

Navigating Ahead



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 5

June 2012



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V MSM DON**, A 5.700 DWT MULTIPURPOSE MINI BULK CARRIER. BUILT IN 2010 AT RONGCHENG SHIPBUILDING CO. LTD, CHINA. SHE RECENTLY HAD CRANES INSTALLED AT MIRANDA SHIPYARD IN SZCZECIN, POLAND, WHICH YOU CAN SEE ON ABOVE PICTURE.

MSM DON PERFORMANCE IN 2011

SHE STEAMED 40,701nm AT 8,8kn AND TRANSPORTED 68,000mt CARGO WHILE USING 6,16mt FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING 57,3mt CARGO WITH 1mt OF FUEL OVER A DISTANCE OF 40,701nm.

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Letter from the MD

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

In our last newsletter, we highlighted the importance of fuel savings. Our target was to reduce the daily fuel consumption 1mt IFO and 0,2mt MDO in order to improve the voyage results by at least 750 USD/day.

I am very glad to report that all MSM vessels responded remarkably well to our request and we have reached our set goal. Actually what amazes me the most is the fact that we have even maintained our schedules. Here I need also to say a big 'thank you' to our operators at Onego, Pool Carriers and Strauss who have fully hearted supported our initiative. Together we managed, with good seamanship and proper fuel planning, to improve our results in an ailing shipping market. I want to thank all the Masters who have additionally helped to save on tugs and pilot expenses.

Every further drop of fuel savings will be a big help to us. We encourage therefore all on board to do even more.

The new SEEMP:

The IMO has decided that all existing vessels shall implement until 1st January 2013 "Ship Energy Efficiency Management Plan" (SEEMP), which will be followed by the "Energy Efficiency Operational Indicator" (EEOI). The Ship Energy Efficiency Management Plan (SEEMP) is an operational measure that establishes a mechanism to improve the energy efficiency of a ship in a cost-effective manner. The SEEMP also provides an approach for shipping companies to manage ship and fleet efficiency performance over time using the Energy Efficiency Operational Indicator (EEOI) as a monitoring tool.

As you can see Mastermind is again ahead of the legislation. However our fuel savings will still need to be officially certified. We decided to work with GL to certify all our vessels. During the next 2 months all 14 MSM vessels will be certified.

Such savings are really needed because we must expect that the shipping markets will remain depressed well into next year. In 2013 we expect the market to recover due to the 'tsunami' of new vessels coming out of the shipyards worldwide will flatten out and therefore the market stands a chance to stabilize. The necessary scrapping of vessels, which is particularly expected in all our segments, will turn our market around and we shall again earn the freight we deserve for our value added service.

MSM is surviving this very depressed market mainly because we are operating in niche markets where special attention, skills and care are needed. One important item is to be able to load and discharge with our own cargo gear at very remote locations. We installed therefore MacGREGOR deck cranes in Szczecin also on MSM Don. A great job was done in a record time. Our geared MSM Dolores has just passed the Gulf of Aden on her maiden voyage to Europe and her sister MSM Douro is now already sailing for Onego.

Onego, Strauss and Maestro are now booking cargoes for such special destinations. It is therefore very important that we keep our cranes all the time in top condition and ready to use.

It is summer and during the good weather periods we will concentrate on the deck maintenance. Please make good use of the good weather and catch up with your painting works. You need to take particular care of your topside paint condition.

Mastermind vessels with a Make-Up:

In the office we took a voting with regard to the color of the topsides. There was an overwhelming majority for a traditional BLACK hull painting. We have decided to follow the majority vote and initiated already on some of the MSM vessels the color change. The remaining vessels will be repainted during the next scheduled dry docking. Let us all "navigate ahead" into a splendid summer with improved freight rates.

