

Navigating Ahead



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 7

March 2013



Inside this issue:

WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V SEABOARD CHILE**, A 25.700 DWT MULTIPURPOSE DRY CARGO CARRIER. BUILT IN 2010 AT HUANG-HAI SHIPBUILDING CO. LTD, CHINA.

SEABOARD CHILE PERFORMANCE IN 2012

SHE STEAMED **57.496nm** AT **12.78kn** AND TRANSPORTED **667.441mt** CARGO WHILE USING **22.67mt** FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING **157.15mt** CARGO WITH **1mt** OF FUEL OVER A DISTANCE OF **57.496nm**

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Letter from the MD

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

While in our last MSM Newsletter we wrote about Christmas, we have had already the Catholic Easter while our Orthodox associates are still fastening until they can enjoy their great Easter Sunday on May 05th this year. The north European countries have experienced an extreme winter season with snow and low temperatures until even now in April. We wish all of you up there a warm and sunny spring, you really deserve it.

Since last summer, Cyprus is in close negotiations with the EU for a comprehensive loan to mainly re-capitalize our banks, which has become necessary, after EU demanded last year to rescue Greece through a haircut on Greek government bonds, of which Cyprus banks had acquired a lot. We all in Mastermind and the Cyprus population at large did welcome the EU initiatives. We all understood and felt that Cyprus needed to undergo a substantial restructuring to the better of our society while at the same time a proper and sustainable platform needed to be developed for the harvesting of the Hydrocarbons of Cyprus.

The EU, the European Central Bank and the IMF have been working for many months while demanding tonnes of financial audits and investigations to the banks, the government, and all semi-governmental institutions like the electricity and communication authorities, to be carried out. The Cyprus government have spent millions of euros to have all those audits complied within the prescribed timeline. The progress from long-lasting meetings with the previous government had been successfully renegotiated and finalized by the present Cyprus President. The set of tough austerity measures, which involved also the total restructuring of the 2 largest banks in Cyprus, had been communicated to EU leaders after our new President was sworn in late in February. The EU was sending only positive signals to our proposed measures. Ahead of the Eurogroup meeting on the 15th of March the Cypriot Parliament voted without any "NO" vote for the measures. The entire political arena was united, unlike similar unpopular voting in Greece earlier.

We have been taken by a huge surprise and do now slowly recover from massive shockwaves that Europe released on Friday the 15th of March when they added new requirements to the earlier pre-agreed restructuring plan of Cyprus in Brussels. The Eurogroup and the IMF have totally changed their cause basically overnight and unprecedentedly in the many years of EU history. They demanded from a member state to trigger the "emergency laws" of the constitution to confiscate money from each and every bank account in Cyprus, otherwise the EU would cancel with immediate effect the existing EU credit line to Cyprus. The result would have in effect been the bankruptcy of the first European State in history.

Due to this severity all commercial banks was ordered to remain closed from that Friday allowing the President of Cyprus to return to Cyprus and to win a majority in Parliament for the confiscation of the private and public deposits.

On Monday the 19th our Parliament debated the EU proposal and decided to reject this unconstitutional and scary confiscation; in effect the freezing of funds.

Since I am the President of the Cyprus Shipping Chamber I got from that moment deeply involved with the matter and wrote immediately to the President of Cyprus offering our assistance and expertise, while also strongly suggesting to keep the shipping taxation completely out of all negotiations.

Endless meetings resulted in a new proposal by Cyprus which involved the orderly closure of the Laiki Bank and the restructuring of Bank of Cyprus where the depositors having funds above EUR100.000 will suffer.

I am very pleased also to report that in parallel we have succeeded with the Cyprus Central Bank to agree on "Emergency Payment" procedures for the shipping industry, while the banks remained closed until Thursday the 28th. Therefore Cyprus Shipping remained all the time a reliable Partner, despite recent difficulties experienced in the Cyprus banking system.

