



Navigating Ahead



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 6

December 2012



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V ONEGO BURAN**, A 7.600 DWT MULTIPURPOSE MINI BULK CARRIER. BUILT IN 2010 AT HUANGHAI SHIPBUILDING CO. LTD, CHINA.

ONEGO BURAN PERFORMANCE IN 2011

SHE STEAMED 61,868 nm AT 11,38kn AND TRANSPORTED 83,425mt CARGO WHILE USING 9,27mt FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING 39,73mt CARGO WITH 1mt OF FUEL OVER A DISTANCE OF 61,868 nm.

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Letter from the MD

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

While in our last MSM Newsletter we reported about the upcoming new SEEMP and the new Hull Colours of our vessels we are now approaching the festive Christmas season. The candles are lit and at home we are greeted by the smell of cinnamon and Christmas cookies. What a wonderful season of the year. MSM appreciates and values the relation with all our customers, associates and friends. We would like to thank you all for the business you gave us in 2012.

SEEMP

The Technical and Operation Departments have been very busy during the last weeks to finalize our SEEMP's. We have concluded that we will work very closely with Helintec in Greece, who have also developed our successful loadmaster and emergency software. The choice to involve Helintec in our SEEMP procedures was quite obvious. Helintec has already developed and the correct mathematic models of all the hull forms of our vessels (bodylines) when they populated the data sets for the stability and loadmaster software. The addition of newly required operational data to derive to best possible trim resulting in the lowest underwater hull friction was only a logical extension to our already long-lasting relation with Helintec over the last 20 years.

Helintec and MSM have developed Noon Reports which will allow the vessels and our office to monitor weather, waves, ships speed, distances travelled, engine power, cargo weights and fuel consumptions. We focus now on joining the Helintec Noon Reports with the E-Track reports. We want that our vessels make use of the information they are already sending to the office, in order not to increase the already heavy workload on board.

With the new software our Masters on board can immediately determine the actual performance of his vessel, because the software will very accurately compare the observed speed (with influence of wind, waves and currents) to the optimal speed (calm seas at Bf2). The vessels specific formulas developed by Helintec are scientifically confirmed by the renowned Dutch Maritime Research Institute Netherlands in Wageningen. The Master enters on board the speed measured in the water, the consumption, the wind, the swell, the ocean currents, the rpm and engine load and the consumption and then the software applies the correct formulas and calculates the adjusted speed to above mentioned calm conditions. It will become very easy for our ships commands to always sail with lowest consumptions. Our weather routing and reporting software (MetManager)

from Chartco will form also part of the new SEEMP.

The cornerstone in energy saving will however always remain with incorrect implementation of new procedures by our seafarers. MSM will therefore introduce a new voyage management procedure. We will establish a Shipboard Management Team (SMT). Members of SMT will be the Master, Chief Engineer, Chief Officer and 2/E. With teamwork they will be planning and monitoring the voyage. The SMT will meet daily to discuss all actual parameters and establish the further actions to ensure the best possible vessels performance.

In the office we can monitor across the fleet all data and establish company actions like propeller or hull cleanings. Furthermore we will also introduce yearly underwater inspections and adequate hull and propeller maintenance.

During the next few months Helintec will deliver to us the office tools to compare the individual vessels and also to establish the CO2 foot print of the MSM Group.

I am very certain that we already run a very efficient operation but the "Global Warming" is a real problem and threat to all of us. We must therefore closely monitor our operation and establish proper bench line of our CO2 emissions.

Shipping Green House Gas (GHG) emissions, currently approximately 900 million tonnes per year globally, are expected to rise more than double by 2050 in the absence of action. However, to limit climate change to 2 degrees °C, global emissions need to be reduced by at least 50% below 1990 levels by 2050. These are big "political" numbers and still we do not have any proper data of the actual GHG emissions.

The European Commission will propose early 2013 a new legislation for robust monitoring, reporting and verification (MRV) of CO2 emissions of maritime transport. The aim of the MRV is an intermediate measures to increase further the energy efficiency of existing ships, the long-term goal in this sector remains a market-based measure in the IMO, to ensure the sector makes a fair contribution to the global efforts to keep temperature rises below 2°C.

