



EST Newsletter

WEDNESDAY, 16 MARCH 2022

VOLUME 16, ISSUE 179

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EST'S DRUG AND ALCOHOL POLICY - ZERO TOLERANCE

The possession, consumption, trafficking and sale of alcohol and/or drug substances aboard is strictly prohibited during the seafarers' employment agreement. All Company's seafarers are subject to testing and screening for drugs and alcohol abuse. The Master has the authority to carry out an alcohol test whenever he suspects that a seafarer is under alcohol influence.

Any seafarer not complying with the Company's Drug and Alcohol Policy **shall be dismissed** immediately and shall not be re-recruited on-board the Company's ships.

Managing Mental Health Issues while onboard

The COVID-19 pandemic and the current state of hostilities have led to widespread concerns about the effects on people's lives and employment, while seafarers are also anxious about the well-being of their families and loved ones back home.

Therefore, we must not forget about the potential effects on a seafarer's mental health.

If you are feeling low or need someone to talk please use the below dedicated emotional support helplines available to seafarers 24 hours per day, 7 days a week, 365 days per year.

Call: +44 191 2353917,

Email: contact@mindcall.org,

WhatsApp: +44 7464 327451

Visit their website: www.mindcall.org

SeafarerHelp:

Operated by ISWAN.

Call their free confidential multilingual helpline, day or night.

SMS: +44 (0)7624 818 405

Call back request: +44 (0)207 323 2737

Toll free hotline: 00 800 7323 2737

Skype: info-seafarerhelp.org

Live chat: www.seafarerhelp.org

Email: help@seafarerhelp.org

Web: <https://seafarerhelp.org/en/help/feeling-low>

Mind Call's helpline:

Brought by North P&I Club
Staff are trained in counselling skills and offer emotional support. To access the helpline, you have the following options:



MIND
CALL



Continue in page 2

continued from page 1 “Managing Mental Health Issues while onboard”



ISWAN for Seafarers app: Download via [Google Play](#) or the [App Store](#). Seafarers can download the ISWAN for Seafarers app for access to support from ISWAN's 24-hour helplines SeafarerHelp and Yacht Crew Help at the touch of a button. The app also offers offline access to all of ISWAN's mental and physical health resources, including self-help mental wellbeing guides.

Chat with a Chaplain: icma.as/chat-with-a-chaplain

An online messenger service by the International Christian Maritime Association (ICMA), providing 24-hour holistic and spiritual support both for seafarers and their families wishing to speak to a port chaplain.



What's New in the QHSEMS?



Tankers QHSEMS

1. Tankers Form Index-version 0.4
2. ESTSA 140 “Management of Change Request”-version 0.2
3. WIM-Part IV-Section A-Shorebased Contingency Planning-version 0.6
4. WIM-Part III-Section B-Navigation-version 0.7
5. ESTSA 801-Forms List-version 0.5
6. MLC Appendix 3-Yellow List-version 0.2
7. ICS Covid 19 Guidance for the Protection of the Health of Seafarers-version 0.2

New Uploads (Tankers)

- Energy Artemis ERS Booklet
- ESTSA 142 MoC List of Documents to be Modified

Bulkers QHSEMS

1. Form 59 “Annual Emergency Response Drill Guideline Chart”-version 0.3
2. EMM-Section A-Environmental Management System-version 0.2

GMS Client Advisories

- GMS Arrivals Checklist-NonTank
- GMS Arrivals Checklist-Non Tank-Changed Items
- GMS Arrivals Checklist-Tanker
- GMS Arrivals Checklist-Tanker-Changed Items
- GMS Client Advisory 06_22_California Spill Management Team Regulations Implementation_UPDATE

We take this opportunity to remind you that any feedback, suggestions for revisions or QHSEMS improvement are more than welcome and can be submitted to the QHSE department through a DCR ([Nav-Dynamics](#) → [DM Library](#) → [New Change Request](#)) or via the Master's Review.



