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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.

Shipping Industry Challenges During and After COVID-19

In a recent article in ELNAVI, Mr. Victor Restis, President of Enterprises Shipping & Trading S.A., refers to the challenges that the shipping industry is facing due to the COVID-19 pandemic. You may read the whole article herebelow:

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Shipping in post-Covid-19 era looks bright with a low-carbon future Greek shipowner Victor Restis is optimistic that shipping can chart a profitable course in the wake of the pandemic, but says IMO should review its approach to slow steaming



Victor Restis, President of Enterprises Shipping & Trading

Covid-19 has gripped every sector of the global economy. Like other transport industries, shipping has come to a virtual standstill. From containerships to oil tankers, vessels sit idle as we design a new normal that reopens economies in the safest way possible.

Coronavirus has caused a massive ripple effect across every aspect of our industry. In navigation, a captain can always look to the stars to find true north and set his course. Now he is metaphorically sailing under a starless night, traversing uncharted waters without navigational instruments. Figuratively speaking, we are sailing blind in a storm. Preventive measures have slowed supply-chain movement, in which shipping

plays a significant role. About 80% to 90% of world trade is carried by sea. According to the United Nations Conference on Trade and Development, China has seven of the world's 10 business container ports and has experienced mass disruptions, leading to profound impacts.

Dry Bulk hit hardest

In the early days of the pandemic, ports in Europe also felt the impact. The spread of the virus globally affected the markets and vessel operations.

The dry bulk sector – already experiencing a severe recession – was hit hardest, bringing rates to historic lows. Although the market was affected, the demand was there, albeit suppressed by the virus. It got worse. In February, analysis from Sea Intelligence showed container lines were suffering losses of between \$300m and \$350m per week as the effects of the virus hit global business, slowing the demand for good from China. In just one week, the study found 31 sailings were blanked in the transpacific and Asia-Europe trades. As we enter the fifth month of the pandemic, the news is looking bet-

ter. With China flattening the curve of new infections and countries initiating a phased approach to reopening, demand for items not deemed essential is beginning to go back up.

A big factor contributing to the uncertainty of container shipping is how world leaders react to investigations into China's role in the spread of the virus. Prosperity has a long history strongly tied to China, as it is a major trade partner and a key leader in shipbuilding and manufacturing.

It is unclear whether nations will demand a seismic shift to diversify production sites and supply-chain pathways. The US is already announcing a shift away from dependence on China for products and supplies.

If other countries follow suit, there will be a dramatic paradigm shift for the shipping industry, which depends heavily on globalization. Covid-19 has also fast-tracked the conversation about the climate change and the need for countries, governments and individuals to self-audit and change policies, industries and lifestyles, to curb the scientific community's cataclysmic climate forecasts.

Maritime emissions account for 3% of global carbon dioxide output, equal to that of the airline industry.

According to the World Economic Forum, if shipping were country, it would be the sixth – largest polluter. The IMO projects that shipping emissions will grow by between 50% and 250% by 2050. These ominous projections were made pre-Covid-19. Based on these figures, the industry needs to act aggressively to cut carbon levels to half of what they were before coronavirus.

For several years before the pandemic, the technology required to reduce carbon emissions faced great challenges, but we have been making significant strides, considering the demanding rules and regulations imposed within a concise period.

To achieve our ultimate goal – a carbon free environment – we must also listen to the technical experts who will guide us through each phase.

Technology is not the only factor. Slow steaming is another solution that can be implemented fairly by all parties involved. Most Greek shipowners support this option, and I think it needs serious re-evaluation. I believe shipping will rebound, surpass its pre-Covid-19 profit levels and achieve the required carbon reduction to half its 2008 level by 2050.

Building Resilience During the COVID-19 Pandemic

The unexpected global outbreak of the coronavirus disease has become a source of additional stress and adversity for many people. Seafarers especially may be exhausted and pushed to their limits by months of being stranded on board the ships, separated from their families and loved ones, without the possibility of shore leave while the whole world is under an unprecedented condition of lockdown.

In addition to the above, there are several port restrictions in place and changes in repatriation requirements with many countries altering their policies and refusing to allow crew changes. Although shipping companies and shipping organizations do their utmost to find solutions and overcome these difficulties, the seafarers themselves have to find new ways to maintain their mental health and become more resilient.

Resilience is the capacity to deal with challenging situations in our lives and bounce back from problems. Resilience can help us get through and overcome any hardship. Although we are all born with this ability, it can also be built up and improved with practice over the years and by learning new techniques. The Resilience programme that is already implemented on board EST Fleet aims to do just that,

by increasing and strengthening seafarers' capacity in dealing with life's ups and downs.

Additional strategies that can help:

The COVID-19 pandemic now presents additional challenges for managing mental health. Any life stressor can be out of our control to some degree. Questions like "How long will the pandemic last? When can we go back home? When can we stop social distancing? Wearing face masks?" are all valid, but they are also unknowns and uncertainties; we don't want to get stuck thinking about them over and over again.

