



EST Newsletter

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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.

EST Becomes a Signatory of "The Neptune Declaration on Seafarer Wellbeing and Crew Change"



It is with great pride to announce that EST S.A. has joined other industry leaders and shipping organizations to become a signatory of "The Neptune Declaration on Seafarer Wellbeing and Crew Change".

At a time when additional travel bans are being imposed as a response to the newly discovered strains of COVID-19, the matter of seafarers being stranded on board ships has turned into a global humanitarian crisis.

Recognizing that resolving this crisis is a shared responsibility, we stand by the principles of *Neptune Declaration*, along with over 650 signatories, and we are committed to take any possible action to ensure that the crew change crisis comes to an end.

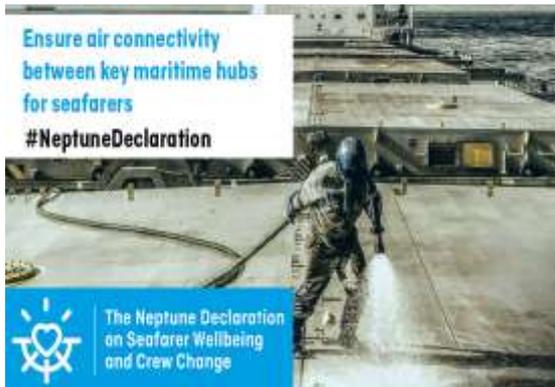
The four main actions supported by *The Neptune Declaration* to address the crisis are the following:

Action #1: Recognize seafarers as key workers and give them priority access to Covid-19 vaccines

Action #2: Establish and implement gold standard health protocols based on existing best practice

Action #3: Increase collaboration between ship operators and charterers to facilitate crew changes

Action #4: Ensure air connectivity between key maritime hubs for seafarers.



m/v Helvetia One Search & Rescue

On 26/01/2021, Captain Vitaliy Gubenko of m/v Helvetia One received instructions from Philippine Coast Guard Command Center, to proceed to position Lat. 14° 34' N, Long. 126° 42' E and render necessary assistance to a fishing vessel which was in distress.

M/V Helvetia One arrived at the position on 27/01/2021 and approached FV No 96 Oyang at a safe distance, expecting further instructions. The vessel had no crew onboard, since they had abandoned ship due to a fire and collected by the Coast Guard.

Vessel's engines had died and m/v Helvetia One was requested by the PCG Command Center to tow the vessel to the nearest Philippine port. Unfortunately, towing was not possible since m/v Helvetia was in ballast condition and the fishing vessel's length was approximately 45m. As such, the Master was instructed to remain at the area, until the tugboat assistance arrived.

Tugboat assistance arrived on 28/01/2021 and our M/V Helvetia One was disengaged and proceeded to her next destination, after receiving Coast Guard's appreciation remarks for the Captain's and crew's efforts in promoting safety of life at sea.

We would also like to congratulate Captain Vitaliy Gubenko and all crew onboard m/v Helvetia One for their professional conduct and good seamanship practice during this SAR operation!



What's New in the QHSEMS?

Tankers QHSEMS

1. WIM, Part III, Section B "Navigation" - version 0.5
2. WIM, Part III, Section C, Ch.3, § 3.14 "Radio Equipment" - version 0.2
3. WIM, Part III, Section D, Ch .9, § 9.1.2 "Tank Washing Atmosphere" - version 0.2
4. WIM, Part IV , Section A "SHOREBASED Contingency Planning" - version 0.4
5. WIM, Part IV ,Section B "Shipboard Contingency Planning" - version 0.3
6. EMM, Section F, MRV plan - MT Energy Triumph - version 0.2
7. EMM, Section C - version 0.2
8. MLC Training Manual - version 0.2
9. Form ESTSA 809 "TIES Inspection and Training Form" - version 1.2
10. Form ESTSA 273 "Checklist 1 Pre Fixture Information" - version 0.2

11. Form ESTSA 171 "Training for mooring crane operations" - version 0.2

New Uploads (Tankers):

- Live Messages 091-125
- EMM, Section F, MRV Plans - all vessels
- EMM, Section E, SEEMP Part II (DCS) - all vessels

Bulkers QHSEMS

1. MLC Training Manual - version 0.2
2. WIM Section B "Safety & Health" - version 0.3
3. WIM Section B1 "Permit System" - version 0.2

New Uploads (Bulkers):

- Technical Manual-Chief Engineer's Circulars
- Warrior-IHM Manual
- EMM, Section F, MRV Plans - all vessels
- EMM, Section E, SEEMP Part II (DCS) - all vessels
- ECDIS Issues
- Recovery of Persons from Water – all vessels