“Near Miss Rewarding” Program

We are pleased to announce the seafarers entitled to \$100.00 reward this month.

Key to this is to reward diligent crew members who contribute in a responsible manner to their own safety and that of their fellow workers.

- M/T Energy Commander - **Chief Officer, Grabovenko Gennady**
- M/T Energy Patriot - **Third Officer, Alexey Mikheev**
- M/V Helvetia One - **Third Officer, Kovalchuk Oleksandr**



Hazard:
Using non-approved type ashtray onboard.

Risk:
Possible cause of fire onboard.



Hazard:
Small holes due to rust at the bottom of the oil spill drums.

Risk:
Pollution on the deck by oil leakage from the drum holes.



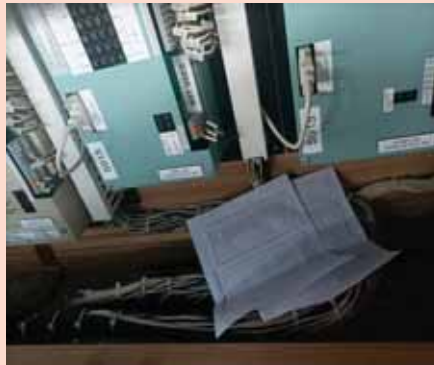
Hazard:
Free-fall lifeboat surface on which persons might walk was without non-skid finish.

Risk:
Injury from falling

Unsafe Act Received by Cadet on m/t Energy Triumph

We would like to thank **Cadet Vagionitis Iosif** of **m/t Energy Triumph** for providing us this Unsafe Condition. As already mentioned in previous issues the value of implementing "Best Practices" that can improve safety standards onboard or simplify our daily performance is of great importance especially, when they address matters related to chaotic processes or dangerous work spaces.

Of even greater importance is to share them with the rest of the fleet. As such, we are looking forward to receiving your "Best Practice" that you are implementing onboard through the Near Miss software.



Descriptive documents of the wiring and their purpose were placed on the electrical panel for easy access when maintenance is needed. However, these documents were placed between the cables where a fire caused by electric sparks and burning material could be ignited.

The documents were removed from the electrical panel and posted next to it, so that again they can be accessed easily, if needed.

Keep in mind that the company rewards every month, the four most meaningful near misses / best practices / ideas.



"IDEA" Program: m/t Energy Progress, m/v Furious, m/v Olympius, m/v Puma max



We would like to thank once again the crew of the following vessels for submitting the last three months their IDEA as well as the Captains for supporting them to do so:

- m/t Energy Progress
- m/v Furious
- m/v Olympius
- m/v Puma Max

For those who are about to submit their ideas, please check our issue 133 for more information. Having in mind that all of us have good ideas for improving our job and the Company as a whole, we anticipate receiving the ideas from all ranks.



Promoting Safety On Board - STAY SAFE...

The Near Misses and Best Practices that are received monthly from our ships provide a wealth of safety related information and lessons learnt. Not all can be published in this edition but will be used in future issues. Thank you for your participation!

In this month's issue, the contributors are:

- Capt. O. Korniyenko of MV Divinus
- 2nd Off. P. Borodinskiy of MT Energy Champion
- Chief Off. O. Karnagel of MV Warrior
- Bosun G. R. Mabasa of MV Furious
- 2nd Off. V. Zhilyakov of MT Energy Artemis

- 2nd Off. A. Davydov of MT Energy Apollo
- Chief Off. A. Brikun of MT Energy Ariadne
- 2nd Eng. I. Fedishchev of MT Energy Challenger
- Chief Off. Y. Lukyanov of MV Magic Striker
- Chief Off. A. Kyselyov of MV Virtuuous Striker
- 2nd Off. D. Zelenskiy of MT Energy Centurion
- Chief Off. D. Gakayev o MT Energy Challenger

UNSAFE CONDITION



What happened: During preparation for funnel maintenance, incorrect rigging of the stage was noted. The ropes were tied on the pipe which could have been rusted or not able to hold the weight and not directly on vessel's steel construction.



