

# Navigating Ahead - Issue 9



MASTERMIND SHIPMANAGEMENT LTD

Navigating Ahead - Issue 9

September 2013



WE ARE HAPPY TO INTRODUCE TO OUR READERS **M/V ALSTERDIEP**, A 4.191 DWT MULTIPURPOSE MINI BULK CARRIER. BUILT IN 2008 AT RONGCHENG SHIPYARD, CHINA.

## **ALSTERDIEP PERFORMANCE IN 2012**

SHE STEAMED **34,936 nm** AT **8.5 kn** AND TRANSPORTED **99,341 mt** CARGO WHILE USING **5.10 mt** FUEL/DAY.

THIS MEANS THAT SHE ACHIEVED THE REMARKABLE PERFORMANCE IN MOVING **113.5 mt** CARGO WITH **1mt** OF FUEL OVER A DISTANCE OF **34,936 nm**

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### Letter from the MD

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

In our last MSM Newsletter we wrote about the troubles related to the Cyprus banking system. Now we are very glad to report the Troika released in September a report which confirmed that Cyprus, well ahead of Greece, Spain and Portugal has implemented all the measures demanded in Loan Agreement.

The EU and the IMF have therefore paid already 2 instalments of our 10 billion Euro loan to Cyprus.

The Bank of Cyprus took over the activities of the bankrupted Laiki Bank. The new banking group kept the name Bank of Cyprus and is now fully recapitalized and even exceeds all current European banking rules.

I would like to take this opportunity to thank the Government, the Political Leaders, the Members of Parliament and the entire Cypriot population for having dealt so efficiently and drastically with the harsh requirements, which beyond any doubt brings hardship to many of us. We are proud that the Cypriots have understood that any other actions would have triggered even more suffering and much prolonged recovery.

The EU and IMF officials have stated that the current worldwide and European financial controls, which are based on the underlying principal that the "Markets should regulate the Market" is not appropriate any longer. The high-speed dealings, enhanced communication systems, complex financial papers and tax systems make it possible for individuals to instigate massive scams before those are detected by the regulators or even the bank managers themselves. Since similar scams had happened in almost all larger international banks, a new and adequate governance system is necessary to be implemented worldwide. Such system intends to make the shareholders and investors in a troubled bank responsible first, before the governments come to the rescue. The so far established principal "Too Big To FAIL", on which too many investment bankers had taken bets on is not any longer granted after what the EU and the IMF decided to test in Cyprus. I believe Cyprus was chosen for two reasons as first test; we are a very small economy and secondly we are a nation which is known to make it.

One thing is sure, after the Cyprus case new rules will be applied in the future.

The exploration of Natural Gas in the Exclusive Economic Zone of Cyprus has come much closer to fruition. The appraisal drilling by in Block 12 by Noble Energy is going well and the expected volume of gas seems to be a reality.

Cyprus and Israel have forged a very close understanding on the best exploration ways in the Levantine basin.

We have therefore substantial hope to turn eventually the negative developments in Cyprus around and get back to growth. This will however not happen overnight we may even see a temporary worsening of our situation before it will get eventually better. We shall remain patient and focused to complete also the last remaining subjects of the Loan Agreement.

#### Shipping Markets

The bulk cargoes continued to attack higher freight rates, as we reported also in our last Newsletter. The Baltic Dry Index (BDI) manifested better markets by shooting up close to 1,000 points to now 2,100 points.

Cape size Bulkers command now again 30,000 \$/d on voyage base. We can be confident that improved rates will now also cascade down the Handy Bulkers.

The recycling of all ship types, thanks to a steady scrap price continued also in the summer. In fact more handy Bulkers were sold to the recycling yards than shipyard delivered new vessels.

We believe to see now the start of an upturn in the markets. It will still take some time until the time charter rates will follow and the imbalance between supply of ships and cargoes to be transported oversupply of ships, which has plagued the freight markets during the past years, will narrow.

We want to say a big thank you to all our chartering and operations teams, who handle our vessels, for their great job during the difficult times. Our Masters and seafarers on board are also praised for the hard and diligent work they did to improve the voyage results by proper on-board management.

We will Navigate Ahead and safely prepare our fleet for the autumn storms and harsh winter season at hopefully further improved charter hires and sea freights.

Capt.

Eugen-Henning Adami



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## M/V ALSTERDIEP - UNUSAL VISIT

Hello again My Dear Fleet colleagues,

Can you believe it? Our Beautiful Lady has been chosen as the most interesting vessel this quarter. I feel like a VIP now.

Ok, joking apart.

