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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 D & A Policy **shall be immediately dismissed** and will be considered non-rehireable.

## AMVER Awards 2023 Celebrating Seamanship "Ναυτοσύνη"

**T**he heart of seamanship took center stage at this year's AMVER Awards Gala Dinner, a major tradition of the shipping industry. The event that took place on December 15, 2023, at Athens' Athenaeum Intercontinental Hotel, was organized by the International Propeller Club of the United States, Port of Piraeus, in collaboration with the United States Embassy in Greece and the United States Coast Guard, marking another milestone in

honoring our seafarers' exceptional commitment to seamanship.

The AMVER Awards celebrate and honor the shipping companies, vessels and crew who have played a role in safeguarding the lives of seafarers leveraging the AMVER System.

Standing as a beacon of safety in the maritime world during the last seven decades, this system actively monitors vessels, promptly

[Continue on page 3](#)



# George Sarris Chairing BV 36th Hellenic Marine Technical Committee

**M**r. George Sarris, President of Enterprises Shipping and Trading acted as the Chairman of the 36th Hellenic Marine Technical Committee Meeting of Bureau Veritas Piraeus which was held on Wednesday 22nd November 2023 at the Grand Hyatt Hotel, Athens.

More than 45 maritime industry technical leaders attended the 36th Hellenic Marine Technical Committee Meeting, which was hosted by Mr. George Andreadis, Marine Chief Executive Greece, BV.

The Committee included two sessions.

The first session, opened with a presentation focused on retrofitting for alternative fuels and technical challenges experienced by BV in ongoing projects, continued with highlighting the challenges in Fuel EU Maritime and also dealt with providing insight on some common questions about EU ETS. The session finished with a presentation on nuclear power and marine propulsion, including recent BV activities, followed



Mr. George Sarris, President of EST S.A. (left) and Mr. George Andreadis, Marine Chief Executive Greece, BV.

by a Q&A and open discussion.

The second session of the Committee commenced with an insightful presentation of the new ISO 8217:2024 standard, followed by a presentation on bridge poster modifications post ShaPoLi/EPL. The final presentation focused on RightShip's GHG 2.0 and the session concluded with a lively discussion.



Group photo of the 36th Marine Technical Committee

continued from page 1: "AMVER Awards 2023 Celebrating Seamanship: Ναυτοσύνη"

identifies potential issues, and signals nearby ships to lend assistance - a lifeline in times of crisis.

Enterprises Shipping & Trading S.A. was awarded for the participation of fifteen vessels in the voluntary reporting program, while two fleet vessels received a SPECIAL RESCUE AWARD

for their successful S&R Operations, as advised in previous issues of EST Newsletter:

- **M/V MAGIC STRIKER**
- **M/V FURIOUS**

It was a great honor to accept, on behalf of the captains and crews of MV Furious and MV Magic Striker, the awards recognizing their dedication and commitment to saving lives at risk, as well as the awards recognizing our vessels' voluntary participation to the program.



## George Sarris Attends BV Christmas Event

Enterprises Shipping & Trading President, Mr. George Sarris attended Bureau Veritas Christmas party, conducted at BV premises in Piraeus on 19 December 2023.

Representing the highest expertise and technical excellence of Greek shipping, hundreds of maritime industry leaders gathered at the Christmas party of Bureau Veritas.

Paillette Palaiologou, Vice President M&O Division, South East Europe, Black Sea and Adriatic (SEEBA) Zone, Bureau Veritas and their colleagues welcomed its prominent guests and expressed the best wishes for the Christmas season and a prosperous new year.



D. Vergis / Claims Executive, K. Aggelaras / Fleet Operations Manager, A. Sarris / Spares Operator, M. Bonn / Purchasing Manager, Ch. Kremmydas / Supt. Eng., Capt. S. Makrydakis / Fleet Operations Manager, O. Perilis / Vetting Manager, K. Gemidopoulou / QHSE Manager - DPA tankers, S. Zogana / QHSE Manager - DPA bulkers, A. Mitros-sis / Accounts Manager (left to right)



Paillette Palaiologou (top), George Andreadis, Capt. Panagiotis Tsakos & George Sarris (left to right)

# M-SCAT Training Seminar at EST S.A. Premises-Group B

A second seminar on the Marine Systematic Cause Analysis Technique (M-SCAT) was carried out by DNV on 09/01/2024 with the purpose of familiarizing company's employees with M-SCAT, so as to apply same as a framework to conduct incident investigation and root cause analysis.



As per last time, the seminar was again carried out by Mr. Evangelos Marangakis Maritime Consultant and DNV's Maritime Academy Trainer.

The objectives of the course were to enable participants to learn from maritime accidents and near misses and quickly identify the corrective actions necessary to prevent similar events in the future, using DNV's Marine Systematic Cause Analysis Technique.