UNSAFE CONDITION Environmental hazard



What happened: During routine inspection, a scupper plug was found damaged.

Scupper plugs must be kept in good condition to contain any possible leakage on deck and prevent spillage overboard.

UNSAFE CONDITIONS



What happened: During an inspection of the forecastle deck, it was found that the mooring winch manipulator handle was broken. This could lead to mooring line damage and subsequent crew injury.



What happened: It was observed that there were only 2 threads of stbd side windlass brake spindle remaining. This means that the brake lining was worn out and the holding pressure of the brake would no longer be effective.



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UNSAFE CONDITIONS

LSA must be readily available for use at all times



What happened: During weekly inspection, the immersion suit's light was found in the pocket of the storage bag instead of being fastened to the suit.



What happened: After maintenance, the lifebuoy on the bridge wing was incorrectly installed (line placed on top preventing release).



What happened: A lifebuoy was missing from its designated place.

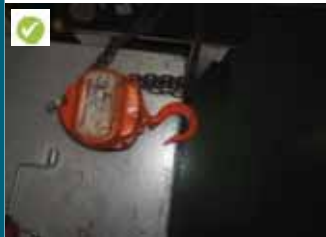


UNSAFE CONDITIONS

Loose Gear & Lifting Equipment



What happened: During monthly maintenance of loose gear equipment, the hook locker of the chain block was found damaged.



What happened: The safety latches on the crane hook were incorrectly installed.



What happened: Both safety latches on the crane hook had been wasted and were missing.



UNSAFE CONDITION



What happened: The ALDIS lamp was not connected by cable to the power supply unit after monthly inspection and testing operation of the portable battery.

UNSAFE CONDITION



What happened: During routine inspection, it was observed that the cover of the emergency projector for the liferaft on forecastle deck was not marked with the letter "E", indicating that it should be operated in case of emergency.

Ships with Zero PSC Deficiencies

We would like to congratulate the following Vessels & Crews for the successful PSC Inspections!

February					
No.	Ship	Captain	Date	Port	Country
1	Gladiator	Oleksandr Semenyuta	09/02/2022	Quang Ninh	VIETNAM
2	Energy Panther	Vladimir Demidov	16/02/2022	Chittagong	BANGLADESH
3	Energy Champion	Alexander Bibin	24/02/2022	Yanbu	KINGDOM OF SAUDI ARABIA
4	Energy Artemis	Andrey Dvoretzkiy	26/02/2022	Port Everglades	USA
5	Energy Athena	Aleksandr Radchenko	27/02/2022	Jubail	KINGDOM OF SAUDI ARABIA
6	Dynamic Striker	Vitaliy Skidanov	07/03/2022	Veracruz	MEXICO
March					
7	Energy Apollo	Valerii Moskin	07/03/2022	New Plymouth	NEW ZEALAND
8	Magic Striker	Pavlo Ivanyshyn	10/03/2022	Abidjan	IVORY COAST
9	Dynamic Striker	Vitaliy Skidanov	14/03/2022	New Orleans	USA
10	Virtuous Striker	Piotr Roziewski	16/03/2022	Bilbao	SPAIN
11	Energy Artemis	Andrey Dvoretzkiy	23/03/2022	Barranquilla	COLOMBIA
12	Alora	Ruslan Nazarenko	24/03/2022	Paranagua	BRAZIL

IMPORTANT REMINDER!

As you have already been informed, during **PSC Inspections** and **ISM External / Internal audits**, the crew awareness on **cyber security issues** is being assessed by PSCO and External / Internal Auditors since 14th October 2021 which is the date that the company passed her annual DOC verification audit.

In company's SMS system, we have already incorporated procedures addressing cyber security and it is important to ensure that the crew are familiar with their responsibilities as documented in "Information and Cyber security" manual.