On behalf of the Cyprus Shipping Industry I was invited by the EU to attend in Brussels a stakeholder meeting regarding the MRV on the 5th of December. During this meeting I presented our views to the EU in regards to what we would need prior to any MRV and European Bunker Fuel Directive in order to regulate that we receive at each European port the same quality fuel.



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Letter from the MD

12 further presentations were delivered to the EU by other companies like MAERSK and Hapag Lloyd. We understood from this meeting that the EU will request ships to report voyage related data, which will be used to calculate CO2 emissions from ships in EU waters in 2013.

You can see that we will be again ahead of the competition with our new Helintec Environment Tool.

Shipping Markets

The world's largest economies remain still under a lot of pressure and so are all shipping segments also suffering from prolonged lower sea freights and charter hires. Europe is mainly dealing with austerity measures to bring the governmental spending in line with tax income. This has suppressed the development and made new large scale projects impossible. However The EU will soon get their budgets in order and the focus can shift again the measures which will ensure growth. The elections in the China, USA and Japan are over and fresh administrations can now focus to enact new programs, which will ultimately help the shipping industry later in 2013.

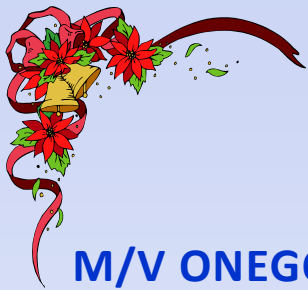
We must expect that the beginning of 2013 will give lower results. After long and deep consideration MSM has decided to leave the Caribbean US markets with all our O-Class vessels in order to position them in Africa for a longer term time charter employment.

Even though, markets are very bad all MSM vessels are sailing with full cargo holds, while similar tonnage is idling. This is only possible because we deliver a value added service to our customers, because we care for them and work hard to make their business a success. Today it is extremely important to have well maintained vessels which are able to deliver, load, secure, transport and discharge cargo on time and without damages. Excellent skills and good seamanship are a must today. We are therefore very proud of our MSM seafarers, who are doing a fantastic job everyday on our vessels.

With special thanks to all our seafarers and very best wishes for a peaceful merry Christmas and a prosperous 2013 we wish all of you to navigate healthy ahead through the tough times next year,

Capt. Eugen-Henning Adami





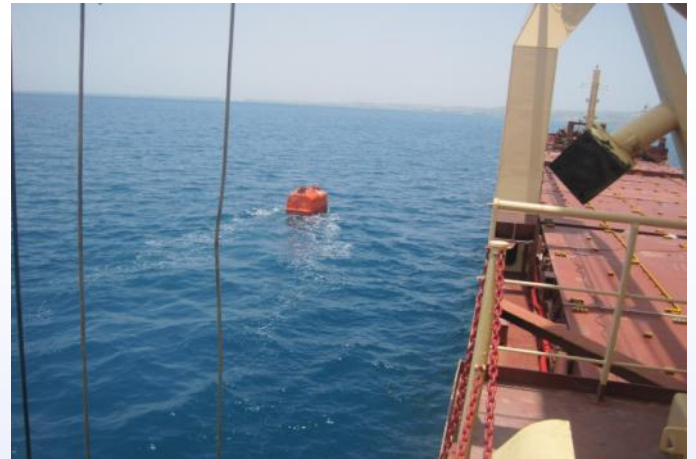
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M/V ONEGO BURAN - ADVENTURES IN THE CARRIBBEAN SEA

It was one of the most beautiful days in the month of July 2012, when MV Onego Buran arrived in all her beauty at Port au Prince anchorage in order to discharge her cargo of rice in bulk, which was loaded in USA. Already early in the morning, about 7 o'clock, when vessel was resting on calm sea, attached for sea bottom, few local people in small boats were gathered around the vessel in order to sell various souvenirs to the crew and earn money to support their families. Weather was nice, calm and decision was made to lower both life boats into the water and maneuver. Crew members were excited, to perform job which is not usual daily routine. Lowering went smoothly and each crew member who was in the boat got opportunity to operate the boat. When sun passed the horizon and everybody was thinking about the deserving rest after hard, warm day, message was received that our berth is free.