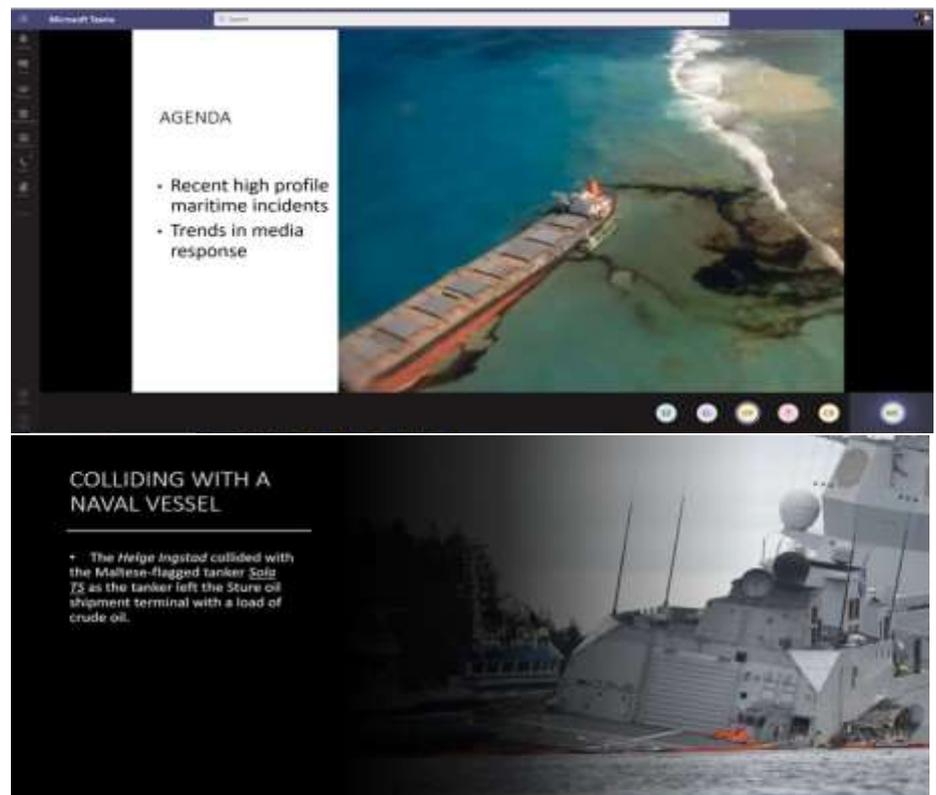
We take this opportunity to remind you that any feedback, suggestions for revisions or QHSEMS improvement are more than welcome and can be submitted to the QHSE department through a DCR ([Nav-Dynamics](#) → [DM Library](#) → [New Change Request](#)) or via the Master's Review.



MTI Briefing & Lessons Learnt

A number of high profile incidents and the latest trends in media response following a casualty, was the main topic of discussion between MTI Network and EST members of the crisis team during the online briefing that was carried out on Wednesday 13 January 2021.

The virtual briefing was hosted by our emergency media response providers, who shared their observations and valuable lessons learnt from some of the recent high profile maritime incidents and issues that they have been involved with.



“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 Delphi Ranger, Chief Officer Ustenko Oleksy
- M/T Energy Panther, 3rd Engineer Victor Vozdvizhenskiy
- M/V Colossus, 3rd Engineer I. Kesler



UNSAFE CONDITION



Hazard:
Emergency eye wash kit stored in an inaccessible place

Risk:
Eye injury from being exposed to chemicals

Correction:
The Eye Wash Kit was placed in a visible position for immediate emergency use.

UNSAFE CONDITION



Hazard:
Floor pallets in galley room arranged in a disorganized manner.

Risk:
Injury from a fall

Correction:
The pallets were properly placed without caps in between

UNSAFE CONDITION



Hazard:
Air hose was set across the stair head

Risk:
Serious injury from tripping and falling down the stairs

Correction:
The air hose was placed parallel to the staircase for safe access of the crew

Best Practice by m/v Constantia

We would like to thank Chief Officer, Lara Jan Michael of mv Constantia for providing us this 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.



In compliance with company's "COVID-19 Outbreak Management Plan", the crew onboard m/v Constantia took all the precautionary measures to avoid the spreading of COVID-19 while 17 visitors boarded the vessel. The crew wore the appropriate PPE and did not allow the uncontrolled boarding of visitors. They checked visitors' body temperatures twice and thoroughly examined their health condition and possible exposure to COVID-19 for the past 14 days prior boarding the vessel in accordance to "Visitor Health Declaration for COVID-19" (Appendix C of the plan).

REMINDER: If body temperature exceeds 37.3 celcius, the visitor should not board the vessel.



"IDEA" Program: Thank You! Mv Constantia & Panther 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/V CONSTANTIA
- M/V PANTHER 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.



Fatigue Risk Management

Did you know that lack of sleep is a big cause of workplace incidents and accidents?

Research shows that if you have been awake for 17 hours or more, your performance is as if you had a Blood Alcohol Concentration (BAC) of 0.05%!

Sleep is as important as food and water, so it's essential we get enough of it for peak health and performance.

Good sleep can improve your mood, how well you can cope with life and how well your immune system functions. It also helps keep blood sugar and weight steady and even reduces your risk of cancer.