Instead, we should focus on what is within our control such as: our understanding of the situation, our behavioral response to the stressor, our choice of whom we spend time with and our management of the daily routine. Research shows that when resilient people face adversity, they look for the good amid the stress. They engage with the controllable aspects of their lives – like family and personal health. They develop a healthy social support system of resilient role models, focusing on people who lift them up. Avoid those who are inflexible, fatalistic or catastrophize as they are not part of the social support system.

It has to be mentioned at this point that seafarers have already developed skills that the rest of the population will need to master in the future in order to manage the pandemic, such as the ability to stay isolated away from their family, friends and home for an extended period of time at a confined environment. These skills can now be put in good use and even improved during this crisis.

Don't forget: if you are feeling low or in need of someone to talk to and you are hesitant about talking to your colleagues on board or ashore, you can reach Mind Call: a dedicated CONFIDENTIAL emotional support helpline available to seafarers 24 hours per day, 7 days a week, 365 days per year.



Call

[+44 191 2353917](tel:+441912353917)



Email

contact@mindcall.org



Live Chat

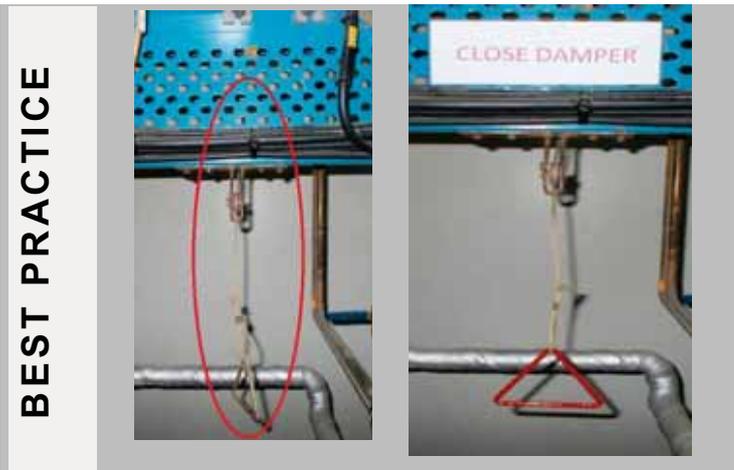
Chat to an advisor

“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/V Alora, **2nd Engineer Mazur Volodymyr**
- M/T Energy Commander, **Chief Officer G. Grabovenko**
- M/V Gladiator, **Third Officer Shepel Mykola**



Risk
 In the event of an emergency, the release handle cannot be easily located by the crew.

Action taken by crew
 A “CLOSE DAMPER” notice was posted above the release for the crew to see.



Hazard
 Deep tray not easily visible or noticed by the crew passing-by.

Risk
 Injury for tripping over the deep tray.

Action taken by crew
 The deep tray was painted in yellow striperes so as to be noticed by the crew when passing by.



Hazard
 Damaged placards

Risk
 In case of emergency the crew will not be able to follow the safety procedures

Action taken by crew
 Placards were renewed. The “Muster station notice” was stenciled on the top at a height that the crew could easily see.

Best Practice-M/V Constantia

We would like to thank **Third Officer Ballarta, Dan Laurence of m/v Constantia** for sending us his Best Practice.

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.

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



The main transmission with COVID-19 is respiration (inhalation of droplets from another person's exhalation, especially if the person coughs, sneezes or talks) and transmission through contact (touching an infected area and then coming into contact with the face / nose).

The crew on mv Constantia has reinforced their sanitation procedures to reduce the risk of transmission during firefighting drills.

Specifically, during firefighting drills, the SCABA face mask is disinfected thoroughly by using 90% alcohol before being used again by another crew member so as to prevent contamination onboard.



"IDEA" Program: Thank You! mv Panther Max and mv Constantia



We would like to thank 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/V Panther Max
- MV Constantia

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.



What Makes Risk Assessments More Meaningful



vented this incident from occurring such as at least one senior crew member to be assigned to the task, consider the use of trolley or other mechanical means to transport the bottles, do not transport the bottles without the safety cap in place, and the risk of long lasting back injury if bottles are lifted using only body strength.

To better understand risk assessments, Gard provides a scenario.

Empty compressed gas cylinders were to be transported from aft deck to the mid ship area so that they could be lowered to the jetty and sent ashore.

A cadet and an ordinary seaman are assigned to perform the task without receiving a briefing. The job had been planned by C/O in the morning and a risk assessment had also been completed and filed.

They found it physically challenging lifting the bottles by hand but nonetheless continued working that way. While maneuvering over one of the numerous obstacles on deck, the bottle slipped out of their hands and fell onto the deck and the valve opened. There was a slight pressure remaining in the bottle but fortunately not enough to make it react violently.

The ordinary seaman also reported suffering from back pain afterwards and that continued for several months. The risk assessment document which had been filed had several points which could have pre-

Transferring the knowledge from the paper document to the crew member to make him aware of the hazards and control measures does not take much time.

In this example, Gard says that it would have taken no more than a few minutes to have a tool box talk

with the crew members to discuss the task. It is advisable to involve the crew members performing the job in the risk assessment process.

This is also highlighted in the Code of Safe Working Practices (2015 edition – Amendment 4, October 2019). It states that “When carrying out a toolbox talk, it is important to

actively involve those carrying out the work and others who may be at risk”.