During PSC Inspections and audits the following, are clear evidence that the crew lacks basic knowledge on cyber risk management:

- Openly displayed passwords. Remove any passwords that may have been written/posted near PCs.
- Personal devices connected into shipboard equipment or the ship's network. The crew should be aware of the process for handling USB devices from 3rd parties such as agents, technicians or even External Auditors!
- Not restricting 3rd party access to key areas of the vessel (physical security).
- Not locking/logging off computers when not in use.

A soft copy of this manual can be found in company's DM Library.

Lessons Learned: Safety instructions for scaffolding work should be provided

IMCA describes an incident during which a sailor died after falling from a collapsing scaffolding on board and describes what contributed to this unfortunate situation.

The incident:

The Hong Kong Merchant Shipping organization reports an incident in which a sailor was killed in a fall from collapsing scaffolding. The bosun and AB were assigned to rig a scaffolding to the maintenance platform which was bolted to the gusset plates at the boom of the port side hose handling crane (the boom) on the main deck.

While they were working on the maintenance platform of the boom setting the scaffolding, all of a sudden the platform and the scaffolding collapsed at the same time. The bosun fell onto the platform railing and safely climbed back to the boom.

It is noted that the AB had worn a safety harness and anchored it to the platform railing in the form of a choker hitch. However, the lanyard of the safety harness snapped and failed to prevent him from falling from the platform at a height of about 7.9 metres onto the main deck.

Later on the same day, the AB was declared dead.

Probable cause

Investigation revealed that the securing bolts of the platform support were seriously corroded and failed to support the weight acting on it, resulting in the collapse of the platform.



Lessons learned

There are some key factors that contributed to this incident, needing to be taken into consideration, in order to prevent such accidents from happening in the future.

Accordingly:

- ✓ Poor risk assessment;
- ✓ Poor supervision of scaffolding work being carried out by the crew without training record of scaffolding;
- ✓ Non-compliance of the configuration of the scaffolding including the non-compliance of its structural steel rods with a generally recognized standard;
- ✓ Insufficient safety instructions or guidelines for scaffolding work provided by the management company of the vessel;
- ✓ Inappropriate maintenance of the safety harness;
- ✓ Insufficient training on using personal protective equipment.

Source: <https://safety4sea.com/>

Costs of Climate Inaction: Shipping Could Face \$25 Billion Costs per Year Due to Climate Change

A new report reveals that the global shipping and port industry is susceptible to billions of dollars in infrastructure damage and trade disruption from climate change impacts.

The report "Act Now or Pay Later: The Costs of Climate Inaction for Ports and Shipping" explores data on climate-related disasters and projects the cost of future damages to the industry.

Based on past impacts and anticipated climate change scenarios, the report projects that the additional annual damages to port infrastructure could reach nearly US\$ 18 billion by 2100.

More specifically, storm-related port disruptions could add another US\$ 7.5 billion each year, reflecting the economic losses incurred by ports, shippers, and carriers due to port closures and the costs to shipping customers. Together, these added future costs due to climate change are roughly equivalent to the total annual net earnings for the container port sector in 2019.

In addition, the report also summarizes existing evidence and estimates of the impacts and costs of climate-related hazards, finding that data on this topic is sparse or completely lacking for many areas. The lack of data means that the shipping industry does not have a clear picture of future circumstances and future costs could be far higher than estimated here.



"Considering the unpredictable volatility of climate change and the immense complexity of the shipping sector, we simply need more data to show the full picture. However, the available evidence strongly indicates that the costs will be great " said George Van Houtven from RTI.

However, the report notes that the industry can take several steps now to advance the transition to green shipping and reduce future climate change costs, including:

- ✓ Committing to full decarbonization by 2050, in line with the Paris Agreement.
- ✓ Supporting a market-based mechanism to reduce shipping emissions at the International Maritime Organization.
- ✓ Investing in zero-emission fuels and technology.
- ✓ Supporting an equitable transition for the shipping industry to ensure the brunt of damages and adaptation costs do not disproportionately fall on developing nations.