capt. E.-H. Adami



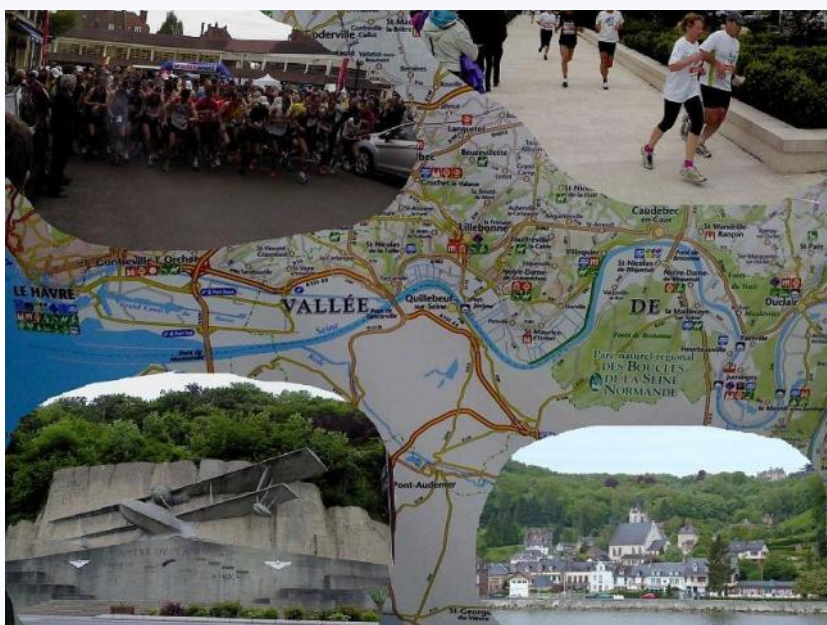
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INTRODUCING M/V MSM DON

I joined MSM company almost two months ago, end of April 2012. Earlier this year I received info from my previous employer that due to some financial problems my employment had to be terminated. 10 years of which eight sailing as Captain with SCS Ltd had ended.

I was looking for new employment with various companies. The job offer from MSM and Capt. Adami was a bright light in the "darkest time". I visited the office in Cyprus, introduced myself and met the shore team. It was a long day with familiarization of company policies, procedures and plans and of course meetings with all departments. This long day established a good base for easier cooperation and understanding for the future.

I boarded the vessel in Savona where she arrived with cargo from Canada and the discharging took three days. First challenge was after the departure to Genova when within a very short time vessel had to be prepared for loading steel coils for France. Crew did their job quickly and very efficient. I was well impressed. Two days of loading 293 pcs of precious water sensitive cargo did not give us too much time to visit Genoa, but seamen always find some way to relax and explore new lands. We took fuel in Ceuta underway to St. Wandrill in France near Rouen, top up fuel tanks for a ten days voyage. Weather was good, our Good father was with us, and on Biscay swell was up to 2m and wind up to 4*B. What else to wish in such trading... maybe some barbecue? We arrived at our destination, a small port 25km from Rouen, on the 17th May.



The beautiful river Seine, with many bridges and castles on the river banks, was leading us to the port and maybe Paris...but later. City Caudebec 3km from berth offered a weekend running race competition. There was a 7 and 15 km running. We were very tempted to win the competition and some of us even tried

Left picture: C/O Krzak, 2/O Iran, OS Collamar

Right picture: E/E Miljanovic, OS Collamar, CK Gutierrez, WPR Baltazar, BSN Alano, A/B Vite



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cont.

Szczecin, an old Polish city with many historical buildings and great atmosphere gave the crew opportunity to relax after work, watch the Euro 2012 football in Fan Zones with open air big screens and enjoy the river bank festival near Waly Chrobrego just 500m astern of our vessel. It was the perfect time to be there! In the second weekend of June, many sailing vessels appeared for a three days celebration, and a lot of tourists from all over Europe enjoy the sites and the great atmosphere.



We had a good time ashore after a very busy week of work with fitting cranes and rebuilding forecastle. Our Lady is growing and modifications are in progress.

Departure is planned after all tests before end of June. Our next trip will be most probably from Sweden to Mexico. We are ready for a new journey and new challenges.



I would like to take this opportunity to thank everyone in the office and my brave crew on board m/v MSM Don.