On Friday the 23rd the Cyprus government tabled in Parliament the new set of austerity and restricting bills. One of the bills proposed the establishment of a new cohesion fund involving the property of rich Orthodox Church, the voluntary private provident funds and the government. In addition to the cohesion fund, in case of EU rejection, the Parliament voted on the bills to dissolve the Laiki bank.

A power struggle between the Troika representatives in Nicosia and sudden continuous new demands from the IMF did not allow an orderly conclusion on necessary austerity measures ahead of the Emergency Eurogroup meeting on Sunday. Our President decided therefore not to meet the Eurogroup members directly on Sunday the 24th march, but requested instead to meet with the President of the European Council Mr. Herman Van Rompuy, the President of the European Commission Mr. José Barroso and the Managing Director of the IMF Madame Christine Lagarde.

While the 26 EU finance ministers were waiting in the meeting room the entire Sunday, extremely tough negotiations happened in the other room with the political EU leaders. Finally late at night the Cypriot proposal of the cohesion fund, which would have saved the banks, was not accepted and our President had to agree to wind down the Laiki bank and to restructure the Bank of Cyprus.

In this conclusion there are no winners. Especially Europe has lost the credibility and it's sure from now that money in European banks cannot be considered as safe anymore. However Cyprus did not have to declare bankruptcy but with the closure of one bank and the restructuring of the other many people and companies will lose a lot of money.

When the banks opened again on the 28th March, a new era started in Cyprus. We will all face a new life now. However the Cypriots have shown the world that they are a great nation since they have reacted calm and united with no violent demonstrations on the streets, unlike what we are used to see from other European countries.

The Cypriot banking sector has been severely affected by the broader European economic and sovereign crisis, in particular through the exposure to Greece. But many of the banking problems are home-grown and relate to the overexpansion in the property market as a consequence of banks' poor risk management practices leading to significant under-provisioning of bad debts.

We, in Cyprus, seem to have accepted the fundamental wrongdoings, if not even crimes, that happened in the 2 biggest banks. Those banks were led by bankers and board members whose business model was steered without proper governance to unattainable overexpansion. The government has decided, for the first time in history, to take legal actions against these irresponsible bankers with trials and sentences to follow. Cypriots are angry at their fellow countrymen and wants tougher banking control laws to be developed.

Navigating Ahead

cont. Letter from the MD

Cyprus wants to become a role model for a new banking supervision, which hopefully will stabilise the ailing banking industry and prevent people to lose their money.

Cyprus is part of Europe and needs to remain in this community for the better of the western world. In Mastermind we would like to share with you the below thoughts and facts:

Cyprus is strategically very important to Europe:

- ◆ Cyprus is situated on crossroads connecting the near/middle East and North Africa with Europe
- ◆ Europe intends to expand its trade with above locations using the Cypriots expertise and long-established relations these countries
- ◆ All evacuations of Europeans and Americans during the Lebanon war were done via Cyprus
- ◆ The B22 long-range bombers used in the Iraqi war after 9/11 took off from Cyprus because NATO member Turkey didn't allow the Americans to use their airfields.
- ◆ Cyprus has substantial gas resources which can make Germany, and to a large extent Europe, more independent from the Russian gas

Cyprus to come out stronger in the aftermath

- ◆ The shipping companies are here because of the good business environment and the human workforce. This will not change and companies will remain here.
- ◆ We will work harder for a better shipping environment and for the support of our loyal customers
- ◆ The banking sector will be freshly capitalised and become very solid
- ◆ Fresh loans will become available to kick-start the economy
- ◆ The loan interest should come down
- ◆ All in all we will be more competitive in the future

We all need to reignite the European spirit

- ◆ Our competition is not within Europe. It is the Far East and the USA. We should not fight with each other, we should unite with respect and dignity instead
- ◆ European countries and citizens have to support each other and apply the same standards for the better of a larger community
- ◆ We have to teach and give the European spirit to our children otherwise we run the risk of losing Europe which has ensured prosperity and peace for the last seven decades (the longest peaceful period in history)