In addition, walking around the work site and engaging the crew in a discussion on hazards and control measures can help in making the risk assessment process more purposeful. This will help them in developing a safety mindset and maintain a better awareness of their work environment.

“When carrying out a toolbox talk, it is important to actively involve those carrying out the work and others who may be at risk”.

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 Eng. S. Kosyanenko of MT Energy Commander
- ☆ 2nd Eng. I. Karakash of MT Energy Puma
- ☆ Chief Officer Arthur A. Bellosillo of MV Citius
- ☆ Chief Petty Officer Brent F. Loquias of MV Citius

- ☆ Chief Petty Officer Tadeos Samson of MV Constantia
- ☆ Messman Vladimir Kovalchuk of MT Energy Panther
- ☆ Cadet Mark Avin Sta Ana of MV Constantia
- ☆ 4th Engineer B. C. Demetiez of MV Olympius

UNSAFE CONDITIONS-ELECTROCUTION HAZARDS



What happened: During safety round in E/R, the cover of pressure transmitter Provision Refrigerating Compressor no. 2 was found broken.



What happened: During safety round the fuse box was found open with exposed wires.



Hazard: High Risk of electrocution , leading to serious injury.

BEST PRACTICES



Garbage Bins not properly marked as per Category.

Hazard: Not properly segregated garbage can lead from minor to major offense in the port of destination



Hand tools and equipment not properly stored.

Hazards:

1. Loss of work time
2. During bad weather, not properly secured tools can fall causing damage.

Good housekeeping is essential in order to maintain a safe workplace onboard a vessel

UNSAFE CONDITION: Galley Health & Hygiene



Finding:

During weekly Health & Safety inspection, it was observed that on dining table there was a plastic bottle with vinegar similar to a bottle of water.

Hazard: Ingestion by mistake and throat burn

UNSAFE CONDITION: Food Safety



Finding:

During looking for condiments in the galley additional food portions were found placed inside the galley drawer without proper protective cover.

Hazard: Leftovers are exposed to germs, bacteria and insecticides

Leftovers should be covered with plastic cling and stored in the fridge not longer than 2 days.



UNSAFE ACT: Handling Chemicals without PPE



What happened: During rounds in Steering Gear Room noticed one crewmember was handling chemicals without gloves, face and body protection.

HIGH RISK: PSC DETAINABLE DEFICIENCY



During arrival at Port Hedland the stbd side fresh water tank was almost empty, activating the fire alarm indicator of the Hyper Mist Fire Alarm System.



Importance should be given on monitoring the water tank levels of the Hyper Mist System.

Ships with Zero PSC Deficiencies (Monthly)

No.	Ship	Captain	Date	Port	Country
1	Dynamic Striker	Viktor Syery	04/08/2020	Oita	JAPAN
2	Jaguar Max	Efren R. Alonzo	08/08/2020	Surabaya	INDONESIA
3	Warrior	Vitaliy Skidanov	25/08/2020	Venice	ITALY
4	Virtuous Striker	Maksim Dorofeev	26/08/2020	Bilbao	SPAIN
5	Taurus	Tirso O. Pesalbon Jr.	27/08/2020	Port Hedland	AUSTRALIA

IMPORTANT REMINDER!

During an Internal ISM remote audit the following observation was issued:

“Snap back zone markings on FWD, AFT and midship (FWD & AFT spring) mooring stations were not marked in accordance with the requirements of the latest edition of Code of Safe Working Practices”

As per COSWP **para 26.3.2**, Owing to design of mooring deck, the entire area should be considered a potential snap-back zone. All crew on mooring deck should be made aware of this with clear visible signage.

26.3.3. The painting of snap back zones on mooring decks should be avoided because they may give a false sense of security.

Correction:

Old marking of Snap Back zones to be removed/ overpainted. Borders of mooring areas to be marked together with arrows indicating the location of Snap Back Zone area and warning notice **“SNAP BACK ZONE – DANGER AREA”** to be stenciled.



Loss of Rescue Boat Stresses Importance of Wire Rope Maintenance



DMAIB issued an investigation report on the accidental fall of a rescue boat from the oil products tanker TORM MAREN, while off the coast of Guinea, on 1st April 2020.

The investigation established that the condition of the wire rope was not recognised as being detrimental to the functioning of the rescue boat system.

On 1 April 2020 TORM MAREN was located approx. 115 nm off the coast of Guinea. While adrift, it was decided to conduct a rescue boat drill and thus the boat was lowered with three persons on board.

As the crew was about to bring the rescue boat into the cradel, the boat fell into the sea, approximately 17 meters.

All three crew on board the boat suffered serious injuries.

Preliminary investigation found that the wire lifting

rope was severely corroded which caused it to part during retrieval of the rescue boat. The reason why the condition of the wire rope was not recognised as being detrimental to the functioning of the rescue boat system was a combination of three factors:

- Firstly, the manufacturer's manual and PMS which did not specify how to assess the condition of the wire rope.
- Secondly, an absence of training in assessing the wire rope's condition.
- Thirdly, the PMS activities were compartmentalised which in practice meant that only one person was assessing each component.