With regards to that this was third call of MV Onego Buran at Port au Prince, everybody knew procedures in the port very well. During berthing, some of the crew on forward and aft mooring stations looking across the pier, where there is usually moored an old tugboat, built long time ago in year of 1957, named Tortuga. Crew members knew from previous vessel's calls that after completion of duty on deck or engine room, they could get refreshment - Haiti Premium beer. "At least something since we cannot go to the city", they are kindly complaining.



Discharging went without difficulties and finally came the moment, when MV Onego Buran needed to leave the port and had to proceed on her next voyage. Crew of MV Onego Buran expecting impatiently new employment, but finally vessel departed from port and received waiting instruction 50 Nm from Haiti while drifting. Rumors were that vessel will do another voyage to New Orleans, but late afternoon message arrived – please proceed to Trinidad. Expectations were huge; especially desire to visit Point Lisas, because last 75 days nobody have had any opportunity to go ashore.





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cont. ONEGO BURAN

Routine voyage until Trinidad passed quickly and again vessel's hold were opened in order to accommodate her appointed cargo. Guys took opportunity to finally visit town and went ashore with one basic purpose – shopping of laptops. Rain and heavy weather, which is never pleasant, was the reason vessel stayed in Trinidad almost 7 days. Departure time was approaching, short voyage to discharging port Puerto Cabello. When everybody was talking about next loading port, came suddenly new information, that vessel will stay on anchorage 7-10 days.

Evening time at anchorage, crew members were mostly occupied with fishing, showing their skills and compete with each other, who will catch bigger fish, sea in this area is very rich with different kind of fishes. Day by day, quantity of fresh water in the ship's tanks was reducing and we were forced to use an old emergency method of "producing" fresh water – collecting rain. Decks along accommodation were cleaned, connection to the tank was done and crew kept searching for rain clouds. First day no luck, but next day, in late afternoon Rain Goddess helped us and we successfully collect 3 metric tons of rain water which was later used for engine purposes. Nevertheless, minds of the crew were at that time orientated in another direction, was approaching most important day in August 2012 on board the vessel - Captains birthday. Counting down the days – an then - 11th of August, BBQ on poop deck started with grilled fish and meat, dry throats were also not forgotten. When "official" part was completed and everybody was full, when singing of Happy b-day song came to the end and everybody get his piece of birthday cake, was time to commence with karaoke. Party, which was last until late morning hours was main



After successful stay in Puerto Cabello, which some of the crew used for shopping, other for visit the town and some for other activities which are also offered by city of Puerto Cabello, came again time to depart. Destination Willemstad – Curacao. On arrival everybody were astonished, beautiful island in Caribbean sea, integral part of Kingdom of Netherland, houses built in Netherland architecture style, narrow harbor entrance surrounded with restaurants and hotels, is giving evidence that this place is heaven, not only for local population, but also for tourists who visiting the island.

Capt. Gorazd Planinsek





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MARITIME LABOUR CONVENTION, 2006—IMPLEMENTATION

The Maritime Labour Convention 2006 will come into force on the 20th August 2013. It will replace 40 existing conventions and 29 regulations. It will provide seafarers with fair terms of employment and guarantee them safe, secure and decent living and working conditions on board ship. Shipowners will benefit from having a clear, consistent set of standards with which all must comply.

Once the Convention is in force all ships which trade internationally must meet its requirements, whether their flag States have ratified it or not, ships will be subject to inspection. Inspectors' powers are the same as those under ISM or MARPOL, including the power to detain ships that do not comply.

There are important features contained in this ground-breaking Convention. States cannot "pick and choose" which bits they wish to implement, but must take it all as an integrated whole. Of enormous importance is the fact that the Convention provides for no more favourable treatment for ships of countries which have yet to implement the instrument.