I'd like to tell you some different stories about ship's activities.

So, after we have completed 15 voyages with eucalyptus logs (Spain-Portugal twice a week) up and down all the time, our main charterer Pool-Carriers and of course MSM, finalized the contract of the Wind Mill Towers carriage.

We have done some voyages in January this year and last year in July-October. These voyages are not any special adventure for us, but my crew is happier because they receive cash bonus for lashing/unlashing every voyage.

Aha, I see you are feeling a bit jealous now. No worries, every ship can do it in the future I'm sure.

First of all our voyages became longer. It means from one and a half/two days to four and a half/five days now. This is also an abnormal situation for us. We feel like crossing the Pacific Ocean, comparing to the trips before. Of course the jobs we have to do during loading/discharging are harder, but all the remaining time is like we don't know what to do. Yes, I'm joking, just so you know...

On the anchorage Laayoune (port in Morocco), we had the first opportunity ever (I don't remember having one) to organize a barbecue. It was Saturday pm. Oh, I can tell you, it was an amazing time for all crew. Nice weather, delicious food, it was very very good.

By the way, did I tell you anything about visitors we've got recently? No?

During our last trip Setubal-Burela, a Rescue Helicopter from RCC Lisbon flew over us and asked permission from Master to perform exercises on board. Ok, I said no problem. *(see more on page 7)*

You can believe or not, but after full sequence of training, they landed two visitors on board. Schwarzenegger Junior and Jackie Chan!!! I'm sure that everyone on the world knows those names.

If you don't believe me please see the pictures (and have a laugh).

Cpt. Mirosław Kieca

m/v Alsterdiep





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### Cont. **M/V ALSTERDIEP**

Cpt. Mirosław Kieca and his crew onboard m/v Alsterdiep kindly arranged for the below beautiful present to be sent to the vessels Godmother Mrs Fannie Adami .



## *navigating ahead*



### **Maritime Cyprus 2013 Conference**

This year's Maritime Cyprus will be held between 6-9 October 2013 in Limassol, Cyprus.

The main theme of the "Maritime Cyprus 2013" Conference, which is the 13th, since it was first established in 1989, is "Shipping Today". As the theme suggests the Conference will be focused on the crucial matters concerning the international shipping industry today.

The conference will be officially opened by H.E. the President of the Republic of Cyprus Mr. Nicos Anastasiades. Distinguished guests such as, the Secretary-General of the International Maritime Organization, Representatives of the European Commission and other personalities of the International Shipping scene will address the conference.

The Conference will once more include a "Young Executives Session" which will be held in the afternoon of Tuesday 8th. This session will give the opportunity to the young shipping professionals to debate various important issues.

Welcome to Limassol in October!

### ENERGY SAVING EFFICIENCY FOR MSM VESSELS

Energy sources savings and efficient energy management is one of the issues for the shipping industry over the last years. The shipping industry is very much concentrated on vessels efficiency and particularly in the most effective fuel management for energy saving.

Ship energy efficiency became mandatory as a part of the ships management in 2013 in accordance with the IMO rules and regulations (MEC.1/Circ.683). Following these new regulations it has become obligatory for all ships to carry a Ship Energy Efficiency Management Plan (SEEMP).

All vessels operating under Mastermind Ship Management have been provided with a GL approved SEEMP, which is the plan for Efficiency management. It allows monitoring of the vessels efficiency and continuous improvement of the effectiveness for the best energy management and savings on board MSM vessels. The plan will develop gradually in time by implementing the newest technologies following practical user demands.

At present there are many assisting tools available on the market for theoretical calculations which are based on the newest sophisticated software and technical solutions. For example; direct on time monitoring vessel performance based on measurement of accurate consumption; engine torque and power with further real time display of vessel consumption per distance and time. Actually in the future it will most probably be a combination of these two directions.

One of the major parts of the SEEMP is the sophisticated software package named Ship Efficiency Monitoring Toolkit (SEMT), which will very soon be implemented on board. The SEMT is a software package designed to assist ship operators to monitor and optimize the performance, fuel consumption and greenhouse gas emissions of vessels.

Specifically, SEMT offers dedicated tools to monitor the fuel consumption. The tool monitors the ships emission indicators, it then records and store the consumption and performance data on board, synchronize the information with the office and compare consumption, emission and performance metrics across specific groups of ships or the whole fleet.

The SEMT helps the vessels management on board to select the best trim to load the vessel in order to reduce ship resistance and save fuel. It also calculates speed and consumption performance against the Charter Party, calculates and monitors the trend of hull and propeller performance penalty caused by fouling and roughness in order to optimize and plan cleaning, which all leads to better efficiency and fuel savings.