Not enough sleep can lead to fatigue. Fatigue is dangerous because you may not even recognize just how fatigued you are and it may put you and your colleagues at risk. Fatigue affects anyone, regardless of skill, knowledge, experience or training.

There are many reasons you may be fatigued. These can include being awake when your body wants you to sleep, such as working at night, how long you have been awake, and/or the amount and quality of sleep you have had.

Fatigue symptoms

What does fatigue look like?

Fatigue is defined by the Association of Oil and Gas Producers (IOGP) as **'a lack of mental alertness, or drowsiness, arising from lack of sleep. It does not include effects of physical effort, exposure to heat, or stress, etc.'**

Some of the warning signs of fatigue are:

- Not being able to stay awake (e.g. eyes not fully opened, red eyes, frequent eye blinks)
- Moodiness
- Poor decision making (e.g. judging risk, speed, distance and time)



- Slow responses
- Finding it hard to concentrate, taking more risks
- Clumsiness, reduced situational awareness, poor coordination
- Headaches and dizziness
- Loss of appetite or overeating

Fatigue can affect all parts of our lives, from mood, work, relationships, health and more. To understand how risky fatigue can be, you can read some real-life examples from seafarers across the world.

Managing fatigue

Here are some tips on how to look after yourself so you can improve your sleep and reduce fatigue:

Do's for seafarers

1. Keep good sleeping habits/routine also known as proper 'sleep hygiene'
2. Eat healthy meals regularly
3. Take well-timed naps, a nap of 20mins or so can be beneficial but be aware of sleep inertia and give yourself time to wake properly before doing anything, at least 10-15mins.
4. Exercise regularly
5. Drink enough water, stay hydrated
6. Use relaxation techniques (i.e. meditation, yoga, listen to music, read a book you have already read, write in your journal etc.)

Source: maritimewellbeing.com

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:

- ☆ Electrician A. Ke C. Rojo of MV Puma Max
- ☆ Deck hand P. M. Camarillo of MV Taurus
- ☆ Chief Off. P. Arshak of MT Energy Chancellor
- ☆ 2nd Off, A. Gakaev of MT Energy Triumph
- ☆ Chief Off. V. Senatev of MT Energy Progress
- ☆ 2nd Eng. S. Virshych of MV Helvetia One
- ☆ Bosun R. G. Gangcuangco of MV Furious
- ☆ Chief Off. I. Ponomarev of MT Energy Patriot
- ☆ Chief Off. G. Grabovenko of MT Energy Commander

BEST PRACTICE



What happened:
The ship's laundry room hand iron was not equipped with red safety light when the power was switched on.
Hazard: Fire hazard

UNSAFE ACT



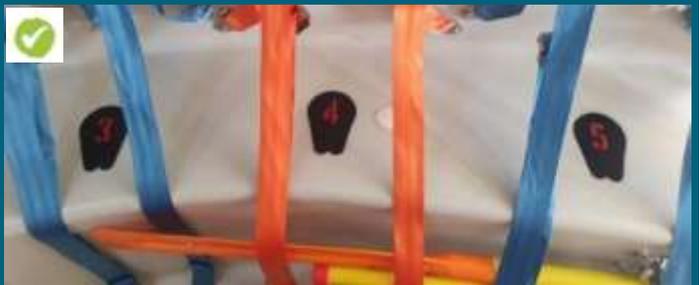
What happened: An O/S attempted to open the fire hydrant without wearing safety gloves and while positioned in front of the hydrant's mouth, directly in the line of pressure.
Hazard: Personal Injury

UNSAFE CONDITION



What happened:
Mooring ropes could be damaged by this sharp edge on the sea side of chock surface which was left untreated after chock repair works in dry dock.
Hazard: Damage to mooring ropes / Injury to personnel.

UNSAFE CONDITION



What happened:
The crew seats inside the lifeboats were not numbered in accordance with the Muster List.
Hazard: Confusion and loss of time in the event of an emergency.

continued from page 7 "Promoting Safety On Board - STAY SAFE..."

UNSAFE CONDITION



What happened: The chipping gun was found fixed with tape in open position.

Hazard: Personal Injury

UNSAFE CONDITION



What happened: Some special tools for the maintenance of the D/G fuel injection valves were not cleaned after use and not returned to their proper location.

UNSAFE CONDITIONS
ELECTRICAL HAZARDS



What happened: While washing with high pressure machine (440 Volts), the cable wire was lying exposed on the deck, not protected with a cover.

Hazard: Electrocution

UNSAFE CONDITION



What happened: The cover handle of water boiler was found fully cracked during inspection of the galley.

UNSAFE CONDITION
DEFECT



What happened: A broken fire emergency button panel was found in the forecastle bosun store.

Hazard: Fire Hazard / Delay in emergency situation.