All visiting ships must be treated by port state control equally, whatever the flag they fly.

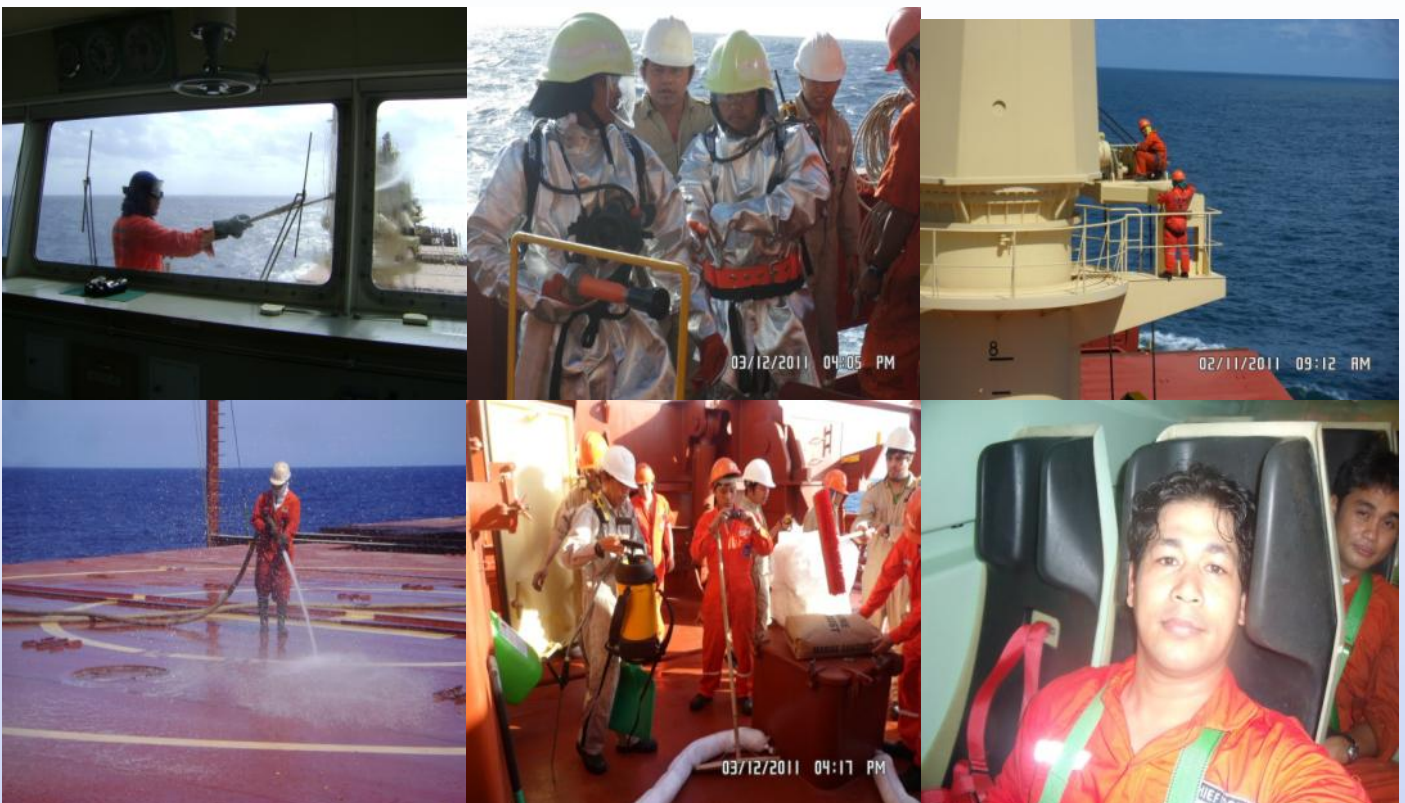
It is important to note that while the MLC might be hailed as a "seafarers' bill of rights", it actually protects all parties, with a strong emphasis on fairness and equity. There are obvious benefits for good shipowners, who hopefully will no longer be undercut by those operating poor quality shipping. And the seafarer himself or herself will have obligations, while enjoying the improved rights. Similarly, the rights and responsibilities of governments, competent authorities and recognised organisations are detailed.