The following subjects were covered in detail:

- ✓ Introduction to M-SCAT and understanding the M-SCAT Model.
- ✓ Evidence and Evidence Collection.
- ✓ Understanding the "Barrier" Model (Swiss cheese Model).
- ✓ Analyzing different scenarios through case studies.
- ✓ Clarification of common misconceptions



## Photo Competition 2023 Extended

We would like to thank all of you who are participating in the competition and have sent us their photographs. Good luck ! For those who wish to participate, don't wait and submit your photos until the new end date, 15 February 2024!



Send us your best photograph of your vessel which will be uploaded on company's **website!**

*Criteria for selecting the best photograph will be:*

1. Originality, creativity, impact, technical excellence, center of interest
2. Preferably, full view of vessel's hull and while loaded.

*More information:*

- ✓ Photos should be high resolution, jpg format, maximum size of 6 MB.
- ✓ Photos must be received by email at [ism@ensh.com](mailto:ism@ensh.com)

**IMPORTANT: Be creative, but....**

**YOUR SAFETY IS OF PARAMOUNT IMPORTANCE TO US! SO DO NOT PUT YOURSELF AT ANY DANGER!**

## What's New in the QHSEMS?

### Tankers QHSEMS

1. PM Chapter 14\_Purchasing-version 0.4
2. BWMP-Energy Centaur-version 1.0
3. BWMP-Energy Chancellor-version 1.0

### New Uploads (Tankers)

- Recovery of Persons (Energy Achilles)
- MSLMP (All tankers)
- BWMP (Energy Achilles, Energy Afrodite, Energy Ariadne, Energy Artemis, Energy Athena, Energy Apollo)

### Bulkers QHSEMS

1. Policy Manual-version 0.4
2. WIM\_Section F\_Port and Cargo Operations\_Dry Cargo-version 0.4
3. FORM 32 Inventory of Ships Wires\_Ropes and Cargo Blocks-version 0.3
4. FORM 40 Safety and Environmental Familiarization for all Personnel-version 0.3
5. FORM 75a Voyage Passage Plan-version 0.2
6. FORM 75b In Port Navigation Passage Plan-version 0.4
7. FORM 93 Forms List for Dry Cargo Vessels-version 0.10
8. FORM 1117\_a\_b\_c\_Loading\_Unloading-version 0.2
9. FORM 1244 Pre Joining Check List for Dry Cargo Ships\_Bulk Carriers-version 0.2
10. FORMS MANUAL INDEX-version 0.9
11. MLC TRAINING MANUAL\_BULKERS-version 0.3

### New Uploads (Bulkers)

- FORM 1262 Stowage Plan
- FORM 1263 Bilge Water Log
- FORM 1264 Gas and Temperature Log
- Form 1265 Fumigation Toolbox and Checklist

### Office QHSEMS

1. ESTSA 904 Training Evaluation Form-version 0.2
2. ESTSA 912 CEO\_Senior Leaders Visit Form-version 0.2

### Reflective Learning

- ESTSA 104a Reflective Learning Training Forms Q1Q2\_2024

### Safety Awareness Handbook

- QHSE Alert 17\_23\_Vessel Detained at Dampier
- QHSE Alert 01\_24\_USCG Inspection at New Orleans
- QHSE Alerts inventory
- Compliance Notice\_01\_2024\_BWTS and BWRB
- Compliance Notice\_02\_2024\_SEEMP Part III\_EEXI\_CII and DSC\_Overview
- Compliance Notices Inventory
- Safety Update\_Issue 1\_2024
- Safety Update Inventory
- CLIP 04\_2023\_Loss of containment

### GMS Client Advisories

- Client Advisory 01\_2024\_CARB\_2020 At Berth Regulation Remediation Fund Option
- Client Advisory\_02\_24\_QI Notification and Exercises Procedure Change
- Client Advisory 03\_24\_VGP Annual Reporting Requirement Reminder\_2023 Calendar Year
- Client Advisory\_04\_24\_Drill Requirements\_GMS Seminar Schedule\_March\_July 2024
- Client Advisory\_05\_24\_COFR Maintenance
- GMS List of Advisories

### Regulatory Updates

- Regulatory Update\_Q4 2023

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.

- MV Dynamic Striker - **Second Officer M. Shepel**
- MT Energy Ariande - **Chief Officer I.Gutsalyuk**
- MT Energy Triumph - **Chief Officer A. Fedulov**



BEST PRACTICES



EACH CABLE IS MARKED WITH A STICKER

### Hazard:

Various connecting cables under the bridge's working table.

### Risk:

Disorganized, unmarked cables underfoot may lead to accidental communication loss.

### Best Practice:

All cables were collected into coils and removed from the foot area. Each cable was marked in accordance with the device it belonged to, enhancing organization and communication reliability.

BEST PRACTICES



### Hazard:

Twisting lines on shore bollards and bitts

### Risk:

Increased wear and tear of mooring lines, reducing the lifespan

### Best Practice:

A color scheme for mooring tails, fairleads, and chocks can assist the Shore Mooring Team in properly handling and aligning the mooring lines to shore bollards and bitts.