The tool allows for comparing alternative routes, based on desired sailing speed and weather forecasts, to select the optimal one based on expected fuel consumption or required time of arrival.

The SEMT is based on a model specifically prepared for every ship. The preparation of the package required a wide range of engineering information for entire ship's propulsion machinery and hull design. All engineering details are built into the ship model, resulting in a delivered system which is accurately matching the vessel.

The detailed introduction and software installation instructions for SEMT together with practical implementation hints are under preparation and will be provided to each MSM vessel within the next few weeks.

Piotr Owczarek

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### MSM PRESS RELEASE—ISF WATCHKEEPER 3.3

#### **MSM Makes Use of OCIMF Recommendations on Seafarers' Work Hour Rules by Utilising ISF Watchkeeper 3.3**

Following the good developments of the Oil Companies International Marine Forum (OCIMF), whose members charter tanker vessels, Mastermind Shipmanagement (MSM) has decided to make use of their published new 'Recommendations Relating to Requirements Governing Seafarers' Hours of Work and Rest' <http://www.ocimf.com/library/information-papers>.

The OCIMF Recommendations set out minimum expectations which it is hoped shipping companies will take into account to achieve compliance with IMO and ILO rules, to prevent fatigue and reduce fatigue related incidents. The Recommendations were developed in co-operation with the International Chamber of Shipping (ICS) and the International Shipping Federation (ISF), who represent maritime employers during the negotiations at IMO and ILO on seafarers' work and rest hours.

The above mentioned OCIMF paper refers to the ISF Watchkeeper Version 3.3 computer software as being suitable for this purpose, incorporating calculations and the ability to generate reports that are consistent with the oil companies' recommendations. Since the oil majors have stringent views on those matters, MSM believes that the ISF Watchkeeper Version 3.3 should also be adapted by dry cargo shipping.

Given the importance attached to ensuring the proper management and recording of seafarers' hours of work and rest, MSM, like OCIMF and ICS, recommends that purpose – developed computer software is used to manage seafarers work and rest hours on board ships in order to demonstrate compliance with both IMO and ILO regulations.

MSM is confident that with the immediate implantation of the ISF Watchkeeper Version 3.3 the Masters and crew on MSM vessels will find it much easier to properly control and manage the workload on board. A good and sound management along the MSM prescribed working hour framework will become better enforceable by this designated reporting software.

Masters will easily be prompted to rest hour violations. This will help the Masters to reorganize the workload to eventually achieve proper compliance. The ISF Watchkeeper Version 3.3 will also assist our Masters in demonstrating to various PSC regimes our company compliance to the MLC 2006 convention.

In response to the news that MSM will be implementing ISF Watchkeeper Version 3.3 on its vessels, ISF and IT Energy – the producers of the Watchkeeper software – offered the following comment:

**“We are delighted that MSM has chosen Watchkeeper as their solution for regulatory compliance and reporting and look forward to assisting them in the maintenance of records that can demonstrate compliance with international regulations”**

For more information on the ISF Watchkeeper software, visit [www.isfwatchkeeper.com](http://www.isfwatchkeeper.com)

END

*navigating ahead*

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## RESCUE HELICOPTER EXERCISE—M/V ALSTERDIEP

m/v Alsterdiep

at sea 17.07.2013

On 17<sup>th</sup> July 2013 our beautiful Lady was underway from Setubal to Ferrol.

Just before arrival vessel got a call from the station at La Coruna Traffic. The person in charge requested my permission to perform a Rescue Helicopter exercise on board m/v Alsterdiep which would be supervised from RCC Coruna.

Adrenaline rose up in my soul immediately, but of course my answer was: "Yes, welcome gentlemen, no problem".

Within the next 5 minutes I've got some information how those exercises were going to be performed and the helicopter arrived to our position after 10 minutes. In the mean time I had designated one crewmember for assistance during the lowering of the ropes, rescuers and stretchers.

Ooh, you can imagine what kind of emotions my crew was experiencing. Not very often a merchant ship can participate in such a specific training.

The helicopter recognized the ship and our position first, made a short round and finally was hanging over us, making an incredible noise, while our ship was maintaining course and speed. I was afraid a little because we were rolling on the side swell.

First, helicopter crew landed the guiding rope attached to the end of their lifting wire, into our poop deck. We were holding on to the rope (NEVER FASTEN to deck) and first "alpinist" boarded followed by stretcher, simulating dummy (as an injured person) and the second rescuer boarded soon after.