<https://safety4sea.com>

Wrong Charts Contributed to Wakashio Accident, Says Panama



The Panama Maritime Authority has officially joined the investigation into the grounding of the MV Wakashio in Mauritius, revealing new details about the final voyage.

According to the AMP and based on information that is available, the ship made a course change on July 25 prompted by a crew member's birthday that would take the vessel within 5 miles of Mauritius, close enough to pick up cell phone and internet signals.

The MV Wakashio grounded off Mauritius' Pointe d'Esny at approximately 1925 LT, about an hour and a half after the last position was recorded in the ship's ECDIS, the AMP said.

Wakashio's Captain and Chief Officer have been arrested and charged with "endangering safe navigation" under the country's Piracy and Maritime Violence Act and remain in custody in Mauritius.

The AMP says proper seamanship should have allowed plenty of time to take appropriate action to correct the ship's course and avoid the accident. Attempts by the Mauritian Coast Guard to contact the vessel were un-

successful until after the grounding.

The AMP has also revealed the chart displayed on the Wakashio's ECDIS was the wrong chart and wrong scale.

"The lack of supervision and monitoring of the navigation equipment, the distraction generated when the officer of the watch totally loses the course of the navigation and an 'excess of confidence' during the watch, are indicated among the causes that could cause the grounding and sinking Partial vessel on a coral reef off Mauritius," the statement added.

The AMP says it is now awaiting the results of interviews with the Wakashio's Captain and Chief Officer. It has also requested access to the ship's VDR and other "essential ship navigation documents".

<https://gcaptain.com/>

Republic of Korea

SO_x ECA and Vessel Speed Reduction Program

The South Korean Ministry of Maritime Affairs and Fisheries ("MOF") has announced an air quality control programme that defines selected South Korean ports and areas as Emission Control Areas (ECA). A programme with maximum sulphur limits (0.1%) and speed limits will support the effectiveness of the programme.

The following ports/areas are covered by the air quality control programme:

- Incheon, Pyeongtaek, Dangjin Area
- Yeosu, Gwangyang area
- Busan
- Busan(west) area
- Ulsan area

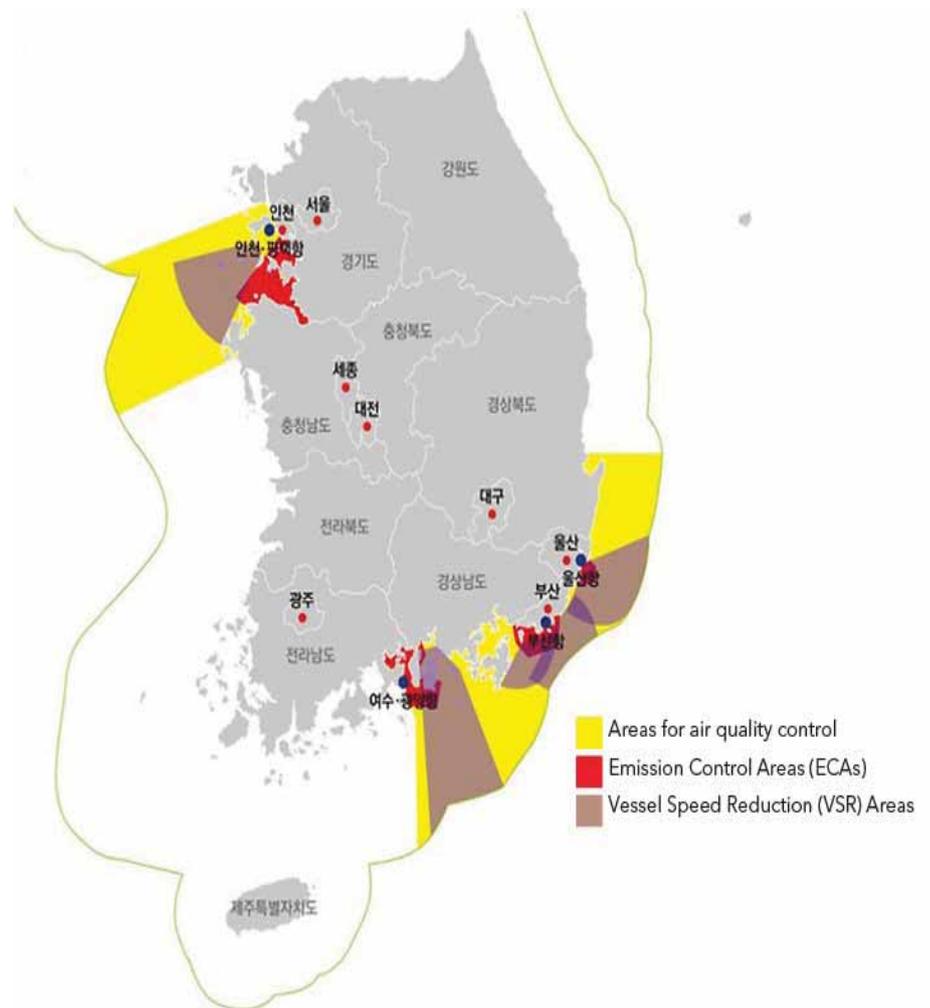
To reduce particulate emissions from ocean going ships in its ports, South Korea has released a "special act on improvement of air quality in port areas". Find out more about the Korean ECA and its Vessel Speed Reduction (VSR) programme in this statutory news.