BEST PRACTICES



### Hazard:

Unnoticed Rust Spots During Deck Chipping

### Risk:

Overlooking Rust Spots Leads to Hull Deterioration

### Best Practice:

Marking the rust spots with a paint marker minimizes the risk of oversight during deck chipping, ensuring easy identification for seamen and reducing task time.

# Best Practice Received by MV Divinus



## Locks & keys with own Identification

We would like to thank the **Chief Officer Khomenko Volodymyr** of **MV Divinus** for providing us this Best Practice.

At EST S.A., we understand the significance of implementing Best Practices and firmly believe in the power of sharing knowledge and experiences within our fleet. As such, we kindly request you to share the Best Practice you are implementing onboard through our Near Miss software. This will enable us to disseminate your insights to the rest of the fleet, allowing them to benefit from your expertise and contribute to further enhancing our safety standards.

Furthermore, we would like to remind you that EST S.A. rewards the four most meaningful near misses, best practices, or ideas every month. Your contribution may have a significant impact and be recognized as one of the most valuable submissions.

Further to company's QHSE Alert No. 15-23, the crew on mv DIVINUS had noticed a similar deficiency regarding the absence of a Lockout/Tagout kit.

To address this, the crew fabricated a LOTO Kit in accordance with the Lockout Tagout Manual. This kit includes various tags and chains of different sizes, each accompanied by specially marked locks and keys with unique identifications to prevent confusion during simultaneous valve lockouts.

The crew placed LOTO Kits in designated areas like the Cargo Office and Ballast Room, to ensure that all crew members know where to find the necessary components.

Additionally, the Lockout Tagout Manual was placed close to the LOTO Kit as a quick reference guide for the crew on company's procedures.

# Wishes from m/v Citius

**W**e would like to thank Capt. Efren R. Canares, the Officers and Crew of m/v Citius for their wishes!



**Merry Christmas  
and  
Happy New Year**  
from



# Festive Dinner Onboard m/v Livorno

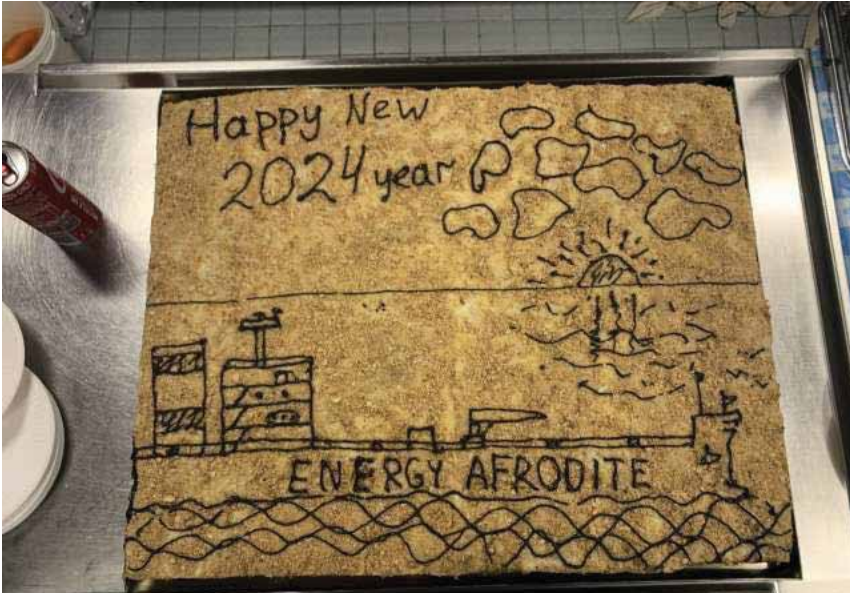
**W**e would like to thank Capt. Baltazar S. Carpio, the Officers and Crew of m/v Livorno for their wishes and for the photo of festive dinner onboard!





# Happy New Year from M/T Energy Afrodite

**T**raining Manager Captain Leonid Fedchishak along with Capt. Andrey Dvoretzkiy, the Officers and Crew of m/t Energy Afrodite cut their New Year's cake and organized a New Year's lottery onboard!



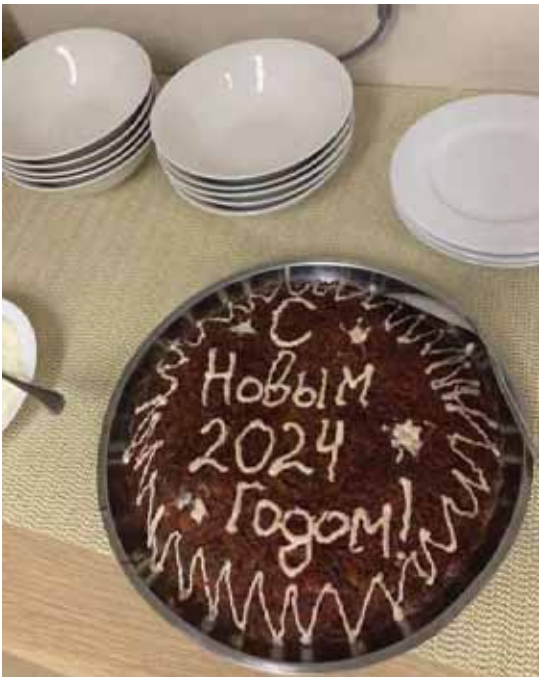
New Year's Cake



Christmas Tree



Captain Leonid's New Year Lottery




New Year's Salad



Engine Cadet Kirill Korotkii winning the Lottery

# Christmas Celebration Onboard m/v Taurus

Captain Felvin V. Maray, the Officers and Crew of m/v Taurus shared with us their photos taken during the Christmas celebration onboard the vessel.