Initiated resuscitation, laid down the victim on the stretcher, and... some of our crew made shots together with two rescuers, short conversation and after a short while, the lifeguard team and their equipment returned to the helicopter. Aircraft flew away, and the exercise was completed.

I'm sure that all crew will remember this for a long time and they will pass the story to their families and friends as a really sensational event.

Best regards to all MSM fleet

Capt. Mirosław Kieca





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Hello everyone!

A pleasant day to the management and staff of MSM and the crew of the whole MSM fleet. I am Administrator Trainee Ricarte C. Sumbillo of MV Seaboard Chile.

This is my first time as a seaman. I never had a formal schooling in seamanship and now I'm working in an entirely different and new environment. I had to learn everything from the very beginning, from ships familiarization to my daily routine. At first, I was learning how to prepare our crews payroll, allotments, requisitions and port documents. I have also learnt to operate the winch at aft station during berthing and unberthing. I am sometimes assisting our AB and 3/O in arranging mooring ropes. In addition, my other task is managing ships PC's and network. I made a lot of mistakes during my first month on board but my crewmates told me that its normal and I should give myself time to gain experience. In my second month, things became easier. I'm no longer late in submitting our monthly report and I manage my time properly. The best thing being a seaman is that you can travel to different countries for free. On the bridge, you can have an amazing view of the mountains of Chile. Or on Mississippi river, you can gaze upon the skyscrapers of New Orleans. A wonderful bridge structure awaits you while passing Panama Canal. You can visit a shopping mall in Panama City Florida which sells gadgets and electronic products very cheap. The heartwarming reception of the gorgeous ladies of Cartagena Colombia. Unwinding in a bar in Callao, Peru. Baiting crabs from the port of Ilo, Peru. These are the places I'll always cherish and remember.

All of these things are possible with the support of my crewmates, officers and Captain.

Thank you to Mastermind Shipmanagement and Lydia Mar for giving me the opportunity to have these experiences.

ADM Trainee Ricarte C. Sumbillo



### *navigating ahead—meet MSM staff*



#### **Christos Symeonides/Trainee**

I was born and raised In Limassol. I'm 23 years old and I'm studying Maritime Studies at Frederick Institute of Technology.

I joined Mastermind in January 2013 and I'm the youngest employee in the office. I really enjoy it here and I'm very happy for this opportunity. Presently I'm assisting Technical & Technical Administrator Department.

I am an open minded person and in my free time I enjoy listening to music, playing and watching football (specifically to watch APOEL) and spending time with my friends for fun and to relax.



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### MONTEMAST WORKING CLOTHES

MonteMast proudly represents Mastermind Shipmanagement Ltd. in Montenegro creating a sustainable future, a base of seafarers that is expanding on a high level with potential which exceeds expectations.

With great effort and focus on each detail we are giving our best, looking forward and navigating always ahead to create a sustainable future!!

On the photos **below / above** you can see new safety working clothes arranged for all MonteMast seafarers which will improve safety on board that is our priority.

We wish You all calm seas !!

Best regards,

MonteMast crewing



### ONBOARD UBC STAVANGER—D/CD GAJEWSKI

It was like yesterday when I joined UBC Stavanger. At this time everything was new for me. First time on an airplane on a long trip and finally, most importantly, first time on a vessel. I signed on in Houston so even the wheater was new for me, becouse from where I came from it was 15 degrees in Houston it was 30. On the first day onboard I experienced an interesting situation, when we had a snake on board. But we used long sticks and throw him safely overboard. First days were not so easy but with time i try to do my best when i work on deck or helping on bridge.



During my stay here on board since May we are sailing in the vicinity of the Carribean Sea. We have already visited Columbia, Guadelupe, Bonaire, Panama, Guatemala and a few ports of southern United States. In Cristobal port our Captain organized an excursion. We saw the Panama Channel from land and the ruins of the Spanish fortress in Puerto Bello dating back to 17th century. Also for me good experience was to see how the life in Panama looks.

Next excursion Captain organized was to Santo Tomas de Castilla in Guatemala. We start our trip 4am and drove by car for five hours to the Tikal National Park. In this park there are many ancient Mayan pyramids and temples.

We spent many hours in the park and we all thought it was amazing and I will remember it for all my life. After the sightseeing we had dinner at a local restaurant and then we went back to the vessel.



A Seamans life is rich and poor at the same time.

On one side you are missing the love of your beloved ones, from another you are experiencing the world, ancient civilizations and local customs that cannot be described on television, because you were there to see it.

D/CD Szymon Gajewski



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## Next Issue December 2013

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