We would like to express our most sincere thanks to the Hellenic Bank, the house bank of Mastermind, for their wisdom and excellent leadership during the last decades. By not participating in the actions of the other 2 banks, Hellenic bankers have avoided disaster by steering away from selfish and risky decisions. In contrast, the bank is already in compliance with the new Basel regulations. The bank is sufficiently capitalized and passed the recent stress test. The Hellenic Bank is a testimony that proper banking was and remains available in Cyprus. We at Mastermind thank the Hellenic Bank for everything what they've done recently to save the banking in Cyprus and at the same time we want to congratulate the Board for the wise decision to open a special Shipping Branch here in Limassol. We are certain that the local shipping industry will greatly benefit from these new services.

Shipping Markets

The world's largest economies remain under a lot of pressure still but seem to have bottomed out. China recently reported increase in the GDP, while USA has reported raises in the property market. The steel scrap prices remain healthy and are responsible for owners continue to send now also younger vessels to scrapping beaches, while the fleet of idle container vessels has grown now to 4%. Although in 2013 we will still see a lot of new vessels being delivered from the yards we have noticed that monthly amount of new vessels in the market place is getting less, while the worldwide orderbook has now been substantially reduced. All these facts have now helped the charter rates to stabilize. More and more shipping economists now predict that we have seen the worst and that recovery is not too far away anymore.

Since the markets are still very tough we would like to take this opportunity to thank MSM seafarers who are doing everyday a great and fantastic job on our vessels. You have greatly helped us to keep our customers happy and satisfied. We deeply appreciate that you have understood that: We are not in the shipping business serving customers. We are in the **People Business** serving our customers.

Let us all Navigate Ahead into a wonderful summer with hopefully already improved sea freights.

Capt. Eugen-Henning Adami



Navigating Ahead

M/V SEABOARD CHILE - WORKING THE LINER TRADE

Our vessel was constructed as Pacific Action, but still in shipyard the name was changed to Seaboard Chile due to long term charter to Seaboard Marine Ltd., the American operator with its HQ in Miami. Since the beginning our Lady works as a liner – we do not know here what it means awaiting voyage orders nor do we have to ask what our next cargo will be; we never sail with ballast only. The route is almost always the same: Houston (USA) – Kingston (Jamaica) – Panama Canal – Guayaquil (Ecuador) – Callao (Peru) – sometimes Ilo (Peru) – Arica (Chile) – sometimes Iquique (Chile) – Antofagasta (Chile) – Valparaiso (Chile), and back to Houston again. Full round trip takes between 7 wks to 2 months. The longest sea passage is four days, the shortest just six hours only! We stay in ports sometimes three days, sometimes few hrs only – our record is just three hours!

To work in this kind of shipping is exhausting for people, some seamen never come back after one contract, but majority want to return. There are no big surprises; we have same kind of cargoes, same people to cooperate with. When commencing new contract we can easily calculate when and where we will terminate the contract. After 2 voyages everybody has their best places for shopping, going ashore and knows which places not to go to alone or not to go at all. As Captain I know the best places to supply vessel with fresh veg & fruits and also where to buy technical accessories difficult to order via AMOS.

One of the most interesting places we visit is Cartagena in Colombia – place where history mixes with modernity of 21st century, where wealth is very close to poverty. Cartagena was hub port for Spanish conquistadors since 16th century and plays the same role now, only presently there are no pirates hunting for merchant vessels! However sometimes you can meet their colorful “descendants” as tourist attraction on the streets.

Jamaica is famous for champion’s sprinters and of course for reggae musician Bob Marley. There is a small chance to meet the runners on the streets of Kingston, capital city and one of our regular ports of call, the second one died unfortunately a long time ago, but his house/museum is just few minutes from port’s gate and everybody can go and taste the specific atmosphere still existing in that place.