Please feel free to share with us any photos taken, in case any recreational activities, teambuilding gatherings or festivities take place onboard so that you can be featured in EST's Newsletter! 

CHRISTMAS DINNER



EGG HUNT CONTEST



HEP HEP HORRAY



QUESTION AND ANSWER



CARDS TRANSFER BY GROUP



BLIND FOLD MONEY SCOOP



CARDS TRANSFER BY GROUP

# 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:

- ✓ 2nd Off. A. Mikheev of MT Energy Centaur
- ✓ Chief Officer O. Pedko of MV Constantia
- ✓ 3rd Off. V. G. Puey of MV Taurus
- ✓ O/S A. Carbon of MV Taurus
- ✓ A/B N. F. Pinaga of MV Livorno

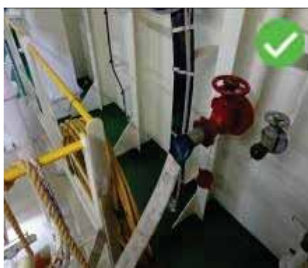
- ✓ 2nd Off. A. Davydov of MT Energy Apollo
- ✓ A/B N. Krysin of MT Energy Ariadne
- ✓ 2nd Eng. Dio-An E. Albilar of MV Furious
- ✓ 2nd Eng. M. Balchenkov of MT Energy Afrodite
- ✓ Ch. Off. N. L. Castroverde of MV Puma Max
- ✓ Ch. Off. S. T. Salvador Jr. of MV Panther Max

## UNSAFE CONDITIONS

**What happened:** An air hose was found on the fire hydrant.

**Impaired Fire Response:**

Placing an air hose on a fire hydrant compromises the vessel's fire-fighting capabilities. In the event of a fire, this configuration would hinder the crew's ability to quickly and effectively access water.



**What happened:** During an inspection of the fire fighting equipment, a non-approved type fire hose was found in store.

**What happened:**

After use of the fire hose, same was directly stored without washing or drying. This could lead to salt built-up and damage.

**Properly wash fire hoses with fresh water and dry before storage.**



## UNSAFE CONDITION



**What happened:** During a duct keel inspection, the rope standing by at the access entry point to be used as a life line in case of emergency was found in poor condition.



**A deteriorated life line compromises the ability to respond effectively during emergency situations. In the event of an incident, a reliable life line is crucial for the safety of crew members.**

## UNSAFE ACT



**What happened:** The forward fall preventer of the rescue boat was not able to connect to a securing point and was secured to a handrail instead.



**Rescue boat operations are critical, and any compromise in the securing mechanism can lead to an increased risk of accidents, injuries, or damage to the boat and personnel.**

continued from page 11 "Promoting Safety On Board - STAY SAFE..."

### UNSAFE CONDITION LSA



**What happened:** The whistle was not rigged to the inflatable life-jacket  
**In the event of an emergency, a whistle is a crucial signaling device for attracting attention**



### UNSAFE CONDITION LSA



**What happened:** A Man Overboard (MOB) buoy light self-activated when water entered during heavy weather conditions, rendering it unusable in an actual emergency.



### BEST PRACTICE



**What happened:** While carrying out M/E Spare parts inventory, it was noted that some spares were scattered in the box, mixed and rusted.



**Reorganize the spare parts inventory systematically. Ensure each part is properly labelled and stored in a way that prevents mixing and damage.**

### UNSAFE CONDITION Fire & Pollution Hazard



**What happened:** Oily rags were placed on deck for storage before being incinerated posing a fire and pollution hazard.



### UNSAFE CONDITIONS FIRE HAZARD



**What happened:** The lint filter of the drying machine had not been cleaned and had accumulated dust and fabric residues.