Ships with Zero PSC Deficiencies

No.	Ship	Captain	Date	Port	Country
1	Jaguar Max	Emmanuel Williams	26/01/2021	BIK	IRAN
2	Panther Max	Noe Greg Maquiran	28/01/2021	Rio Grande	BRAZIL
3	Energy Puma	Dmitrii Manuilo	29/01/2021	Galveston	USA

IMPORTANT REMINDER!

Bridge Log Book:

During a TIES inspection, the following were observed:

- Entries of Fire patrols and results between 20:00-24:00 hrs missing;
- Entries that Steering Gear was tested at all manual steering positions (Auto pilot to Hand steering, Hand steering to NFU) were not always made (while the vessel at sea once per watch);
- Records about UMS and Non-UMS operation of Engine Room not coincide with time indicated in Engine Log Book (vessel operating in UMS mode)



NOTE:

- The proper and complete keeping of mandatory as well as additional logbooks is essential. In case of an incident investigation or a dispute, a properly kept log is the best evidence to support the vessel's / company's position. It is therefore, essential that vessel's Log Books are correctly completed as required by regulations.
- It is the Master's and Safety Officer's responsibility to ensure that regular and correct entries are always made in ship's log books.

Serious Fire Onboard Caused by Faulty Electrical Device



Hong Kong MARDEP shared the findings of a serious fire accident, which took place onboard the accommodation of a Hong Kong registered bulk carrier whilst at anchorage.

The investigation showed that the fire was most probably caused by a faulty electrical device or its accessories in a crew cabin, which led to a short circuit with the heat and sparks igniting the materials placed beside it.

The vessel was at anchorage, when a fire broke out in an unattended cabin of the vessel at night. The crew tried to put out the fire, but to no avail. The fire died down by itself about five hours later. As a result, the accommodation on D deck and the bridge wings of the vessel were seriously damaged. There was no personal injury or oil pollution.

The main contributory factors leading to extensive damage were as follows:

- The crew's response to the fire was far from satisfactory. They neither possessed necessary firefighting knowledge and skill to extinguish the fire nor utilized the firefighting system onboard in an effective manner. In particular, the crew did not use the water firefighting system to suppress the fire at an early stage; and
- The reset of fire pumps that had control cables

passing the fire scene to the bridge was not proficient. As a result, the emergency fire pump could not be used to combat the fire after the blackout.

Lessons Learned

All crew members must be familiar with the following:

- procedures related to firefighting and evacuation drills and training, in order to ensure that the crew will use all the available firefighting equipment onboard. Especially during emergency, the officers shall provide assistance / supervision when there is an imminent need to enter a cabin or space with fire with great caution;
- the procedures of isolating power supply to or via the fire scene of the accommodation area, as well as the procedures of resetting the fire pumps and other electrical controls;
- the procedures related to firefighting and evacuation in order to ensure that they are applicable to the ship and navigational watch arrangements of the bridge; and
- the procedures of carrying lifesaving equipment in the course of evacuation for the crew's strict compliance.

<https://safety4sea.com/>

ICS Flag State Performance Table 2020-2021



The International Chamber of Shipping (ICS) has published the latest Flag State Performance Table for 2020-2021 which finds that many of the largest flag states – including the Marshall Islands, Hong Kong (China), Singapore as well as the Bahamas and Cyprus– continue to perform to an exceptionally high standard, with traditional flags and open registers performing equally well.

Amongst the 10 largest ship registers (by dead weight tonnage), covering more than 70% of the world fleet, none have more than two indicators of potentially negative performance, and five have no negative indicators at all.

In particular, the level of performance of many of the largest flag States – including Marshall Islands, Hong Kong, Singapore as well as the Bahamas and Cyprus – continues to be very positive.

The Table clearly indicates that distinctions between 'traditional' flags and open registers are no longer meaningful. Alongside several European registers,

and flags such as Japan, we have seen many open registers amongst the very top performers, ...ICS Secretary General, Guy Platten, noted.

Nevertheless, a number of smaller flag States still have a lot of work to do to address indicators of potential negative performance, and shipowners should consider very carefully the prospect of using these flags, which may be perceived to be sub-standard, the data suggests.

The ICS Flag State Performance Table analyses how the countries included deliver against a number of criteria such as PSC records, ratification of international maritime Conventions and attendance at IMO meetings.

[Source: safety4sea](https://www.safety4sea.com/)

Asian Gypsy Moth - New Joint Bulletin from US and Canada

The Asian gypsy moth (AGM) is a serious pest that can be carried on ships and cargo. AGM populations are prevalent in some seaport areas in Far East Russia, Japan, Korea, and Northern China. If introduced to North America, AGM would have significant negative impacts on our forestry and agriculture, the natural environment, the commerce that relies on those plant resources, and market access.

Vessels must arrive in North American ports free of AGM and with required pre-departure certification.

A joint bulletin has been issued by the US and Canada coming in force as of 12th April 2021.