<https://www.safety4sea.com>

China's New Lockdown Can Affect Global Supply Chain

After a new COVID-19 outbreak, China announced sweeping new lockdowns. It goes without saying that lockdowns will impact manufacturing and other sectors even if the ports continue to operate normally.

On Sunday, China announced that the lockdowns will affect 19 provinces reaching major industrial and port areas including Shenzhen and sections of Shanghai. All nonessential workers will stay home for at least one week and during that time the adult population will go under COVID testing tested three times.

Although the ports are continuing to operate, China's latest measure against COVID are affecting the supply of exports and are expected to put pressure on the global supply chain in the next weeks.

At the beginning, SEKO Logistics announced that the ports were closing and that the ships would be diverting from the Shenzhen region. However, today said that the ports and specific Yantian were operating normally.

"Terminals in the main ports remain business as usual including vessel operation, yard handling, and gate-in & out. We are closely monitoring the situation and aim to bring you the most up-to-date information so that we can continue to serve our customers' supply chain needs given the context of the situation"...Maersk announced after issuing a customer bulletin.

It is not sure yet if China's worker will be counted as essential workers for the current lockdowns, but in the previous years, they were continuing to work under close supervision and with limited access to the broader community.



At the same time, Beijing announced that the controls will be tightened and all truck drivers that are about to enter the ports will be required to show a negative COVID test and be tested again at the entry.

"The lockdown in China is expected to bring further turmoil into the already broken supply chain"...warns Container xChange in a bulletin about the current situation adding also that "The lockdowns in Shenzhen, Zhejiang, Shanghai, Jilin, Suzhou, Guangzhou and Beijing (19 provinces as of Sunday, probably more to come in a few days) imposed now will clearly heavily restrict container movement at these ports which will, as we've seen in the past, prove to be further damaging for the global supply chain."

It is worth noting that Shenzhen is one of the primary manufacturing zones for electronics. 90% of China's electronics manufacturing comes from the region and passes through the port at Shenzhen and, thus, there are big concerns.

Lockdowns in China will further reduce capacity and cause a surge in already inflated shipping prices. The shockwaves will be felt across the U.S. and America, and almost everywhere in the world said Dr. Johannes Schlingmeier, co-founder and CEO, Container xChange.

<https://www.safety4sea.com>

How to Identify Phishing Emails

The North of England P&I Association provides some helpful guidance on how to identify phishing emails and how to stay safe on the Internet.

Below there are some useful hints and tips to have in mind when receiving a suspicious email:

- ◆ Always assess the context of an email, do you know the sender and were you expecting an email from them or is it completely out of the blue or making an unusual request?
- ◆ If your organization utilizes spam filter warnings within the email subject or use warning banners to advise that an email has been sent externally to your organization, be suspicious if the email is portraying to be from a work colleague internally but is marked as external.
- ◆ Is the sender hassling you to do something or to take an action? Never feel rushed into taking an action, it's a common tactic to hurry you into making a mistake.
- ◆ Is there an incentive to open an attachment? For example, something nice if you comply such as a gift voucher or something nasty if you don't i.e., a fake speeding ticket or fake legal summons using fear in the hope to convince you to click a link or open an attachment.
- ◆ Does the domain name/email address look correct? Hover your mouse over the email address or right mouse click to check the email properties. Does the spelling of the email address look correct or have letters been replaced to fake a domain name such as use of 'rn' to look like an 'm'?
- ◆ Is the email addressed to you personally or is it just generic i.e. Dear Sir or Madam? Does its structure look genuine? Many Phishing emails are not personalized, is something just not right? Trust your instinct and report/always ask for help if unsure.
- ◆ An email contains a request for money/ change of bank details held on file or to provide personal details. Please be wary of unexpected requests.
- ◆ Remember genuine email accounts can also be hacked. Please be wary of the content of an email if the style of a message from a contact that you know suddenly changes i.e., the way they address you or their grammar/use of language changes or they ask you something odd and unexpected such as clicking a link or opening a strange and unexpected attachment.
- ◆ If unsure of the legitimacy of an email portraying to be from a contact, verify its authenticity by contacting them directly via independently verified contact details not from the details displayed within the email just received! Pick up the phone and verify.