**Accumulation of dust and fabric residues in the filters increases the risk of a fire hazard, especially in machines that generate heat during operation.**



# Ships with Zero PSC Deficiencies

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

No.	Ship	Captain	Date	Port	Country
1	Alora	Sergiy Matiyashchenko	07/12/2023	Bilbao	SPAIN
2	Energy Triumph	Dmitry Maximov	07/12/2023	Stapleton	USA
3	Livorno	Baltazar Carpio	12/12/2023	Eregli	TURKEY
4	Energy Afrodite	Andrey Dvoretzkiy	19/12/2023	Providence	USA
5	Energy Artemis	Aleksandr Otrubennikov	20/12/2023	Callao	PERU
6	Delphi Ranger	Yuriy Rogach	26/12/2023	Pointe Noire	CONGO
7	Magic Striker	Igor Prysyzhnyuk	27/12/2023	Santa Marta	COLOMBIA

## IMPORTANT REMINDER !

### Records of Rest hours and Working Arrangements onboard

**During a PSC inspection, the following deficiencies were issued:**

- Shipboard working arrangements at sea not available for all seafarers - master and chief engineers'
- Several inconsistent shipboard working arrangements posted around the vessel for engine and deck, crew not following the posted working arrangements, work hours scheduled in port not clear

**Please be reminded that:**

- Responsible Officers and the Master should ensure that records of rest hours are in compliance with regulations. Records are signed, and countersigned by the crew **at the end of each month and / or before any crew changes take place.**
- Monitoring **rest hours** may ensure compliance with MLC and STCW these regulations, but more importantly ensures that seafarers are provided with adequate rest that helps maintain a higher level of alertness, reducing the likelihood of incidents that could endanger the safety of the crew, vessel and its environment.
- Furthermore, **shipboard working arrangements** at all locations must reflect the actual working arrangements of the crewmembers to ensure that they are properly communicated among all crew members.

# Deep Fat Fryer Fire

## What happened?

Catering crew had a lucky escape after switching on the galley equipment electrical isolators to start preparing for lunch. The supply breaker to the deep fat fryers tripped while the equipment was heating up and the engineers were called to reset it.

Two of the deep fat fryers had no oil in them and their heating elements quickly overheated when the power supply was restored after the breaker was reset. The ship's alarm and monitoring system detected the excessive temperatures and the thermal protection tripped the deep fat fryers' power supply, but not before a fire had started.

The crew raised the alarm and used a fire blanket to quickly smother the flames. The ship's emergency team mustered, isolated the galley's power and ventilation supplies and confirmed the fire was successfully extinguished. There was no damage and no injuries.

## What went wrong?

The two deep fat fryers had been drained of oil for cleaning and the cause of the fire was found to be residual food scraps saturated with fat that had ignited when the fryers were switched on.

## Lessons

- ✓ Ensure lock-out/tag-out (LOTO) procedures are fit for purpose and followed fully during maintenance and cleaning tasks;
- ✓ Displaying a simple do not use notice on out of service equipment can improve safety and prevent careless mistakes;
- ✓ Ensure equipment is ready to go back into service when work has been completed;
- ✓ Check circuit breakers, trip switches and fuses, which prevent electrical systems be-



Deep fat fryers with residual food scraps



Clean deep fat fryer

coming overloaded or causing harm. Always check equipment before resetting its electrical supply to ensure all is well;

- ✓ Drills: robust safety procedures and well-practised drills prepare crew to deal with the unexpected. In this case the rapid organised response to a small fire prevented injury to crew and serious damage to the ship.

Source: <https://safety4sea.com>

# Gard: New Emission Control Areas in Norwegian Sea and Canadian Arctic



**A**s Gard P&I Club informs, ahead of the MEPC 81 meeting in April 2024, Norway and Canada have proposed new emission control areas (ECAs) in the Norwegian Sea and parts of the Canadian Arctic respectively.

In addition, according to Gard, a proposal for a North-East Atlantic Ocean ECA may be ready for MEPC 81. Should this be the case, and all goes as planned, **three new ECAs could be adopted by spring 2025 and take effect in 2027**. To remind, as of 1 May 2025, the Mediterranean Sea will effectively become an Emission Control Area (ECA) for sulphur oxides (SOx) under MARPOL Annex VI Regulation 14.

**The three prospective ECAs would prohibit ships from using fuel with a sulphur content greater than 0.10% m/m, or achieve equivalent emission reductions using approved technology, and would require all ships constructed after a certain date to comply with NOx Tier III limits as specified in Reg.13 of MARPOL Annex VI.**

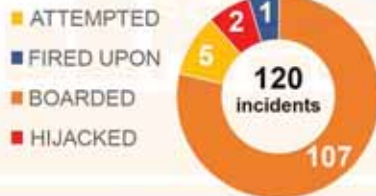
- \* The **proposed Canadian Arctic ECA** includes Arctic waters under Canadian sovereignty, from the 137th meridian west in the Beaufort Sea to the existing North American ECA boundary in the east. Canada's proposal is detailed in IMO document MEPC 81/11.
- \* The **proposed Norwegian Sea ECA** covers the Norwegian Exclusive Economic Zone north of 62 degrees latitude and includes Norwegian fjords and coastal waters. Norway's proposal is detailed in IMO document MEPC 81/11/1.
- \* At the time of writing, **the North-East Atlantic Ocean ECA** has not been described in detail. However, according to a paper submitted to MEPC 80 (MEPC 80/INF.35), it would link the existing ECAs in the Baltic Sea, North Sea and English Channel with the upcoming Mediterranean Sea ECA. And if taking into account the designation of the additional Norwegian Sea ECA, this essentially means that most European waters will be covered by ECAs.