During 2019 and 2020 AGM flight periods, very high numbers of moths were observed in many regulated ports. Due to these population outbreaks, a high number of vessels arrived in North American ports with AGM egg masses in 2020. To prevent a similar high number of vessels with egg masses arriving in 2021, extra vigilance in conducting self-inspection—in addition to obtaining AGM certification—is requested.

Actions by vessels:

For vessels that have called on areas regulated for AGM during the specified risk periods the following measures are required:

1. Vessels must be inspected and obtain pre-departure certifica-



tion from a recognized certification body. A copy of the certificate must be forwarded to the vessel's U.S or Canadian agents. The certificate must be issued from at least the last port of call in a regulated area that was visited during the specific risk period.

2. Vessels must arrive in North American ports free from AGM. To avoid facing re-routing, being ordered out of port for cleaning and other potential impacts associated with mitigating the risk of entry of AGM to North America, shipping lines should perform intensive vessel self-inspections to look for, remove (scrape off) and properly dispose of or destroy all egg masses and other life stages of AGM prior to entering U.S. and Canadian ports.

3. Vessels must provide two-year port of call data, at least 96 hours prior to arrival in a North **American port, to the vessel's** Canadian or U.S. agent. The



Image courtesy of U.S. CBP <https://www.cbp.gov/>

agent is to ensure that this information is provided to U.S. or Canadian officials.

Vessel operators are also reminded to ensure that the vessels are in good repair and decks are clear of debris and unnecessary obstacles in order to allow for thorough inspection both in AGM regulated areas and upon arrival in North America. While in regulated ports during moth flight periods and where port operations and safety allow, reducing lighting and keeping exterior doors and curtains closed may reduce the number of moths being attracted to the vessel. Arranging for inspection and certification services as far in advance as possible and providing two-year port of call history at the time of that request allows the inspection and certification body to better plan for delivery of the service in a timely manner.

COVID Symptoms: Is it a Cold, Flu or Coronavirus ?

How can you be sure whether you have coronavirus, a cold or the flu?

They are all caused by different viruses, but can have similar symptoms.

Most people who feel ill with coronavirus will have at least one of these three key symptoms:

- a high temperature
- a new, continuous cough
- a loss or change to their sense of smell or taste

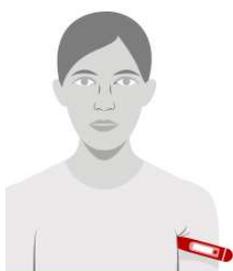
Does a fever mean I have coronavirus?

A high temperature is 37.8C or above. A fever like this can happen when the body is fighting off any infection - not just coronavirus.

Although fever is a key coronavirus symptom, it could be flu or a different infection. A high temperature is unlikely with a cold.

How do I take my temperature?

Anyone with high temperature of 37.8C+ is advised to self-isolate. The NHS recommends these methods to take your temperature:



Armpit:

- Place thermometer tip in centre of armpit
- Tuck your arm against your body for a minute
- Remove and check temperature



Mouth:

- Place thermometer tip under your tongue
- Leave it in place for about one minute
- Remove and check temperature



Ear:

- Gently tug on ear to straighten ear canal
- Insert digital ear thermometer into ear canal
- Squeeze and hold button for one second
- Remove and check temperature*

*Note reading may not be accurate if thermometer not correctly placed in the ear

What about a cough?

If you have a cold or flu you may well have a cough, along with other symptoms.

Flu usually comes on suddenly and sufferers will often experience muscle aches, chills, headaches, tiredness, a sore throat and a runny or stuffed nose, along with the cough. It feels worse than a heavy cold.

Colds tend to develop more gradually and are less severe, although they do still make you feel unwell. Along with a cough, there may be sneezing and a sore throat and runny nose. Fever, chills, muscle aches and headaches are rare.

A coronavirus cough means coughing a lot for more than an hour, or three or more coughing fits or "episodes" in 24 hours.

If you usually have a cough because of a long-standing medical condition like COPD, it may be worse than usual. You should get tested for coronavirus if you develop a new, continuous cough.

What do loss or change to smell or taste mean?

These are key symptoms of coronavirus and mean you should get a test.

It could still be that you have a simple cold. But you need to check, even if you don't feel unwell, to avoid the risk of spreading the virus.

Does sneezing mean I've got coronavirus?

Sneezing is not a symptom of coronavirus, and unless you also have a fever, cough or loss of smell and taste, you do not need a test.

Sneeze droplets can spread infections though, so catch them in a tissue, put it in the bin and then wash your hands.

Remember Hands. Face. Space to help stop the spread of coronavirus and other illnesses:

Continue in page 14

continued from page 13: "COVID Symptoms: Is it a Cold, Flu or Coronavirus?"

- ◆ Wash your hands regularly.
- ◆ Use a face covering when social distancing is not possible.
- ◆ Try to keep your distance from those not in your household.

How about a runny or blocked nose?

A runny nose is not a reason to get tested for coronavirus, says NHS Scotland. Data from an app that has been monitoring Covid-19 symptoms, reported by UK users, suggests children present less often with respiratory symptoms and are more likely to be suffering from fever, headaches, fatigue and skin rashes.

