sea training done at the United Marine Training Center, accredited by DNVGL, which is about two kilometers from LMM- MSM office. From the successful graduates, many of them will be assigned to MSM vessels as cadets.

The classes and hands-on training are conducted in about six weeks for pre-sea deck cadets and seven weeks for pre-sea engine cadets. It started in week 18 of April 2015 and will end in Week 24 (June).

Topics for Deck cadets: Safety Awareness, Safe Mooring Operations, Math 1, Ship's Technique and Technology, Rope Works 3, Physics 1, Working Aloft 2, Rigging of Pilot Ladder, Chugoku Paint Technology, Surface Preparation and Painting, Ship Security Awareness and Duties

Topics for Engine cadets: Safety Awareness, Engine Room Familiarization, Math 1, Diesel Technology 1 – Auxiliary Engine, Physics 1, Practical Workshop Skills, Offhand Grinding and Drilling Operations, Working Aloft, Surface Preparation and Painting, Ship Security Awareness and Duties.

The trainees are:

Deck Cadets:

- 1 Alivia Marc Adriach
- 2 Balmonite Reagan
- 3 Buhisan Jaymart
- 4 Cadena Tropic
- 5 De La Cruz Romel Karl
- 6 Del Mundo Vincent
- 7 Dumandan Bee-Jay
- 8 Gonzaga Michael Stephen
- 9 Grecia Jerald
- 10 Laroza Rals Jann
- 11 Laurente Marben Jay
- 12 Novo Bonifacio Martin
- 13 Panaginip Mark Brian
- 14 Ronquillo Kier Mark
- 15 Saguid Eugene
- 16 Tabamo Calvin John
- 17 Tacang Albert
- 18 Valera Francis Dorem

Engine Cadets:

- 1 Agpawa Michael Jerome
- 2 Aleria Jose Marie
- 3 De Guia Johnny
- 4 Galo Jayvee
- 5 Inoc Bobit
- 6 San Antonio Ben Carlo
- 7 Sebastian Abel
- 8 Villafuerte Mark Louis



MSM CREW LIST

ATLANTIC PENDANT			
1	MAS	SKOWRON, ZBIGNIEW	POL
2	C/O	FILIPOVIC, ZELJKO	MNE
3	2/O	VALIENTE, EFREN	FIL
4	3/O	SRODECKI, BARTOSZ	POL
5	C/E	MUELLER, RYSZARD	POL
6	2/E	GRGUREVIC, BOZIDAR	MNE
7	3/E	CUCIC, MARIN	MNE
8	E/E	PERISIC, MILOS	MNE
9	FTR	MARKOVIC, NEBOJSA	MNE
10	FTR	MAHINAY, NERIO	FIL
11	BSN	DE VILLA, NOEL	FIL
12	AB	MINGO, JOSEPH	FIL
13	AB	MOLANIDA, FEDERICO	FIL
14	AB	IJAO, SANDY	FIL
15	OS	OCAMPO, PETER	FIL
16	OLR	NIERVES, SAMSON	FIL
17	OLR	SALVADOR, CHRISTIAN	FIL
18	WPR	BONTILAO, JHAMES	FIL
19	CK	DUNO, ROGER	FIL
20	MESS	ANES, KYLE	FIL
21	D/CD	SINON, JAKE	FIL
22	D/CD	WODZYNSKI, MATEUSZ	POL
23	E/CD	PINO, ARCADIO	FIL
24	E/CD	NISNISAN, GLENN	FIL

UBC STAVANGER			
1	MAS	TOKARSKI, TOMASZ	POL
2	C/O	POPOVIC, RATKO	MNE
3	2/O	PERAS, VLADIMIR	MNE
4	3/O	ESPIRITU, RUSTAN	FIL
5	C/E	VELAS, ALEKSANDAR	MNE
6	2/E	VULEVIC, DRAGAN	MNE
7	3/E	DINGAL, NATHANIEL	FIL
8	E/E	POPOVIC, MLADEN	MNE
9	FTR	METODA, RAYMOND	FIL
10	FTR	LAGARDE, FERMIN	FIL
11	BSN	CLARO, JOVITO	FIL
12	AB	CABRERA, EDISON	FIL
13	AB	MAHUSAY, BRYAN	FIL
14	OS	MANUEL, JOHN P.	FIL
15	OLR	COYOCA, JOEL	FIL
16	OLR	UBALDE, LIVI	FIL
17	WPR	FLORES, JOHN	FIL
18	CK	RONQUILLO, MARIO	FIL
19	MESS	ENCARNACION, VANNE	FIL
20	D/CD	MAUCESA, JOSE	FIL
21	D/CD	KOVACEVIC, BOGDAN	MNE
22	E/CD	TUGAHAN, REYLAND	FIL