The air quality control initiatives in South Korea consist of two parts:

1. Sulphur restriction

1) From 1 September 2020 it is mandatory to use fuel with max. 0.1% sulphur content while berthing. Vessels will be required to use max 0.1% sulphur fuel when berthing/anchoring for the times set out below:

- ◇ **Berthing:** 1 hour after completion of berthing until 1 hour before de-berthing.
- ◇ **Anchoring:** 1 hour after completion of an-



choring until 1 hour before leaving anchor.

2) From 1 January 2022: It will be mandatory to use fuel with max. 0.1% sulphur content while navigating ECAs.

2. Speed reductions

The port areas selected will be designated as "VSR programme Sea Areas". Each Sea Area will span 20 nautical miles in radius, measured from a specific lighthouse in each port. Ships should navigate no faster than a maximum speed of 12 knots for container ships and car-carriers, 10 knots for other ship types, when moving from starting point to an end point within a Sea Area.

**BE CYBER AWARE
AT SEA**

RANSOMWARE

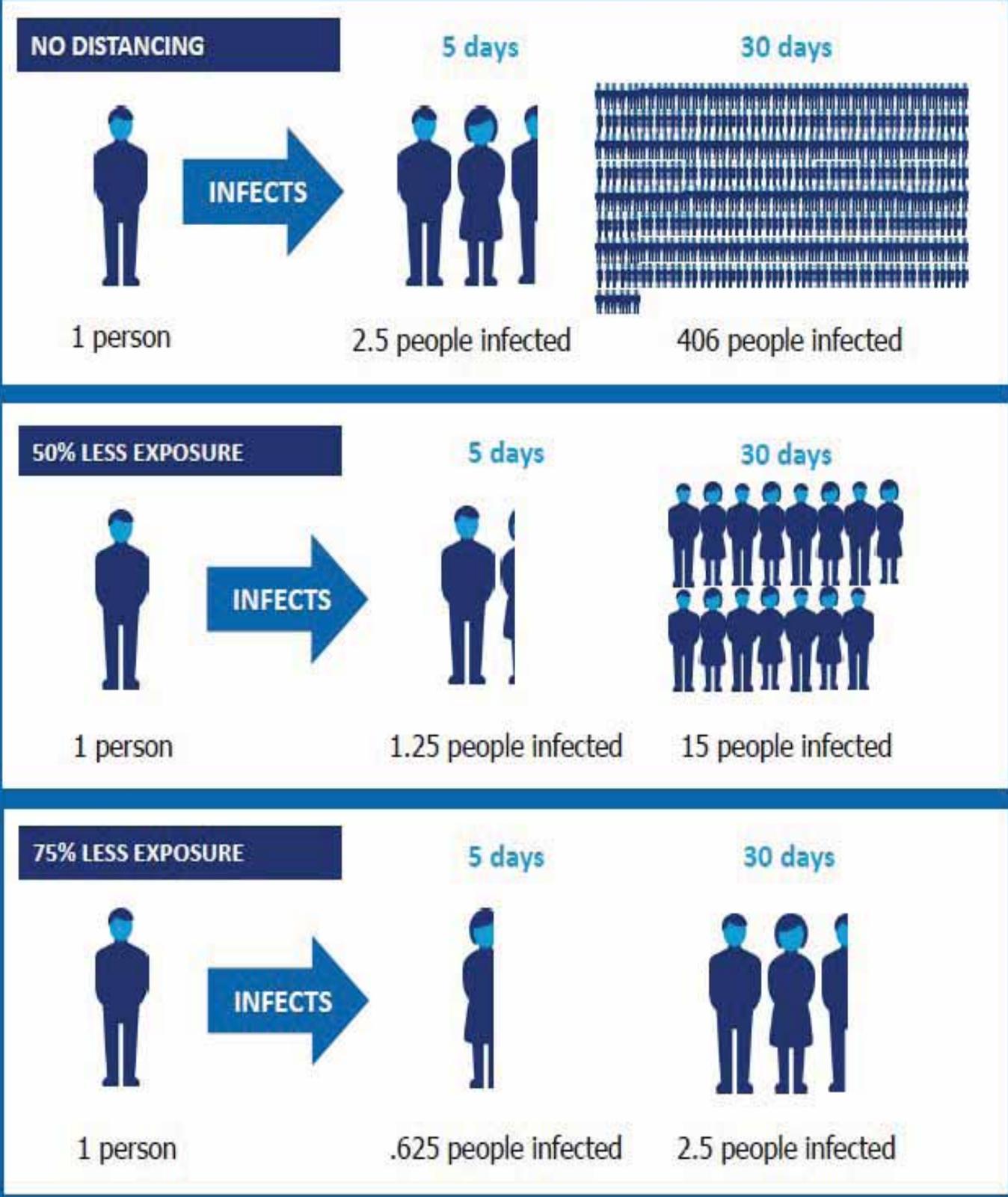
CYBER CRIMINALS CAN BLOCK ACCESS TO YOUR FILES UNTIL A LARGE SUM OF MONEY IS PAID