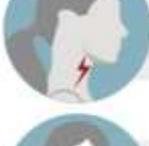
What if I am very unwell?

People with coronavirus have a wide range of symptoms, ranging from mild to severe, although some will have none at all, but can still be infectious.

Symptoms may appear up to two weeks after exposure to coronavirus, but usually around day five.

Feeling breathless can be a sign of a more serious coronavirus infection.

Source: <https://www.bbc.com/news/health-54145299>

Symptoms	Coronavirus	Flu	Cold
 Fever	Common	Common	Rare
 Cough	Common	Common	Mild
 Loss of taste and smell	Sudden	Rare	Sometimes
 Fatigue	Sometimes	Common	Sometimes
 Headaches	Sometimes	Common	Rare
 Aches and pains	Sometimes	Common	Common
 Runny/stuffy nose	Rare	Sometimes	Common
 Sore throat	Sometimes	Sometimes	Common
 Sneezing	No	No	Common
 Shortness of breath	Sometimes	No	No
 Diarrhoea	Sometimes for children	Sometimes, especially for children	No

Body Workout



BATMAN

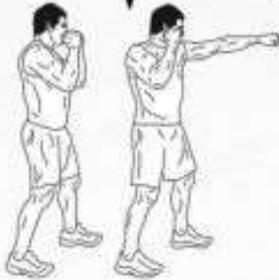
WORKOUT

10 sets
or as many as
you can do

© neilarey.com
rest between sets
up to 2 minutes



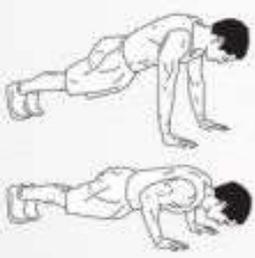
20 squats



40 punches



10 jumping lunges



10 push-ups



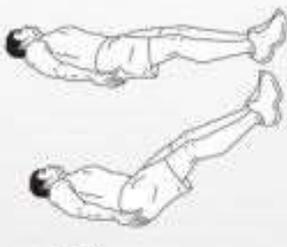
20 shoulder taps



20 climbers



10 sit-up punches



10 leg raises



10 sitting twists

The Most Striking Images of 2020



An image of a breaching shark by photographer Chris Fallows, called The Pearl, went viral after it was taken in August 2020. (Credit: Chrisfallows.com)

“Breach is the preferred word for the leap that whales and sharks make from the surface of water. Related to ‘break’, ‘breach’ captures not only the gravity defiance of the act itself, but the shattering of the liquid plane that once restrained the creature as it begins ascending through the air.”

Raymond Essayan plays a piano in a destroyed building on 14 August, 2020 after the port explosion in Beirut, Lebanon (Credit: Chris McGrath/Getty Images)

It's one thing to dream of sculpting symphonic beauty from the chaos of life. It's another thing to achieve it. After a devastating explosion at Beirut's port on 4 August killed hundreds of people and wounded thousands more, artist and musician Raymond Essayan, who suffered a concussion by the blast and was left homeless, resolved to construct from the rubble an enduring symbol of human resilience.



A couple wearing masks embrace during a daily round of applause for health workers in Nice, March 2020 (Credit: Valery Hache/AFP via Getty Images)

The seemingly carefree embrace of a couple wearing bulky gas masks, glimpsed through a lamplit window in the French Riviera city of Nice during the early weeks of global lockdowns in March 2020, captured the world's collective resolve to carry on with life.

Continue in page 17

continued from page 16: "The Most Striking Images of 2020



A woman wears a mask reading "I can't breathe" in Madrid, on 7 June, 2020, during a demonstration against racism and in solidarity with the Black Lives Matter movement .

The most enduring images are tight tangles of intertwined meaning. The photo of a woman wearing a white face mask on which has been written the words "I can't breathe" is one such image. Those three desperate syllables are surely destined to epitomise 2020.

Protesters tore down a statue of Edward Colston and threw it into Bristol harbour during a Black Lives Matter rally (Credit: PA Wire)



What is a society to do when the statues it has erected are no longer a source of pride but cause pain instead? To keep them up is to rub salt into open wounds. To tear them down is to deny one's past, daring its repressed ghosts to re-emerge unchallenged somewhere down the road. Such was the conundrum countries across the world found themselves in this summer when, in the wake of protests against the killing in the US of an African-American man by white police officers, Black Lives Matter demonstrators demanded the removal of effigies honouring slave traders and colonialists.