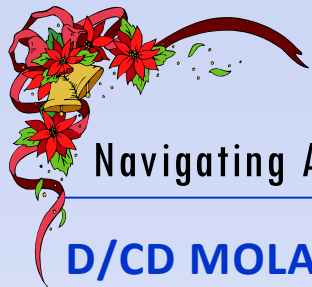
Arrangements for compliance and enforcement place obligations on both flag and port states, with ships required to carry a Maritime Labour Certificate, certifying that it has been inspected and verified to be in compliance with the Convention requirements, and to which is appended a Declaration of Maritime Labour Compliance. It is these documents which will form the basis of any port state inspection, along with any declaration of any substantial equivalences which may have been granted by the issuing authority.

MSM has already obtained the DMLC Part 1 and are in the process of implementing DMLC Part 2.

All our vessels are provided with the ILO Maritime Labour Convention 2006 which is a part of onboard Ship's Publication inventory, which in turn all our seafarers have to be familiarised with.

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D/CD MOLANIDA - ONBOARD UBC STAVANGER

Good day, to each and every one, I am D/Cadet Federico C. Molanida, of UBC Stavanger. It's a great opportunity to share my life on board. It is also a great chance that God given me to be on board this vessel, to sail and to mould my dreams with great people. My life on board began when I joined the crew of UBC Stavanger Puerto Cabello, Venezuela. When I boarded I found my purpose in life that make's me feel fulfilled, I remember what Thomas Carlyle say's "The man without a purpose is Like a Ship Without Rudder – a waif, a nothing, a no man." And that, was the first time I felt I am a seaman. Boarding the vessel I said to myself "This is it".

At first I thought life on board would be simple, just like my life ashore, working while studying. But after few days I realised that is not true, it is not the same at all. I miss my loved ones - waking up on the other side of the world it's too far. But I need to be strong, because I'm doing this for them and I am working for a better future, those words ease my uncertainties and inspires me.

I also have lots of unforgettable memories. Life of a seaman is like a congested chart, lots of lines, numbers, warning signs, symbol, high tide, low tide. But you will never be off course if you have directions. Plot your position and you will reach the place where you are heading to. And never forget to have faith in your self and most especially to Him.

Now I have learned my duties and responsibilities, and I have learned to love my life on board. And I am grateful to have experienced and seen so much. I want to thank LYDIAMAR and all the people who have put me where I am today, especially to MASTERMIND SHIPMANAGEMENT LTD.

THANK YOU, GOD BLESS, AND MORE POWER.





MASTERMIND'S INAGURATION EVENT

On the evening of the 29th October 2012 Mastermind Shipmanagement, together with their close business associates and friends, enjoyed a very special evening when their new premises were officially inaugurated. The ceremony was held by the President of the Republic H.E. Mr Demetris Christofias who also unveiled the plaque which will be mounted on the building to commemorate the event.





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How I survived the 47-year challenges and trials in the maritime profession