At the very minimum use reputable antivirus software and a firewall - ensure that all systems and software are up-to-date with relevant patches to better protect your files



how physical distancing can help prevent the spread of infection



Quick Full Body Exercise

BATMAN
WORKOUT

10 sets
or as many as
you can do

© neillarey.com
rest between sets
up to 3 minutes

10 reps each

1. squats
2. push-ups
3. climbers
4. tricep dips
5. cross punch sit-ups
6. jumping lunges
7. side plank crunches
8. leg raises
9. bicycle crunches

Tenet Movie Review : Nolan's Complex yet Visually Stunning Cinematic Experience

The world is about to end and the time is ticking, but backwards. Well, for most part. Writer-Director Christopher Nolan's mysterious magnum opus is a film full of an eventuality that feels quite surreal in the precarious times we live in. 'Tenet'



opens with a bang as a packed National Opera House in Kiev is invaded and is about to be blown to bits. This is a pre-cursor to quite a few such instances that infuse a dose of action and excitement even when the film's rather convoluted plot might bog you down. But that said, the overarching idea of its plot is fairly simple. It's about saving the world from an insanely powerful Russian arms dealer Andrei (Kenneth Branagh), who could go back and forth in time. Now, the idea is to beat him at his own game. But in execution, 'Tenet' is every bit the high-concept, make-believe and far-fetched flight of imagination that blends action, adventure and intrigue. And Christopher Nolan manages to use many of these opportunities quite effectively.

Our hero John David Washington (known only as the Protagonist) is explained the concept of 'temporal inversion' and sent off on a top-secret mission to save the world. He is joined by his British counterpart Neil (Robert Pattinson), whose origins remain a mystery throughout. The mission takes him places including Mumbai, where he breaks into a wealthy arms dealer's house for information where his wife Priya (Dimple Kapadia), gives him cryptic leads that cannot always be trusted. But it's only when he meets Andrei's estranged wife Kat (Elizabeth Debicki) that he realizes the full potential of just how complex and diabolical the situation is.

The film's screenplay keeps underlining and explaining its layered plot about technology that can reverse

time. Thankfully, it does so with stunning cinematography (Hoyte Van Hoytema) and action-packed scenes that are executed with a natural flair and finesse. The idea of going back in time where everything moves in reverse, creates a visually appealing imagery. And the original background score (Ludwig Göransson) is so unique and immersive that it builds just the right amount of urgency and tension.

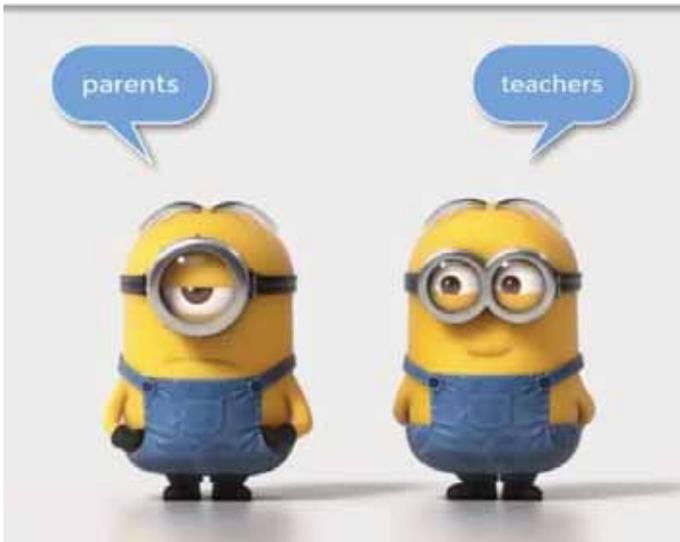
Everyone is quite aptly cast including Dimple Kapadia, who lends a certain gravitas to her enigmatic character of a powerful Indian woman. Her role is not only crucial but also quite fascinating in the way she deals with the Protagonist. Robert Pattinson is charming but remains strictly in a supporting role, never overshadowing the Protagonist, played quite effectively by John David Washington. John's brooding persona and non-sense dialogue delivery is impactful. Elizabeth Debicki is honest in her part as an abused wife held to ransom by her chauvinist husband, but could have been more convincingly written. Kenneth Branagh's character of Andrei is quite the caricature of a Russian Mafioso with a typical accent and snarling dialogue delivery.

Just like most Nolan films, this one too demands full attention from its viewer, yet there is no guarantee you will comprehend the film's nuanced narrative in its totality. But that doesn't take away from enjoying the cinematic experience of Nolan's vivid imagination that is skillfully portrayed on the big screen.