Psychological First Aid

This poster offers psychological first aid tips to help seafarers identify and cope with signs of stress in themselves and others. It also signposts a number of organisations providing support to seafarers around the world.

If you or someone you know is finding it difficult to cope at the moment... It's OK.

It's common to feel this way. You are NOT alone. Many people are going through a range of emotions during this time.

The current restrictions may be placing extraordinary pressures on you. You may be worried about your family, feeling isolated or lonely, feeling scared about your health, your finances or facing an uncertain future, which can be very hard.



**PSYCHOLOGICAL
FIRST AID**



Avoiding others, being irritable, anxious, not sleeping well, not eating properly, headaches, nausea, body pains, feeling restless or exhausted, listless or on edge: all these things can be signs of stress.

If you notice these or other signs of stress in yourself, don't be afraid to ask for help.

If you notice these or other signs in a crew mate, you can also help.



When we are finding it hard to cope, we often don't want to burden others with our problems.

Don't be afraid to reach out. Asking for support early can stop things from getting worse.

Ask: Are you OK? You will not make things worse by asking. Be prepared to listen. Just listening and being there is incredibly important. Be kind, empathic and non-judgemental.



Be kind and compassionate to yourself – this is hard.

Connect with people around you and people you can confide in.

You might be able to help your crewmates to:

- Access information
- Tackle practical problems or talk them through to look for solutions
- Access resources, services and other sources of help

Body Workout

Legs & Core

DAREBEE
WORKOUT

@ darebee.com

repeat 3 times

1 minute rest in between



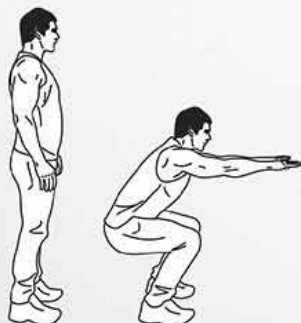
20 forward leg swings



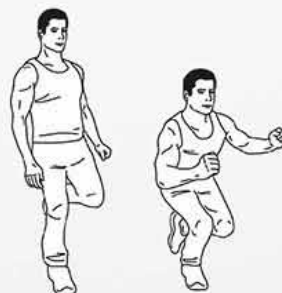
20 side leg swings



20 cross leg swings



10 squats



4 single leg squats



10-count squat hold

SUDOKU:

		8		9			2	
					2	1		
	4			3				
9			7	8				
8	6		4					
	1					3		
				4	5			
1			9				7	
		3		1	6			

	1				9			2
6								
			7			4	5	
		1	9	8				
5			1		4			
4							9	
		2			8			
		3		7		5		
	6				1	3	7	4

	5					8	4	
1								6
		7		4		2		1
			6					2
								5
		4	5	1		7		
9	2					6		
6	3			9	7			
			8				7	

7		3	5					1
9						2	7	
4		8				7		3
				1				6
								4
		5		4	2			
8	2	1			9			
			8			5	9	

			1				4	9
		7						
		9		4				
	8	3	9			6	2	
	6							4
		2					3	
	1				3			6
6	9				2			5
				5	8			

	5					8	4	
1								6
		7		4		2		1
			6					2
								5
		4	5	1		7		
9	2					6		
6	3			9	7			
			8				7	