New Orleans unites also by music (jazz) and characteristic down town architecture (double bridge seen on many American movies). Going to French Quarter, especially to Bourbon Street will let you dip in charming mixture of French colonial, American and African cultures. Every second door is a pub with live music, every evening thousands of people walk from pub to pub, listening to music and drink local beers, many of them dancing and wearing funny clothes.



Cartagena Monastery from harbour



Cartagena harbour with vessel in sight



Bob Marley museum in Jamaica



New Orleans double bridge

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cont. SEABOARD CHILE

We have mixed feelings regards to Houston – it's the place where most of us embark, and often disembark– this produces kind of sentiment. But on the other hand – many “attractions” awaits us here, almost always in same time: bunkering, delivery of stores/spares and provision, inspections, audits, crew change, taking fresh water, services for faulty equipment. Houston is the only port where for short moment our cargo holds are empty and we have access to places normally blocked by cargo and can carry out some maintenance. All pontoons always at least one time must be shifted from cargo holds to shore, or at least from rear to fore and back. If vessel stays here three days or more – then it is place for big shopping, but if shorter and “attractions” cumulate too much – all ends on hopes and we have to wait to the next call.

Our vessel passes through Panama Canal regularly every few weeks, but each time we are under greatly impressed what man can construct using natural conditions and resources. Now we witness the construction of new bigger locks which will allow bigger vessels to sail through. All this is done without damaging the natural ecosystem.

Guayaquil – it connects more with the river than with the town. The river is big, has hundreds branches, the water is still salty even 5 hours of sailing inland and the level changes regularly up to a few meters. Sometimes we have to drop anchor and wait for high tide because in some parts the river is very shallow and only in the time of the highest water big vessels can pass through. The last association is not nice – there is so much garbage in the water – all kinds, that sometimes it becomes problematic for our bowthruster when have to turn and then berth in the port.

Before entering Callao, we have to pass near San Lorenzo Island – a natural breakwater for the port. Callao is known for being located close to Lima. It is like one big city with population close to 9 millions! Lima has a long history (founded in first half of 16th century) with plenty monuments, but in practice it is out of range for seamen while working. In this port always on arrival I receive permission for using lifeboat and rescue boat and when possible – we make exercises and all deck people can improve their skills in driving our boats.

Before we can see Arica town – a high rock (called *Cero Morro* in Spanish), with a huge Chilean flag appears on the horizon. It's the place of big battle during the Pacific War. From sea side the hill is almost vertical, where the Peruvian army defended themselves against the Chileans. As an effect of the battle Peru lost 2 provinces and Bolivia 1, but more important – their access to the sea. The war took place in 80'ies of 19th century, but even until today the relations between the 3 countries are quite strained. On the top of the hill is an interesting museum with plenty pieces from the battle.



Panama canal



Panama canal old bridge



Small boat, big locks



Panama canal turning bridge

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cont. SEABOARD CHILE

What we like in Antofagasta, is the long stay in port (approx. 2days) and the simple cargo operations. Everybody has time to go ashore and do some shopping or go to the nice beaches.

Valparaiso – our southern turning point – is recognized by UNESCO as a cultural heritage and is often called the Pearl of the Pacific. The town bewitches with her unique architecture, with narrow streets and extensive, exuberant night life. Valparaiso is even older than Lima, but due to frequent and strong earthquakes old buildings and monuments have been damaged. One can find more than ten universities here and young people dominate the streets.

In the certificates of our Lady it's written: Multi-Purpose Dry Cargo Ship. And this is 100% true – she carries so big variety of cargoes: all kinds of general cargoes, including big machines (with weight more than 100 mt), boxes, pallets, bundles (raw copper ready steel products), all kinds of trucks (we had already cement trucks, fire trucks, garbage trucks), trailers, passenger cars and even ambulances, and of course all kinds of containers, including many reefers. Very, very seldom we can see our hatch covers not covered by cargo.