# IMB Piracy Report 2023

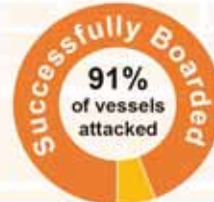
## IMB PIRACY REPORT JANUARY - DECEMBER 2023



Number of incidents reported:



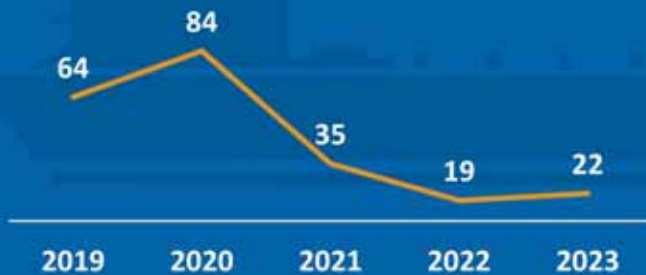
Vessels boarded:



Impact on crew:



### Gulf of Guinea Reported incidents



Increase in number of reported incidents and risk to crew in 2023. With 54 crew taken hostage, 14 kidnapped and two crew injured.

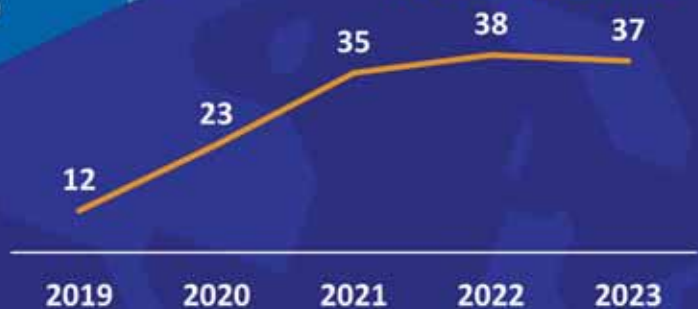
GoG authorities encouraged to increase their active patrols to ensure safer waters for seafarers and trade.

### Somali Based Piracy

One vessel hijacked over 700nm East of Bosaso. Two dhows also reported as hijacked. Somali pirates continue to demonstrate their capabilities of hijacking vessels.

Masters and vessel owners encouraged to continue employing BMP recommendations.

### Singapore Straits Reported incidents



35 vessels boarded. 16 vessels over 80,000 DWT, including six over 170,000 DWT, boarded. Weapons reported in 18 incidents, nine crew taken hostage and two threatened.

### Callao Anchorage Reported incidents



Seven crew taken hostage and one each assaulted and threatened.

Weapons reported in nine incidents.

@IMB\_Piracy  
#IMBpiracy




**PIRACY AND ARMED ROBBERY AGAINST SHIPS**  
ICC INTERNATIONAL MARITIME BUREAU




# 120 INCIDENTS

WERE REPORTED TO THE IMB PIRACY REPORTING CENTRE  
JANUARY - DECEMBER 2023

#IMBpiracy @IMB\_Piracy

**PIRACY AND ARMED ROBBERY AGAINST SHIPS**  
ICC INTERNATIONAL MARITIME BUREAU




## TYPES OF ATTACKS

JANUARY - DECEMBER 2023

<b>105</b>	<b>9</b>	<b>4</b>	<b>2</b>
VESSELS BOARDED	ATTEMPTED ATTACKS	HIJACKED	VESSELS FIRED UPON




#IMBpiracy @IMB\_Piracy

**PIRACY AND ARMED ROBBERY AGAINST SHIPS**  
ICC INTERNATIONAL MARITIME BUREAU





## TOTAL INCIDENTS PER REGION

JANUARY - DECEMBER 2023

Region	Total Incidents Reported
East and SE Asia	70
S America	19
Africa (Gulf of Guinea)	22
India Sub-Continent	5




#IMBpiracy @IMB\_Piracy

# Four Key Steps to Improve your Situational Awareness



# BE AWARE

**A**ccording to UK MCA, Situational awareness can vary from person to person, and of course, situation to situation. Our knowledge, experience and competence help us to understand what is happening around us, weigh up and then mitigate risks. Situational awareness will only be as accurate as our perception.

A range of factors, in particular high-pressure or stressful situations, can cause a loss of situational awareness, which, in turn, can lead to incidents.

UK MCA highlights that the **Stop, look, assess, manage (SLAM)** is a quick technique you can use when you're in a situation that requires urgent action to make sure that you maintain situational awareness. There are 4 stages in the SLAM situation management technique which are presented as follows:

## Stage 1: Stop and look at the task

- Has the task changed?
- Am I familiar with the task?
- Do I feel comfortable doing the task?

## Stage 2: Look at the environment

- Inspect the potential hazards.

- Identify hazards and their associated risks for each stage of the process.
- Eliminate or mitigate the risks associated with each of the identified hazards

## Stage 3: Assess the effects of hazards

- Are teammates competent?
- Are they familiar with the task?
- Do I need anything else to perform the task safely?