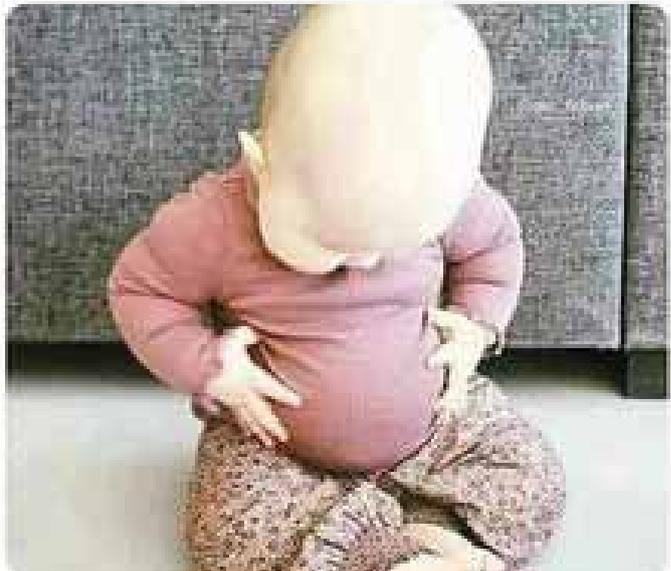
The secret to enjoy 'Tenet' lies in what a scientist, who is explaining inversion tells the Protagonist, "Don't try to understand, feel it."

JOKES:

DISTANCE LEARNING



Me checking for my abs after I do two sit-ups



I washed my hands so much due to #CODVID19, that my exam notes from 1995 resurfaced



How people set the alarm:

Others:
"7 AM"

Me:
"6:30 AM, 6:35 AM, 6:40 AM
6:45 AM, 6:50 AM, 6:55 AM, 7 AM"

I WONDER HOW COPS ON BIKES ARREST PEOPLE?

"ALRIGHT NOW GET IN THE BASKET."

DIET RULE #1:

IF NOBODY SEES YOU EATING IT, IT DOESN'T CONTAIN ANY CALORIES.

Police: *knock knock"
Me: Who is it?
Police: Police!
Me: wat do u want?
Police: to talk
Me: How many r u?
Police: 2
Me: talk to each other

gapbagap.com

WHO: 'There's No Silver Bullet' against COVID-19



WHO Director-General Tedros Adhanom Ghebreyesus

3 AUG-The World Health Organization, or WHO, warned that there might never be a “silver bullet” or an extraordinary solution like a perfect vaccine against COVID-19.

WHO Director-General Tedros Adhanom Ghebreyesus urged nations to strongly enforce health measures. They include wearing face coverings, social distancing, hand-washing and testing. He said face coverings should become a symbol of togetherness around the world.

“A number of vaccines are now in phase three ... trials and we all hope to have a number of effective vaccines that can help prevent people from infection. However, there’s no silver bullet at the moment - and there might never be,” he noted. The WHO chief also pointed to some concerns. “We may not have a vaccine that may work, or its protection could be for just a few months, not more ... Until we finish the ... trials, we will not know.”

Greece ready to spend more to boost its armed forces, finance minister says

ATHENS 31AUG.(Reuters) - Greece is ready to spend part of its cash reserves to support its armed forces as early as this year, the country’s finance minister said on Monday, after years of belt-tightening in defence spending.

During its decade-long debt crisis which erupted in late 2009, Greece slashed its defence spending under the terms of three international bailouts that helped it stay afloat. Greece emerged from its third bailout in August 2018.

In an interview , Finance Minister Christos Staikouras

said that his mandate includes “supporting the armed forces’ prevention force”.



Greek Finance Minister Christos Staikouras

He made the comments as tensions between Greece and its NATO Turkey ally have escalated over energy resources in the eastern Mediterranean region.

“We, the finance ministry, will do everything possible to support the government’s decisions in this area,” Staikouras said.

Putin's vaccine meets opposition from frontline workers in Russia

6 SEPT. Moscow (CNN)-Vladimir Putin announced the approval of Russia’s Sputnik-V coronavirus vaccine on August 11 amid much fanfare, saying it works “quite effectively” in forming a stable immunity. Speaking on Russian state TV at the time, Putin said his daughter had a slightly higher temperature after each dose of the two-stage coronavirus vaccine, but that “Now she feels well.”

Russian authorities have singled out teachers -- as well as doctors -- as key workers who will get access to the vaccine first, even before crucial phase 3 human trials have finished.

But that’s not gone down well with some sections of these frontline workers who don’t buy Putin’s claims of the efficacy of the vaccine.

On September 1, Russian classrooms reopened for the first time since March amid the Covid-19 pandemic -- the same day the country surpassed 1 million coronavirus cases. Teachers were meant to be among the first to benefit from Russia’s new coronavirus vaccine. But CNN is learning that few -- if any -- have so far taken up the offer to be vaccinated.



Moria migrants: European countries agree to take minors after fire

Continue on page 18



11 Sept (BBC)-10 European countries have agreed to take 400 unaccompanied minors who fled Greece's largest migrant camp when it was destroyed by fire. Close to 13,000 people had been living in squalor in the Moria camp on Lesbos. How to deal with the mass arrivals of migrants, mainly to Italy and Greece, has divided the EU for years.