Cpt. Michal Jaszczolt

Master M.Jaszczolt, 2/O B.Iran, 3/E C.Garces, E/E S.Miljanovic, A/B F.Vite, C/O W.Krzak, C/E J.Sliwinski
Wiper J.Baltazar, O/S R.Collamar, Cook R.Gutierrez, Bosun N.Alano

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Paris & Tokyo MoUs will hold joint CIC on Fire Safety Systems on PSC

Launch of concentrated inspection campaign on Fire Safety Systems beginning 1 September 2012 by Paris MoU and Tokyo MoU on Port State Control

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-2/ Construction - fire protection, fire detection and fire extinction arrangements on board ships. This inspection campaign will be held for three months, commencing from 1 September 2012 and ending on 30 November 2012.

In practice, the CIC will mean that during a regular port State control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions, the fire safety arrangements, maintenance records and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarisation.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection. (Please see the questionnaire on following page).

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the Master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified.

In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Other MOUs may also carry out a CIC on the same topic during this period.

WE SHOULD THEREFORE ENSURE READINESS AND COMPLIANCE WITH THE ATTACHED CHECKLIST!!!

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North American ECA to enter into force 1 August 2012

The North American Emission Control Area (ECA) under **MARPOL Annex VI** will become enforceable on 1 August 2012. Beginning on that day, the sulfur content of the fuel oil used on board ships operating within the ECA may not exceed 1.00 percent m/m (10,000 ppm). Ships will be required to maintain and, if requested, make available to Port State Control authorities:

- Bunker delivery notes (for vessels 400 gross tonnage and above)
- Representative fuel oil samples, taken at the time of fuel oil delivery
- Written fuel oil changeover procedures, which show how and when the fuel oil changeover is to be done to verify that only compliant fuel oil is burned within the ECA

The fuel oil changeover log book that contains the volume of compliant fuel oil in each tank as well as the date, time and position of the ship when any fuel oil changeover operation is completed prior to entry into or commenced after exit out of the ECA

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Paris and Tokyo MoUs on PSC will hold joint CIC on Fire Safety Systems

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REPORT OF CIC ON FIRE SAFETY SYSTEMS (FSS). from 01/09/2012 to 30/11/2012

Ship's Name/IMO No: Port of Inspection: Date of Inspection:
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No.	Item	Yes	No	N/A
1	Does the Fire Control Plan meet the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	
2a	Do the fire fighters' outfits including personal equipment comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2b	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the portable extinguishers ready for use in locations as per the fire plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*4	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*5a	Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?	<input type="checkbox"/>	<input type="checkbox"/>	
5b	Is there a maintenance plan onboard to show that fire protection systems and fire-fighting systems and appliances (as appropriate) have been properly tested and inspected?	<input type="checkbox"/>	<input type="checkbox"/>	
*6	Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*8	Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*10	Is the Emergency Fire pump, capable of producing at least two jets of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Are the Isolating valves of the fire main marked, maintained and easily operable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*12	Where a fire drill was witnessed was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: If the box "No" is ticked off, for questions marked with an "*" the ship may be considered for detention. The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection -Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and" if the box "YES" is checked that means all the parts in the question are in compliance.

ENGINE CADET MORALES—UBC STAVANGER



I am Junel Caña Morales, a bona fide Engine Cadet of UBC STAVANGER and one of the cadets of MASTERMIND PROGRAMME. I wish everyone a beautiful day and glamorous weather always.

For me a seafarer's life is both exciting and dangerous. I must trust my faith every day to become strong not only physically but also to have a strong mind. This is my first time to explore the seas, other countries and the whole world. I am very thankful for this great opportunity and for the great job; because this is my first step (Stepping Stones) to reach my dreams and my goals. I am so blessed because all of the crew of Stavanger is so polite and kind.

Before we embarked this ship, I said to myself that this is it! I couldn't imagine the hunger and tiredness one can feel being onboard because I felt so excited when I saw the countries we were going to visit. I was very baffled and thought that I was dreaming! But it is real. In spite of that, it is also the first time I am being away from my family and sometimes it is very lonely. But God is great! He will never leave me.

I'm working eight hours as a day man. My job and duties is to assist Engineers, Fitter, Electrician, Oilers and Wiper. I am familiarized with how the engine works, I perform maintenance of the machineries such as: Auxiliary engines, Boiler, purifier, valves, a/c condenser and main engine. I also do the cleaning of responsible area, disposing of garbage and put it in the incinerator. Changing of filters in ventilation of engine room and a/c and also arrangements of chemicals and painting of pipes, valves, wall and arrangement of tools in workshop are all part of my duties.