## Stage 4: Manage the situation

- Did anything unexpected happen?
- How can I be more prepared in the future?

Generally, the continuous improvement of situational awareness aids in error identification and prevention, contributing to structured learning processes and organizational learning. Situational awareness is a critical concept in the maritime industry, emphasizing the importance of understanding the environment for enhanced safety, task execution, and overall performance.

Source: <https://safety4sea.com>

## SPOT THE 6 DIFFERENCES:



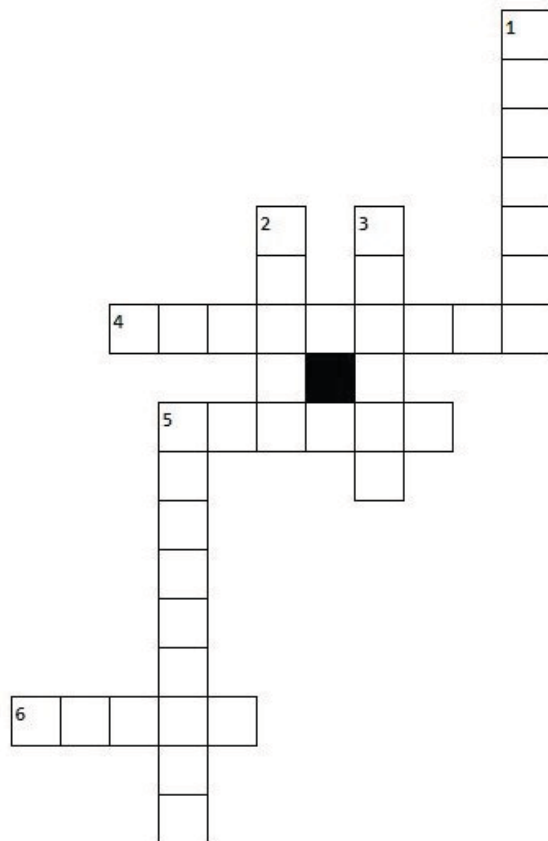
## EST Crossword:

### Across

- 4. A range of factors, in particular high-pressure or stressful situations, can cause a loss of situational \_\_\_\_, which, in turn, can lead to incidents.
- 5. Turkish parliament approves \_\_\_\_ NATO membership bid
- 6. Energy \_\_\_\_ EST Newbuilding vessel

### Down

- 1. One of the vessels that received a SPECIAL AMVER RESCUE AWARD for their successful S&R Operations
- 2. How many new ECAs could be adopted by spring 2025?
- 3. Winner of Australian Open men's title
- 5. Winner of Australian Open women's title



**Answers:**  
 Across: 4. Awareness, 5. Sweden, 6. Dione  
 Down: 1. Furous, 2. Three, 3. Sinner, 5. Sabalenka

## Turkish parliament approves Sweden's NATO membership bid



(CNN) — The Turkish parliament voted Tuesday to approve Sweden's NATO membership bid, bringing the Nordic country one step closer to joining the military alliance after months of delays.

Of the 346 members of parliament who voted, 287 were in favor of Sweden's accession and 55 voted to reject it. Four others abstained from voting.

The vote was the second step of Turkey's ratification process after the parliament's Foreign Affairs Commission approved the bid last month. Turkish President Recep Tayyip Erdogan can now sign the protocol into law.

The outcome on Tuesday cleared a significant hurdle for the Nordic country's accession into the military alliance, with Hungary now set to be the only member state that has not yet ratified Sweden's accession.

## China landslide death toll rises to 31 after dozens buried in freezing winter temperatures



(Hong Kong CNN) — The death toll from a landslide in southwest China has risen to 31, state media reported Tuesday, as rescue workers comb mud, snow and rubble in search of survivors.

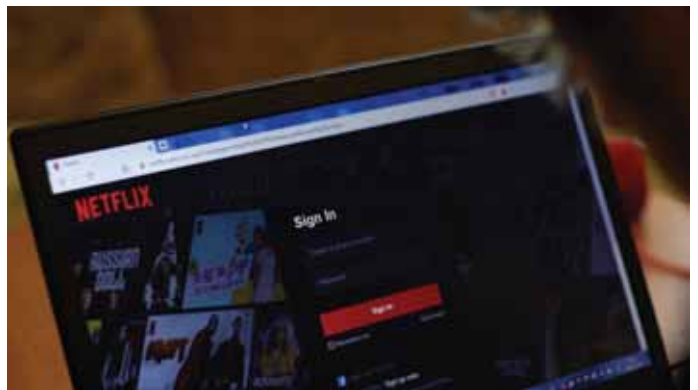
The landslide hit the mountain village of Liangshui in Yunnan province shortly before dawn Monday, burying 18 homes and dozens of people.

More than 1,000 rescue workers, with the help of dogs, drones and other devices, were searching through mounds of rubble in freezing temperatures for 13 people still unaccounted for as of Tuesday night, state-run news agency Xinhua reported. More than 900 people have been evacuated, Xinhua said.