One more advantage of working here comes to mind – we never experience negative temperatures! We never have snow nor ice on deck, never freezing water in pipes or tanks and do not need to pack any winter clothes. After few contracts trading in Canada winter time, working this liner is preferable.

Captain Stanislaw Kaldunski



Hatchcovers covered by...cargo

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MARPOL - Amendments to Annex V

New MARPOL Annex V requirements regarding the disposal of garbage from ships and fixed and floating platforms came into force on 1 January 2013.

The new regulations represent a major change as, other than for certain defined permitted discharges, they will prohibit the disposal of garbage at sea. Therefore, as from the beginning of the year, it has become common practice for ships to send their garbage to reception facilities ashore when disposing of ship-generated waste.

It is likely that shipboard garbage destined to be sent to a port waste reception facility will need to be segregated. The requirements for the port concerned should be sought and followed in this respect. Given that some ports may not be able to receive and process all types of waste, the garbage processing capability of the port should be checked prior to arrival.



On the following page please see the new required placard which has been sent to all MSM vessels.

For further reference please see IMO website: Revised Text of MARPOL Annex V Resolution MEPC. 201(62).




cont. MARPOL - Amendments to Annex V

Please see below the Revised Annex V to MARPOL 73/78 placard which has been sent onboard all MSM vessels and placed in the following locations; galley, mess room, bridge, engine room and alley ways.

**SAFER SHIPS
AND
CLEANER SEAS**



REVISED ANNEX V to MARPOL 73/78 MAIN DISCHARGE REQUIREMENTS

Entering into force on 1 January 2013

Type of Garbage	All ships (only while en route, distance measured from the nearest land)	
	Outside Special Areas	Within Special Areas
Food waste comminuted or ground (capable of passing through a screen with openings no larger than 25 millimetres)	PERMITTED ≥ 3 nautical miles	PERMITTED ≥ 12 nautical miles
Food waste not comminuted or ground	PERMITTED ≥ 12 nautical miles	PROHIBITED
Cargo residues ¹ not contained in wash water	PERMITTED ≥ 12 nautical miles	PROHIBITED
Cargo residues ¹ contained in wash water	PERMITTED ≥ 12 nautical miles	PERMITTED ≥ 12 nautical miles ²
Cleaning agents and additives ¹ contained in cargo hold wash water	PERMITTED ³	PERMITTED ≥ 12 nautical miles ²
Cleaning agents and additives ¹ in deck and external surfaces wash water	PERMITTED ³	PERMITTED ³
Carcasses of animals (carried on board as cargo and which have died during the voyage)	PERMITTED ≥ 100 nautical miles & at the maximum possible depth	PROHIBITED
All other garbage (plastics, incinerator ashes, cooking oil, paper, rags, metal, wood, glass, fishing gear and similar refuse)	PROHIBITED	PROHIBITED

1. Cargo residues and cleaning agents or additives contained in wash water must not include any substances classified as harmful to the marine environment.

2. The following two additional conditions must be met:


- i. both the port of departure and the next port of destination are within the Special Area and the ship will not transit outside the Special Area between those ports, and
- ii. no adequate Reception Facilities are available at those ports.

3. The en route criterion is not applicable in these cases.

Only comminuted or ground food wastes may be discharged from ships operating within 500 metres of fixed or floating platforms located more than 12 nautical miles from the nearest land.

SPONSORED BY:

Discharge of any type of garbage must be entered in the Garbage Record Book.



Violation of these requirements may result in penalties.

UPDATED MSM POLICIES

As from 27th December 2012 MSM Environmental Policy is updated as follows:

ENVIRONMENTAL POLICY

The company accords a very high priority to conserving and protecting the environment.