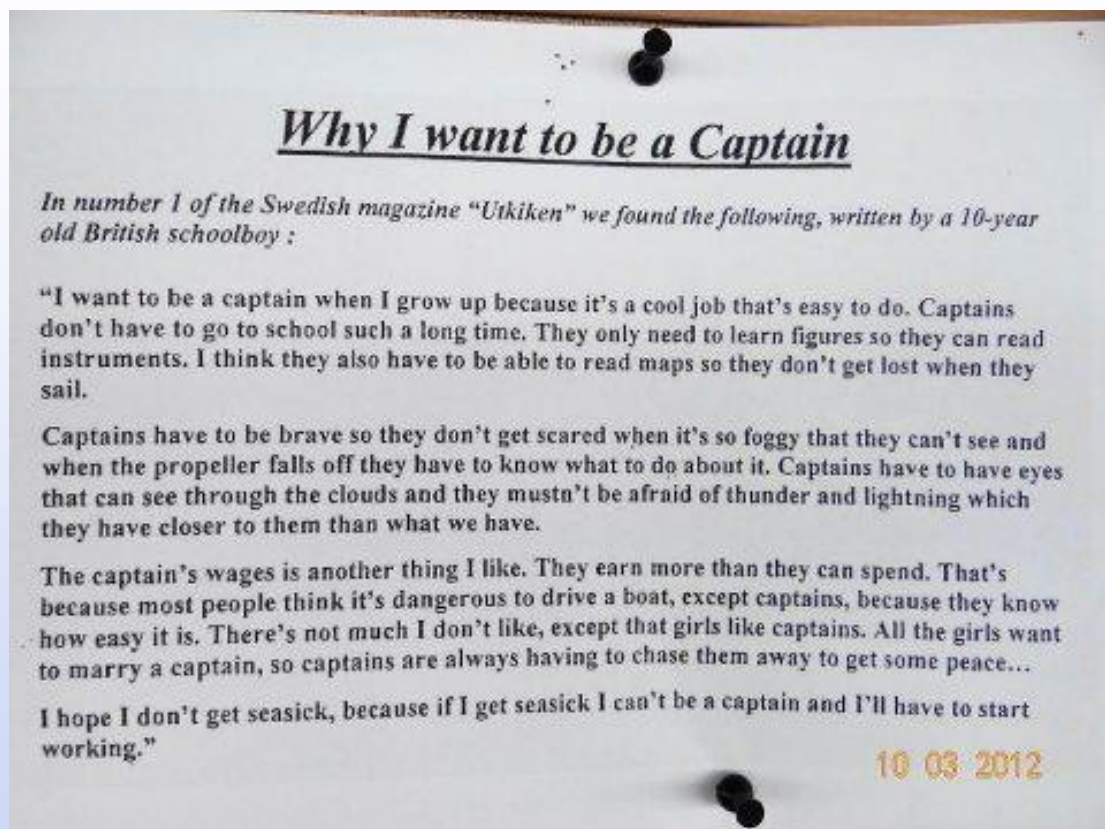
In 1965, at age 18 when I was waiting for a ship to work as an apprentice, I was with high spirits. Just graduated from the maritime school where I used to wear flashy white uniform and getting honor awards I was filled with hope of a bright nautical career.

It did not take long to find the ocean was full of danger. I experienced ship grounding. When I was on a Greek ship, I inhaled chemicals from broken bags which stevedores failed to discharge that nearly killed me. In US waters, explosion in the engine room rocked our ship. While on different Philippine vessels later I experienced the following: a collision with a fishing boat, sank during a typhoon claiming the lives of my 3 shipmates, boarded by pirates, engine room fire, tanker explosion and abandoning ship. In a foreign flagged ship I was involved defending against a group of 7 drunk and drugged crew who attacked the officers with weapons. While I was in Nigeria, I got life-threatening malaria. Before, I did not believe much in God, but when I'm in my life was in grave danger I always called Him and surprisingly, I would find myself later that I'm still alive.

Looking back, I realized that the myriads of problems that I encountered were the results of human errors, unawareness, insufficient training and lack of positive attitudes. All of these could have been avoided or corrected. I was fortunate to have work on German managed vessels since 1970 where I learned the importance of work ethics, value of training and putting things in order – making the maritime career safe and rewarding. Among the important things I learned from Capt. E-H Adami are his words that go like “success comes out from good human relationships”. This applies not only in business environment but also for goals on board the ships. I believe that no problem couldn't be solved when this truth is applied.

More than half of my career time, until I retired this year at age 65, has been very rewarding, especially the time when I became a chief officer, then captain. If I would be young again and would be asked- would you like to be a seafarer? I would not hesitate to say yes, yes, and yes again!

Captain Antonio Palenzuela





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Next Issue in March 2013



- ◆ Update—Maritime Security
- ◆ 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!!!



May this Christmas be bright and cheerful and may the

New Year begin on a prosperous note!

Happy Christmas from all of us at MSM!