My aim is to become a competent and a licensed seafarer in the future. TO GOD IS THE GLORY.

Thank you.

Junel C. Morales

Engine Cadet of UBC Stavanger

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MSM DOURO CALLING LIMASSOL

MV MSM Douro was visited during her bunker call Limassol Roads on 11.04.2012. Together with technicians from Tototheo and SpecTec we boarded the launch which was also bringing provisions to the vessel.

On board we were greeted by Capt Olsza and after initial introductions the technicians started to carry out the scheduled repairs and installations. We were also introduced to C/E Zybajlo and ELE Yrogirog.

I had the chance for a longer talk with Capt Olsza during which he advised that in general he was happy with the crew. Especially E/E Genie Yrogirog of whom he said that he had never come across a more gifted electrician.

We had a pleasant talk about Capt Olsza's previous sea service with Nedlloyd, Wagenborg and SMT and his contacts with Esmeralda. Finally, after all provisions were taken on board and the boxes meant for the office were loaded on the launch we left the vessel and sailed back to Limassol port.

Below are a few pictures from our visit onboard.

Uta Steffen



MSM Douro at Limassol anchorage



Tech. Superint. S. Panayiotou, Cpt. Olsza,
Director M. Antoniou



Purch. Off. Elena Louca



Crewing Off. Uta Steffen, Captain Olsza

DELIVERY OF M/V MSM DOLORES

We are happy to announce that on the 6th June 2012 m/v MSM Dolores (hull no. RC-25), the latest addition to MSM's D-Class vessels, was successfully delivered. The event took place at Rongcheng Shipbuilding Industry Co. Ltd in China.

MSM Dolores left the shipyard on the same day at 1600lt and embarked on her maiden voyage that would take her to Korea for bunkering and then further to the Philippines for loading copper concentrate in bulk which will be discharged in Europe.

We would like to take this opportunity to thank all the employees who have contributed with their hard work in this successful delivery and to wish Captain Bebel and his good crew calm seas on their future voyages.



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Developments of SATBOX Installation

Following successful installation of Satbox on-board your vessels, we kindly inform you that MSM has decided to proceed with further developments of the Satbox system to better suit your requirements and needs onboard.

We have already increased the daily internet browsing limit to two hours. The crew will be able to browse the Internet for up to 2 hours per day from Monday to Sunday except on Saturday. On Saturday's internet will be switch off since Training and Drills will have to be carried out on-board.

In addition, due to the high demand of our seafarers the Company has decided to allow an open access to all web sites. This service will be released at the end of August 2012. Of course, web sites with contents such as drugs, guns, porn, gambling etc. will be blocked as a Company policy.

Your suggestions and feedback is very valuable to us in order to improve quality of life at sea and further enhance your vessel's communication needs in the future.



MEET MSM OFFICE STAFF

Uta Steffen – Personnel Officer

I am the latest addition to the MSM Team ashore and joined the crewing department in March 2012. Originally from Germany, I have spent almost all my professional life in Cyprus, working as Personnel Superintendent for a Ship Management Company.

I am married with three children and in my free time I enjoy family life, reading, exercising with my dog and supporting a local charity organization.



Savvas Panayiotou—Assistant Technical Superintendent

I was born in Limassol in 1980. I graduated from the Technical School of Cyprus as an Industrial Electrical Engineer and thereafter I did my army duty for two years. After that I worked as a sergeant in the army for two years, and in 2002 I joined the National Technical University of Athens (NTUA) where I graduated in 2008.

Following my graduation I worked as engineer cadet in various shipping companies for one year, thereafter as technical superintendent for two years to follow up a few projects.

I joined Mastermind's technical department in February 2012 as a Technical Superintendent. I am married and in my free time I enjoy spending time with my family and friends. Travelling is also something that I enjoy very much.



Visit us at:

www.mastermind-cyprus.com

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Next Issue in September 2012

- ◆ New Safety Regulations
- ◆ Letter from the MD
- ◆ Life as a Seaman
- ◆ ...and much more...

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