The landslide was triggered by the collapse of a steep cliff at the top of the mountain slope, with the collapsed mass measuring about 100 meters (330 feet) wide, 60 meters high and 6 meters thick, Yunnan officials told a news conference on Tuesday, citing a preliminary investigation.

The collapsed area was about 150 meters above the village, the officials said, without explaining what caused the cliff to crumble.

## Netflix gains more than 13 million subscribers in the fourth quarter



(CNN) — Netflix announced a major boost in sign-ups in the fourth quarter on Tuesday, 23 January. The company added more than 13 million subscribers for the quarter, compared to Wall Street's expectation of 8.7 million.

While Netflix added 1.2 million paid subscribers in the fourth quarter in the US, much of the strongest subscriber growth came internationally from Europe and Asia.

Overall, Netflix now has a record number of subscribers at 260.3 million.

And investors seem to be cheering: Netflix's stock jumped more than 7% in after-hours trading Tuesday

## Aryna Sabalenka Successfully Defends Women's Australian Open Title, Defeating Zheng Qinwen in Dominant Fashion



**A**ryna Sabalenka successfully defended her Australian Open women's title on Saturday, dismantling China's Zheng Qinwen 6-3 6-2 in the final in Melbourne and completing a dominant tournament in which she did not drop a single set.

The Belarusian unleashed her supply of powerful groundstrokes from the very start, completely overpowering the No. 12 seed and pinning her far behind the baseline for the majority of the 76-minute

## Jannik Sinner Rallies from Two Sets Down to Win Men's Australian Open Final Over Daniil Medvedev, His First Grand Slam Title

**J**annik Sinner overcame a two-set deficit to defeat Russia's Daniil Medvedev 3-6 3-6 6-4 6-4 6-3 in a thrilling five-set final and claim the men's Australian Open title, becoming the first Italian man to win a grand slam since 1976.

The 22-year-old's remarkable comeback capped off a special tournament for Sinner, one in which he had defeated world No. 1 Novak Djokovic in the semifinals on route to his first-ever grand slam final and ended with his maiden major title.

Such drama provided a fitting finale for a tournament which has featured an incredible 35 five-set thrillers, equaling the Open Era record for any grand slam, as Medvedev raced to a two-set lead, initially heaping pressure on the young Italian who was left defending from every corner of the court in the wake of the No. 3 seed's precise, aggressive approach.

But, as the match went on, Sinner fought back, readjusted his own tactics and began outlasting his oppo-

long match.

Such a powerful display marked a continuation of Sabalenka's impressive tournament in which the world No. 2 swept aside every opponent on her route to the final in comfortable fashion.

And she clinched her second grand slam title in similar fashion, becoming the first woman to win two consecutive Australian Open titles since her compatriot Victoria Azarenka achieved the feat more in 2012-13.

"It's been an amazing couple of weeks and I couldn't imagine myself lifting this trophy one more time," the 25-year-old said on court afterwards. "It's an unbelievable feeling right now and I'm really speechless and as always, my speech is going to be weird. It's not my superpower but I'll try my best."



nent during longer rallies. Suddenly, he had won the third set, breaking Medvedev for the first time as the Russian served to stay in the set and the tide began to shift.

That momentum carried Sinner through the fourth and fifth sets as he overturned the deficit and became the youngest male player to win the Australian Open since 2008, as well as just the third Italian man to ever win a grand slam.

	Vessel	Flag	Class		Vessel	Flag	Class
1	Alora	BMA	BV	16	Energy Chancellor	IOM	DNV
2	Braverus	IOM	BV	17	Energy Commander	IOM	DNV
3	Citius	IOM	BV	18	Energy Triumph	IOM	DNV
4	Colossus	IOM	BV	19	Furious	IOM	BV
5	Constantia	IOM	BV	20	Gladiator	BMA	BV
6	Delphi Ranger	BMA	BV	21	Heroic Striker	IOM	BV
7	Divinus	IOM	BV	22	Imperius	IOM	BV
8	Dynamic Striker	IOM	BV	23	Jaguar Max	BMA	BV
9	Energy Achilles	IOM	BV	24	Livorno	IOM	BV
10	Energy Afrodite	IOM	BV	25	Magic Striker	IOM	BV
11	Energy Apollo	IOM	BV	26	Panther Max	BMA	BV
12	Energy Ariadne	IOM	BV	27	Puma Max	BMA	BV
13	Energy Artemis	IOM	BV	28	Taurus	IOM	BV
14	Energy Athena	IOM	BV	29	Virtuous Striker	IOM	BV
15	Energy Centaur	IOM	DNV	30	Warrior	BMA	BV

**Affiliated vessel**

**EST - New Building Orderbook**

	Vessel	Flag	Class	#	Hull Nr	Expected Delivery Date
1	Good Hope Max	IOM	BV	1	5095 tbn Energy Delos	December 2024
				2	5096 tbn Energy Dione	January 2025

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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](mailto:ism@ensh.com).



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