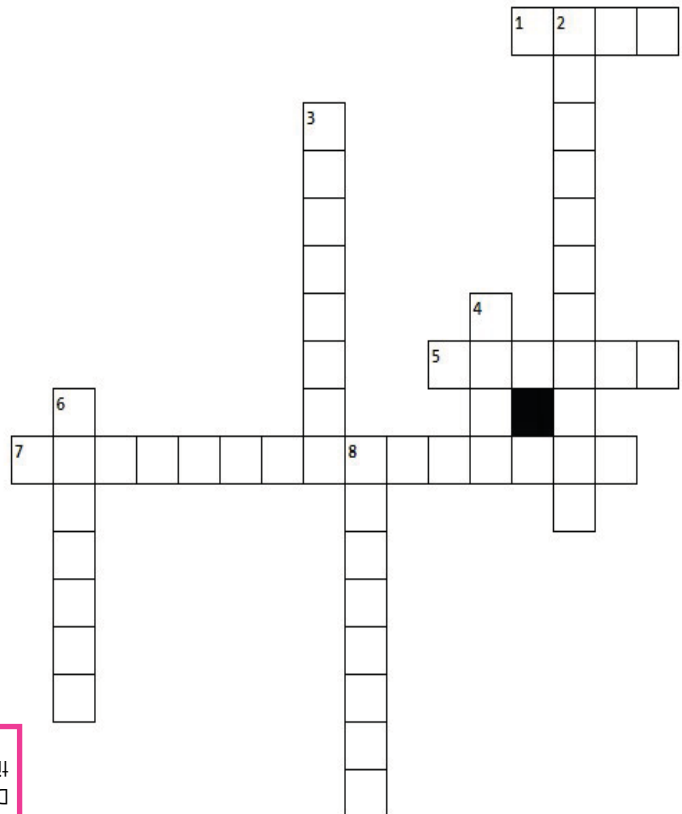
EST Crossword:

Across

- 1. the likelihood of a hazard causing harm
- 5. health is extremely important
- 7. full ___ by 2050, is the aim of the Paris Agreement

Down

- 2. The “___ and Cyber security” manual can be found in the DM library
- 3. This can affect the global supply chain
- 4. these practices improve safety standards onboard
- 6. these email accounts can also be hacked
- 8. Shipping will face high costs due to climate ___



Answers:
 Across: 1. Risk, 5. Mental, 7. Decarbonization
 Down: 2. Information, 3. Lockdown, 4. Best, 6. Gmail, 8. Inaction

	Vessel	Flag	Class		Vessel	Flag	Class
1	Alora	BMA	BV	19	Energy Panther	IOM	DNV
2	Braverus	IOM	BV	20	Energy Patriot	IOM	DNV
3	Citius	IOM	BV	21	Energy Progress	IOM	DNV
4	Colossus	IOM	BV	22	Energy Puma	IOM	DNV
5	Constantia	IOM	BV	23	Energy Triumph	IOM	DNV
6	Delphi Ranger	BMA	BV	24	Furious	IOM	BV
7	Divinus	IOM	BV	25	Gladiator	BMA	BV
8	Dynamic Striker	BMA	BV	26	Helvetia One	LIB	BV
9	Energy Apollo	IOM	BV	27	Heroic Striker	BMA	BV
10	Energy Ariadne	IOM	BV	28	Imperius	IOM	BV
11	Energy Artemis	IOM	BV	29	Jaguar Max	BMA	BV
12	Energy Athena	IOM	BV	30	Magic Striker	BMA	BV
13	Energy Centaur	IOM	DNV	31	Olympius	IOM	BV
14	Energy Centurion	IOM	DNV	32	Panther Max	BMA	BV
15	Energy Challenger	IOM	DNV	33	Puma Max	BMA	BV
16	Energy Champion	IOM	DNV	34	Taurus	IOM	BV
17	Energy Chancellor	IOM	DNV	35	Virtuous Striker	BMA	BV
18	Energy Commander	IOM	DNV	36	Warrior	BMA	BV

Affiliated vessels

1	Good Hope Max	IOM	BV
2	Victorius	IOM	BV

EST - New Building Orderbook

#	Hull Nr	Name	Expected Delivery Date
1	S-1918	Energy Afrodite	June 2022
2	S-1919	Energy Achilles	Sept. 2022

Calling all our seamen onboard:
 We are looking for new ideas, themes & articles of your interest (e.g. hobbies, events onboard, favorite recipes, safety concerns, environmental matters, etc.) to include in the company's monthly Newsletter.
 If you'd like to be featured in the next issue, please email ism@ensh.com.



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