It has the responsibility of undertaking all possible actions for preventing all kinds of pollution and ensures compliance with environmental legislation and regulations at sea, as well as ashore; zero spillage policy; pollution prevention policy, reduction of identified environmental impacts.

The company will do its best to encourage the anti-pollution consciousness of the personnel and encourage a positive attitude towards pollution prevention.

The company places a high emphasis to conserving and protecting the environment and more specific on personal, occupational and environmental health, therefore the top management is committed to continuous improvement and pollution prevention.

Our company's environmental policy includes:

- ◆ Energy Conservation (Ref SEEMP)
- ◆ Pollution Prevention (Ref ECP)
- ◆ Waste Reduction (Ref SEEMP)
- ◆ Minimize sources usage (Ref SEEMP)

In all our activities and operations we will:

Comply fully with all legal requirements and other requirements to which the organization subscribes which relate to environmental aspects.

Review our Environmental Aspects and objectives on a regular basis.

Communicate the company's environmental aspects and subsequent environmental management program and targets to all Mastermind Shipmanagement Office employees and ensure that they have clear understanding of those. Communicate our Environmental Policy to subcontractors and partners.

All company's on-shore and on-board employees have to understand that all illegal overboard discharge operation or dumping of garbage is a violation of law which will be prosecuted. MSM ensures all seafarers full anonymity and encourages them to report any environmental related matter to: environment@mastermind-cyprus.com

PLEASE USE THE BELOW DESIGNATED EMAIL FOR REPORTING ANY ENVIRONMENTAL ISSUES

MSM Environmental Email:

environment@mastermind-cyprus.com

UPDATED MSM POLICIES

As from 21st January 2013 MSM Training Policy is updated as follows:

TRAINING POLICY

MSM continuously invest in Human Capital for securing professional and high quality service to the best of our abilities and standards, while our strong sense of social and environmental responsibility will be reflected in our business practices.

The company aims to provide customers with the best quality service in a safe manner, therefore adequate training of personnel is vital for company aims to be achieved.

The company will do its best to encourage seafarers to improve their knowledge, skills and expertise.

Training of seafarers is done both ashore and onboard the vessels.

For ashore training the company has established a training centre in Manila / Philippines, which employs highly skilled ex-seagoing Captains and Chief Engineers and provides upgrading and other customized courses for seafarers.

For controlled onboard training the company provides the following training material and courses:

- ◆ The company's Deck and Engine cadet training book
- ◆ Employment Training Record Book
- ◆ Videotel (VOD) / Career promotion program
- ◆ A library with a variety of publications
- ◆ Marlins "English for Seafarers" study pack 1
- ◆ On-board Environmental training courses from superintendents and / or third party consultants

The company induces all seafarers to further their knowledge and skills and all Captains (and senior officers) are instructed to assist seafarers in their effort.

As a company, procedures have been developed that evaluate seafarers progress and when the time comes and training is proven to be successful seafarers are rewarded for their effort by promotion.

For the office personnel, training needs are identified by each department head and are discussed during the company's regular "Management Meetings". Once training needs are identified the available training options will be evaluated by the management and the most appropriate training will be selected and provided to ensure best quality of services.

The company's management fully supports all personnel efforts for improvement and promises to all personnel who strive for the good of the company a long lasting relationship and work employment for the years to come.

PLEASE USE THE BELOW DESIGNATED EMAIL FOR REPORTING ANY ENVIRONMENTAL ISSUES

MSM Environmental Email:

environment@mastermind-cyprus.com

MARINE CATERING TRAINING CONSULTANCY

MCTC Marine Ltd is a consultancy company which is specialized in maritime culinary trainings for merchant vessels. MCTC offers a variety of training programs which includes the development of in-house catering courses, on-shore trainings and on-board trainings.