A Palestinian mother entertains her children with makeshift masks made of cabbage as she cooks in Beit Lahia in April 2020

(Credit: Mohammed Abed/AFP via Getty Images)



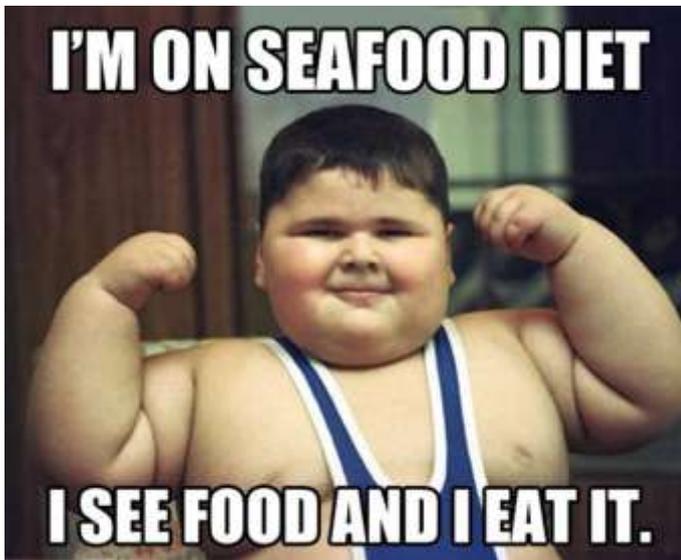
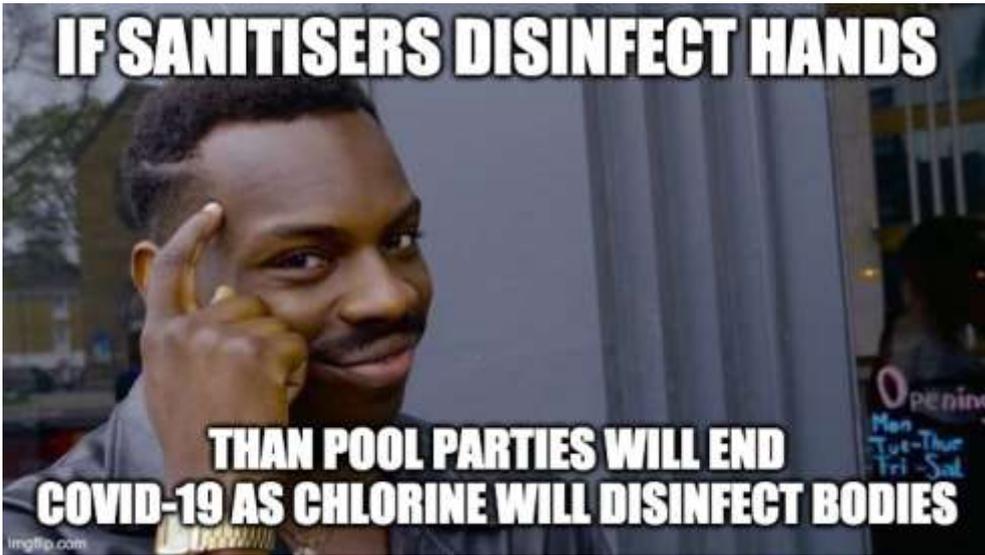
Among the many lessons the global pandemic has taught us is just how resourceful people can be. When confronted in the early weeks and months of lockdown with the short supply of personal protective equipment, creativity became an essential commodity.

A lightning strike over the province of Batangas during the eruption of the Taal volcano in Philippines, January 2020 (Credit: Domcar C Lagto/Pacific Press via Alamy)

Volcanic lightning occurs when fragments of propelled ash (including glass, ice, and rock) spark against each other in the violent plume that rises above an erupting volcano.



JOKES:



"I hope this email finds you well."

How it found me:



Senate Acquits Trump In Impeachment Trial — Again



The U.S. Senate on Saturday acquitted former President Donald Trump on an impeachment charge of inciting an insurrection.

The acquittal comes more than a month after a mob of Trump supporters stormed the U.S. Capitol as lawmakers were counting the electoral results that certified Trump's loss. Five people died in the riot, including a police officer. Two other officers later killed themselves.

A majority of senators voted to convict Trump — 57 to 43, including seven Republicans. But two-thirds, or 67 votes, was needed to convict. It was the second time Trump was acquitted in an impeachment trial.

Astronomers' hopes raised by glimpse of possible new planet



Astronomers have glimpsed what may be a previously unknown planet circling one of the closest stars to Earth.

Researchers spotted the bright dot near Alpha Centauri A, one of a pair of stars that swing around each other so tightly they appear as one in the southern constellation of Centaurus. The stars form what is called a binary system 4.37 light years away,

a mere stone's throw in cosmic terms.

So tentative is the sighting that scientists are referring to it only as a "planet candidate", aware that the bright speck in the darkness of space may be evidence of alien asteroids, streaks of dust, or more prosaically, an unforeseen glitch in their equipment.

Facebook unfriends Australia: news sites go dark in content row

(Reuters) - Australians woke to empty news feeds on their Facebook Inc pages on Thursday after the social media giant blocked all media content in a surprise and dramatic escalation of a dispute with the government over paying for content.

The move was swiftly criticized by news producers, politicians and human rights ad-



vocates, particularly as it became clear that official health pages, emergency safety warnings and welfare networks had all been scrubbed from the site along with news.