navigating ahead

SEABOARD CHILE			
1	MAS	STYPULA, STANISLAW	POL
2	C/O	DONCIC, VLADAN	MNE
3	3/O	PABINGWIT, ERIC	FIL
4	C/E	MALEC, MIECZYSLAW	POL
5	2/E	DILAS, DRAGUTIN	MNE
6	3/E	GARCES, CHRISTOPHER	FIL
7	E/E	MONTECILLO, DEXTER	FIL
8	FTR	AGUIRRE FRANCISCO	FIL
9	BSN	ROJAS, GADIEL	FIL
10	AB	CERVANTES, NINO	FIL
11	AB	MALFARTA, MARK	FIL
12	OS	DELOS REYES, JONATHAN	FIL
13	OLR	CATIMBANG, RICHARD	FIL
14	WPR	MORALES, JUNEL	FIL
15	CK	WASYLEWICZ, ARKADIUSZ	POL
16	MESS	MABALON, LEOVEN	FIL
17	D/CD	JAWORSKI, PIOTR	POL
18	D/CD	LABRAMONTE, LEOCEL	FIL
19	E/CD	BENJAMIN, JORGE	FIL
20	E/CD	MINOZA, JOVEN	FIL

AAL GLADSTONE			
1	MAS	KALDUNSKI, STANISLAW	POL
2	C/O	DABANOVIC, NENAD	MNE
3	2/O	IVANOVIC, DEJAN	MNE
4	J/O	DELA CRUZ, MARK	FIL
5	C/E	BRCIC, NIKOLA	MNE
6	2/E	GABRINO, STANLEY	FIL
7	3/E	MUELLER, PIOTR	POL
8	E/E	SIPKA, SLAVISA	MNE
9	FTR	REYES, FELIZARDO	FIL
10	BSN	SIEGA, FLORO	FIL
11	AB	YTAC, ANSELMO	FIL
12	AB	DE LEON, RONALDO	FIL
13	OS	DEMORAL, RYAN	FIL
14	OLR	GOMEZ, ELCANO	FIL
15	OLR	BALTAZAR, JAN V.	FIL
16	CK	PLANDEZ, RICKSON	FIL
17	MESS	DELOS REYES, ROMEO	FIL
18	D/CD	CASING, JEFFERSON	FIL
19	E/CD	DERETIC, PETAR	MNE

MAESTRO EAGLE			
1	MAS	PEKIC, LJUBO	MNE
2	C/O	MALJEVIC, IVICA	MNE
3	2/O	HERRERA, MARIANITO	FIL
4	3/O	MEDRANO, JAYSON	FIL
5	C/E	NIKOLIC, MILAN	MNE
6	2/E	SUZNJEVIC, MLADEN	MNE
7	3/E	TOLEDO, JOEL	FIL
8	E/E	VUJOVIC, RADOVAN	MNE
9	BSN	CANLAS, ARNEL	FIL
10	AB	PIALAGO, RANDY	FIL
11	AB	GENIZERA, MARCELINO	FIL
12	OS	TOMULTO, XERXES	FIL
13	OLR	RICO, MARCELINO	FIL
14	OLR	DEL MUNDO, RONIEMAR	FIL
15	WPR	ARENIO, JOFFORD	FIL
16	CK	NIKCEVIC, PAVLE	MNE
17	D/CD	VRZIK, STEFAN	MNE
18	D/CD	VUKMANOVIC, GORAN	MNE
19	E/CD	GEOLINA, JAINOMER	FIL