Oregon wildfires: Half a million people flee dozens of infernos



11 Sept (BBC)- More than half a million people in the US state of Oregon are fleeing deadly wild-

fires that are raging across the Pacific Northwest. Fanned by unusually hot, dry winds, dozens of fires are sweeping the state, and at least one is being treated as suspected arson. Governor Kate Brown said the exact number of fatalities was not yet known, though at least four were confirmed. More than 100 wildfires are currently scorching 12 western US states. The worst affected are Oregon, California and Washington, where entire towns have been destroyed.

Russia, China and Iran hackers target Trump and Biden

Hackers with ties to Russia, China and Iran are attempting to



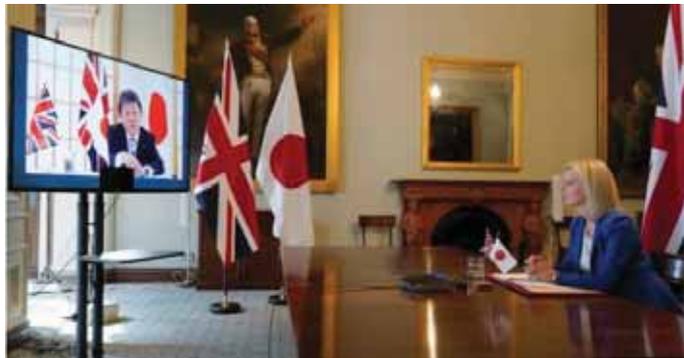
snoop on people and groups involved with the US 2020 presidential election, Microsoft says.

The Russian hackers who breached the 2016 Democratic campaign are again involved, said the US tech firm.

Microsoft said it was "clear that foreign activity groups have stepped up their efforts" targeting the election.

Both President Donald Trump and Democrat Joe Biden's campaigns are in the cyber-raiders' sights.

UK signs first major post-Brexit trade deal with Japan



The UK has struck its first major post-Brexit trade pact after signing a deal with Japan that aims to boost trade between the countries by about £15bn.

International Trade Secretary Liz Truss said it was a "historic moment". She said it would bring "new wins" for British businesses in manufacturing, food and drink, and tech industries.

Critics said while the deal may be of symbolic importance it would boost UK GDP by only 0.07%, a fraction of the trade that could be lost with the EU. The deal still needs approval by Japan's parliament, which the country's Foreign Minister Toshimitsu Motegi forecast would be passed by January.

Philippines Pardons U.S. Marine In Killing Of Transgender Woman

Philippines President Rodrigo Duterte has granted "an absolute pardon" to U.S. Lance Cpl. Joseph Scott Pemberton convicted of killing a transgender woman in 2014.

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The surprise move to free the 25-year-old American Marine comes just days after the president's office said it would intervene to block his early release.

The pardon has angered Philippine nationalists who resent the U.S., and gay and transgender groups who fear the decision encourages hate crimes against them.

Pemberton was sentenced in 2015 to a term of six to 12 years for homicide, a sentence that was later reduced to 10 years. Prosecutors sought the more serious charge of murder but the judge at the time downgraded the charge because the element of "treachery" had not been proved.

Pemberton, then 19, and 26-year-old Jennifer Laude had met in a nightclub outside Subic Bay, a former U.S. naval base, when he was in the Philippines for joint military exercises in 2014. Closed circuit television video presented at trial showed the two entering a hotel together, and he is seen leaving alone. A hotel worker found Laude dead, her head slumped over a toilet with a broken neck.



Hearing of his release, a lawyer for Pemberton quoted the serviceman as saying, "I am very happy." Attorney Rowena Garcia-Flores said when she met with him a few days ago, he expressed a willingness to apologize to the Laude family, even belatedly.

A lawyer for Laude's family called the pardon "revolting" and said it makes "a mockery of the judicial and legal systems in the Philippines."

 sz, kg, ats

'The only regret I have is not hitting this idiot in the face' - Neymar alleges racism led to red-card incident



NEYMAR INSISTED HE had been the victim of racism as he was one of five players sent off in a mass brawl at the end of Marseille's 1-0 win over Ligue 1 champions Paris Saint-Germain on Sunday.

PSG's Brazilian star appeared to accuse Alvaro Gonzalez of calling him a "monkey" in a series of furious tweets after he was sent off in injury time for slapping the Marseille defender on the back of the head.

"Look at the racism. That's why I hit him," Neymar, who was returning from coronavirus quarantine, said as he left the pitch. Gonzalez later denied making a racist comment.

"The only regret I have is not hitting this idiot in the face," Neymar, the world's most expensive player, tweeted after the game.

Neymar was red-carded after a VAR review, while teammates Layvin Kurzawa and Leandro Paredes were also sent off. Marseille striker Dario Benedetto and defender Jordan Amavi were also expelled. "It's easy for VAR to show my 'aggression'. 'Now I'd like to them to show the image of the racist who called me a 'MONKEY SON OF A BITCH'. I'd really like that!'" Neymar tweeted.

 sz, kg, ats

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

EST - New Building Orderbook

#	Hull Nr	Name	Expected Delivery Date
1	S-1914	Energy Apollo	Nov. 2020
2	S-1915	Energy Athena	Feb.2021
3	S-1916	Energy America	Mar. 2021

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.



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