Climate crisis pushing great white sharks into new waters

The climate crisis is pushing great white sharks into new waters where they are causing populations of endangered wildlife to plunge, research has shown. Heating of the oceans, which reached a record level in 2020, has led young great white sharks to move 600km northwards off the coast of California since



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2014, into waters that were previously too cold. Over that time there was a dramatic rise in sea otters killed by white sharks, with the number in Monterey Bay dropping by 86%. The overall range suitable for the sharks in the region has shrunk as more areas have become too hot, forcing predator and prey closer together.

There is concern over the potential for new encounters between sharks and people as well, although the rate of shark attacks has fallen steeply in recent decades. Scientists hope the disruption to the habitat of a high-profile shark will highlight how global heating is pushing marine animals towards the poles and scrambling the species present in oceans' ecosystems, with unpredictable and damaging consequences.

MARINA: Seafarers should be prioritized for the Covid-19 vaccination

Filipino seafarers, who comprise about one-third of the whole seafaring population of the world, should receive shots of the Covid-19 vaccines once available, according to the Maritime Industry Authority (MARINA).



MARINA Administrator Vice Admiral Robert Empedrad said they will make sure that Filipino seafarers will be one of the first to be administered with the vaccine, since they are considered "key workers" in the frontline.

During the Crew Connect Global 2020 Virtual Event, Stephen Cotton, secretary general of the ITF has called on governments to find access for vaccines for seafarers. "I think all the work we've done in lobbying governments now needs to be even more concerted effort about the point that seafarers are essential workers. We need to find a way to access

these vaccines. And then a way to verify they have had that vaccine, they are who they say they are, that will then be globally accepted," Cotton said during his address.

The iconic Acropolis in Athens is covered in snow for the first time in decades

One of the most popular tourist attractions in Greece is covered in snow, following a rare snow-



storm. The Acropolis, meaning "high city", is the most complete monument from ancient Greece. It's no doubt seen every type of weather since it was built in 3300 BC. But this is the worst winter storm modern-day Greeks have seen since 2008. The historic nation has seen temperatures plummet in the past week, disrupting traffic and delaying COVID-19 vaccines.

Police have reported over 250 calls for help from those stuck in cars and homes. Authorities have urged people to avoid travelling if possible. But that hasn't stopped locals from making the most of the rare event, with snowball fights and skiing happening nationwide.

Australian Open 2021



Tsitsipas shocks Nadal in five-set thriller to reach Australian Open semi-final

For four hours and five minutes on Rod Laver Arena, the Greek Stefanos Tsitsipas barely said a word. After spending so much of his young career releasing his tension on tennis courts by venting to his father and his team, it was a conspicuous decision as Rafael Nadal laid waste to him for two sets in a grand slam quarter-final.

But rather than the understandable sign of resignation that some assumed it to be, it was instead a reflection of the greatest mental performance of his life. He recovered from losing two one-sided sets at the Australian Open to defeat Rafael Nadal 3-6, 2-6, 7-6 (4), 6-4, 7-5 to reach the semi-finals. He became just the second player to recover from two sets down to beat Nadal in a grand slam tournament. He is now expected to face Daniil Medvedev in the tournament semi-finals.

Osaka to meet Brady in final as Williams exits in tears



Naomi Osaka ended Serena Williams' bid for a record-equalling 24th Grand Slam title with an imperious 6-3 6-4 win on Thursday 18/02/2021, a victory that booked her spot in her second Australian Open final and left the American great in tears. Osaka underlined her status as the new queen of women's tennis and soaked up the cheers from the Rod Laver Arena crowd as fans returned to the Grand Slam after a five-day lockdown.

Osaka, the 2019 champion, will meet Jennifer Brady, who ensured there would be at least one American in the final after battling to a 6-4 3-6 6-4 win over Karolina Muchova in the other semi.

Novak Djokovic beats Aslan Karatsev in Australian Open men's semi-final



Top seed Novak Djokovic beats qualifier Karatsev 6-3 6-4 6-2 to reach final. Novak Djokovic will face the winner of Friday's match between Daniil Medvedev and Stefanos Tsitsipas, who came through an epic five-setter against Rafael Nadal to reach the semi-finals.

"I watched it from midway, third set," said Djokovic. "Stefanos did incredibly well to hang in there. Played a good tie-break. Somehow he turned it around. "Next thing you know he is in the match, it was probably the best match of the tournament so far. "Medvedev is the guy who probably plays at the highest level the last three or four months. He had one Grand Slam final and Stefanos has never reached the final - it will be interesting to see them play. I will take the popcorn and enjoy it!"

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

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.

EST - New Building Orderbook

#	Hull Nr	Name	Expected Delivery Date
1	S-1915	Energy Athena	Mar. 2021
2	S-1916	Energy Ariadne	Apr. 2021
3	S-1917	Energy Artemis	Nov. 2021



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