MSM CREW LIST

ONEGO BORA				LIMASSOL				ONEGO BURAN			
1	MAS	PLANINSEK, GORAZD	SLO	1	MAS	VUKCEVIC, DRAGAN	MNE	1	MAS	POZNIAK, CEZARY	POL
2	C/O	KONATAR, BORIS	MNE	2	C/O	VUKCEVIC, DEJAN	MNE	2	C/O	MRSULJA, NOVICA	MNE
3	2/O	MAJADUCON, RENAN	FIL	3	2/O	VILLAROSA, ALLAN	FIL	3	2/O	GABRIEL, LOU	FIL
4	3/O	JANKOVIC, MILOS	MNE	4	3/O	PALMA, ANGELO	FIL	4	3/O	DASIC, MLADEN	MNE
5	C/E	OJDANIC, ZELJKO	MNE	5	C/E	PLAMENAC, ZELJKO	MNE	5	C/E	HAKIJA, DESIC	MNE
6	2/E	KUSOVAC, VUKO	MNE	6	3/E	PAVLOVIC, DERDA	MNE	6	2/E	STANJEVIC, BUDIMIR	MNE
7	3/E	IBANEZ, ANTHONY	FIL	7	E/E	KLISIC, NIKOLA	MNE	7	3/E	VUKMIROVIC, DALIBOR	MNE
8	E/E	MARKOVIC, VESELIN	MNE	8	FTR	NABALAN, LORENZO	FIL	8	E/E	DUROVIC, SLOBODAN	MNE
9	BSN	DE GUZMAN, BENNY	FIL	9	BSN	ROSALDO, NOEL	FIL	9	FTR	BIEREN, NICOLAS JR.	FIL
10	AB	CAINDAY, JOSEPH	FIL	10	AB	DEDICATORIA, ERWIN	FIL	10	BSN	VALENZUELA, CYRUS	FIL
11	AB	MAYOR, RANDY	FIL	11	AB	NAVARRO, GILBERT	FIL	11	AB	BANTACULO, ARNOLD J.	FIL
12	OS	SAMBO, RICHARD	FIL	12	OS	DIZON, TORIBIO	FIL	12	OS	BRIZUELA, GERALD	FIL
13	OLR	BAUTISTA, EREC	FIL	13	OLR	CARGASON, JUNE M.	FIL	13	OLR	GABONADA, LEONCIO JR.	FIL
14	WPR	OSORIO, WINSTON	FIL	14	CK	PABUNA, ALEJO JR.	FIL	14	WPR	CASTILLANO, ADRIAN B.	FIL
15	CK	OFRENEO, SERGIO JR.	FIL	15	MESS	ROSETE, MICHAEL	FIL	15	CK	TECSON, RODOLFO	FIL
16	MESS	ALMEROL, ALVIN	FIL	16	D/CD	GRZETIC, LJUBOMIR	MNE	16	MESS	PASCUA, MARK	FIL
17	D/CD	DURANOVIC, SRDAN	MNE	17	E/CD	VUKOTIC, ALEKSANDAR	MNE	17	D/CD	JOSANOVIC, JOSAN	MNE
18	E/CD	GALIDO, ALEJANDRO	FIL	18	E/CD	GAMILDE, MICHAEL	FIL	18	E/CD	CONSUEGRA, JOPHERCE	FIL

navigating ahead

GOTEBORG			
1	MAS	PEJOVIC, ALEKSANDAR	MNE
2	C/O	SABANOVIC, RIZO	MNE
3	2/O	ILCEV, MARIJAN	MNE
4	3/O	VALMORES, PHILLIP V.	FIL
5	C/E	BOZOVIC, NIKOLA	MNE
6	2/E	OJDANIC, IGOR	MNE
7	4/E	SAINOVIC, DEJAN	MNE
8	E/E	PAVICEVIC, RADOMIR	MNE
9	FTR	PALMON, CRISALDO	FIL
10	AB	LIBRES, ROSO	FIL
11	AB	SAMSON, MARK M.	FIL
12	OS	SOTTO, NORMAN	FIL
13	OLR	CASANA, VICTOR S, JR.	FIL
14	OLR	RAMOS, FRANCIS	FIL
15	CK	PRADO, RONNIE	FIL
16	MESS	ADRID, RYAN	FIL
17	D/CD	LAVROVIC, ALMIR	MNE
18	E/CD	SENADOR, JOEMAR	FIL

FALKENBERG			
1	MAS	BERNASOL, JOEL	FIL
2	C/O	MAKOS, TADEUSZ	POL
3	2/O	PEROVIC, SLOBODAN	MNE
4	3/O	NASTOR, REY	FIL
5	C/E	MIERZWICKI, RADOSLAW	POL
6	2/E	BRONZIC, BORISA	MNE
7	3/E	VUJOSEVIC, GORAN	MNE
8	E/E	AVRAMOVIC, MATO	MNE
9	BSN	VILLAHERMOSA, ALLAN	FIL
10	AB	NUNEZ, JAYSON	FIL
11	AB	LACHICA, LESLIE	FIL
12	OS	MANLAPIG, PAUL	FIL
13	OLR	SEPE, EDWARD	FIL
14	WPR	PALAR, VIRGILIO	FIL
15	CK	ABLAZA, ALFREDO	FIL
16	MESS	TIBUS, JONEL	FIL
17	D/CD	DESIC, ADNAN	MNE
18	E/CD	PERAS, NEBOJSA	MNE