Mastermind Shipmanagement recognizes the importance of the well being of the crew, and that the crew is entitled to be served healthy and nutritious meals. Keeping the welfare of the crew in mind, the management of Mastermind Shipmanagement have decided to enlist the expertise of MCTC and to invest on a unique training scheme to improve the knowledge and performance of the catering staff. This program is designed to be offered while the crew is on board the vessel, to enhance their knowledge while giving them the opportunity to use this new knowledge practically on the job. The course which will be offered by MCTC is called "Safe Food handling and Nutrition" and includes a theoretical but as well a practical part. The cooks and messmen have the chance during this course to contact directly the MCTC consultants and to ask any questions and to request suggestions and solutions to all issues related to their daily duties.

We wish to all course participants success, and as well gratification while completing this course.



navigating ahead

SEEMP - GET INVOLVED

From 01st January 2013 the issuance of an International Energy Efficiency Certificate (IEEC) is mandatory for new ships as well as for existing fleet in service under the new regulation of the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP). The SEEMP is a ship-specific management plan for operators to improve the energy efficiency of their ships in their daily operation. The SEEMP will be required onboard every affected ship and it is to be developed always in line with IMO guidelines.

We would like to provide for our good Crew, a brief information and guidance concerning finalization and adoption of the supporting guidelines for issuance of the SEEMP such as requirements, survey and validation.

SEEMP (Ship Energy Efficiency Management Plan) is an operational measure that establishes a mechanism to improve the energy efficiency of a ship in a cost-effective manner. It's intended to assist the shipping industry in managing the environmental performance of ships and provide practical means for improving operational efficiencies. Done properly it should significantly reduce fuel consumption. The SEEMP incorporates best practices for the fuel efficient operation of ships, such as better speed management throughout a ships voyage, where such efficiency measures will significantly reduce besides fuel consumption and, consequently, CO2 emissions.

Getting ready to comply with the incoming requirement to implement a Ship Energy Efficiency Management Plan (SEEMP) is at the top of the agenda for MSM and operators, to help them to meet the challenge of improving vessel fuel efficiency to meet this incoming regulation, while increasing cost competitiveness.

MSM has engaged Helintec's software technology to define the right measures for a SEEMP implementation. It provides a wide range of services to clients, such as Noon report/In port Noon report, Emission indicators and Consumption summaries, Trim optimization, Speed correction and Charter Party performance reports. Additionally, Helintec's SEEMP module Route comparison and Hull/Propeller performance monitoring can be added. It will cover full-development options for Masters, C/E, template based forms copies for other vessels in the fleet, in-house workshops, reviewing/improving an existing document and verification in line with IMO requirements.

Increasing the efficiency of our ships is a pillar of our climate policy and a positive step – both in terms of the environment as well as for the competitiveness of our fleet. Therefore we all together have to be fully involved in this project for prosperity of our future.

By Capt. Zeljko Iovic

MEET MSM STAFF



Piotr Owczarek - Marine Technology Manager / Tech. Superintendent

I joined MSM beginning of January this year. My role in the company will mainly be monitoring of the marine market, investigation and implementation of newest marine technologies concerning environmental, safety and especially energy efficiency issues. The experience learned will be further transferred to new building department which opening is expected very soon. At present I take as well technical superintendent duties being responsible for four ships in the company.

My background has always been marine oriented and before joining MSM I was working for ISN for 12 years both in China and in Cyprus office.

I am looking forward to good cooperation with all on board our ships and on shore.

Chriso Evripidou - Purchasing Officer

I am the latest addition to the MSM Team ashore, and I joined the company in December 2012 as a Purchasing officer.

I was born and raised in Limassol and I am a mother of 2 boys, 19 and 12 years old.

My career in the shipping industry started in 1994 and I have worked at various ship management companies as a Purchasing Officer.

On my free time I enjoy cooking for my family and friends and with every available opportunity I travel abroad which I enjoy very much.



Youngest addition to MSM family...

Welcome to little baby girl Xara who was born on the 28th February 2013!

Congratulations to the proud mother Yiota Antoniou (Purchasing)



Navigating Ahead



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