MSM CREW LIST

MSM DOURO			
1	MAS	KAMINSKI, DARIUSZ	POL
2	C/O	BARCZEWSKI, MAREK	POL
3	2/O	SOBISZ, KRZYSZTOF	POL
4	C/E	MADRIAGA, EDGARDO	FIL
5	E/E	ANDRIC, DUSKO	MNE
6	AB	ILEDAN, ALMER	FIL
7	AB	LEGUAN, GIL	FIL
8	OS	ASUAR, SILVESTRE JR.	FIL
9	OLR	MARTINEZ, BARTOLOME	FIL
10	OLR	TEVES, JANZEN	FIL
11	CK	MAGDAEL, VICENTE	FIL

MSM DOLORES			
1	MAS	KOSCIOLEK, ROBERT	POL
2	C/O	ZIENTARA, WLODZIMIERZ	POL
3	2/O	KNEZEVIC, NEMANJA	MNE
4	C/E	DORDEVIC, MIHAILO	MNE
5	E/E	KAPELINSKI, PATRYK	POL
6	AB	SALAMANCA, JESSIE	FIL
7	AB	LEMERY, JERSON	FIL
8	OS	PUZON, JESSIE	FIL
9	OLR	COSTARES, RICO	FIL
10	OLR	SARABIA, MARIANO	FIL
11	CK	QUERUBIN, PERCIVAL	FIL

MSM DON			
1	MAS	LAZOVIC, RELJA	MNE
2	C/O	KULDOSZ, WOJCIECH	POL
3	2/O	IRAN, BERTRAND	FIL
4	C/E	MITROVIC, RADOVAN	MNE
5	E/E	WYSZYNSKI, LESZEK	POL
6	AB	OFENDOREYES, FRANCISCO	FIL
7	AB	MANDEOYA, LEONER	FIL
8	OS	MATTI, RUDYVIC	FIL
9	OLR	VERDEPRADO, ROCHIE	FIL
10	WPR	DEMANARIG, ROY	FIL
11	CK	PABLO, SAH JEHAN	FIL

ALSTERDIEP			
1	MAS	LADONSKI, JANUSZ	POL
2	C/O	OSTROWSKI, TADEUSZ	POL
3	2/O	KISEO, DENNIS	FIL
4	C/E	GLEN, TOMASZ	POL
5	AB	PAREDES, FELIZARDO	FIL
6	AB	LEANG, EDILBERTO	FIL
7	OS	POTESTAS, MICHAEL	FIL
8	OLR	ELIJAN, JOSEPH	FIL
9	CK	HERRERA, BERNABE	FIL



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FRANCISCO I			
1	MAS	BELALCAZAR, JORGE E.	COL
2	C/O	PRZYBYLAK, PAWEL	POL
3	2/O	DUARTE, CELESTINE	FIL
4	C/E	VUJOSEVIC, MILOS	MNE
5	2/E	GERVIS, GARCIA	VEN
6	3/E	AMPARO, BENITO	FIL
7	E/E	LUGO, ANGEL	VEN
8	AB	AVILES, SOHRAB	FIL
9	AB	MANALO, JOHN H.	FIL
10	AB	RIO, JAY-JAY	FIL
11	OS	CABALLERO, ALLAN	FIL
12	OLR	CAADAN, ROMNICKO	FIL
13	OLR	MUNOZ, NELSON A.	NIC
14	OLR	OSCAR, HERRERA V.	COL
15	CK	LIM, RENE	FIL

EMANUEL 49			
1	MAS	WEISMAN, BORIS	ISR
2	C/O	KRIVOKAPIC, VLADO	MNE
3	2/O	ODZIC, DURICA	MNE
4	C/E	SLIWINSKI, JANUSZ	POL
5	2/E	RASH, ABRAHAM	ISR
6	E/E	VEIMAN, VALENTIN	ISR
7	BSN	SABADO, JAIME	FIL
8	AB	CARBONILLA, ROGELIO JR.	FIL
9	OS	GUILLERMO, JAYFRIE	FIL
10	WPR	SALLOMAN, MANASSEH	FIL
11	CK	BEJM, GRZEGORZ	POL
12	D/CD	GADDI, MACARIO JR.	FIL
13	E/CD	FAUNILLAN, MELVIN	FIL

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can become better
and send your ideas
for OUR newsletter
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