



ENTERPRISES
SHIPPING &
TRADING S.A.

EST Newsletter



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INSIDE THIS ISSUE:

◆ George Sarris Interview at Maritime Intelligence	1
◆ 31st Blood Donation	2
◆ What's New in the QHSEMS?	2
◆ EST Becomes a Signatory of GoG Declaration	3
◆ "Near Miss Rewarding" Program	4
◆ Best Practice	5
◆ "IDEA" Program: Thank You!	5
◆ Promoting Safety On Board - STAY SAFE...	6-7
◆ Ships with Zero PSC Defs.	8
◆ Important reminder	8
◆ Lesson Learned: Ventilation should always follow a risk assessment process	9
◆ USCG Issues Annual Report on PSC Inspections Outcome	10
◆ Bunker sampling guidelines for Port State Control	11
◆ Body Workout	12
◆ Building Resilience: Focus on Cyber Wellness	13
◆ Password Management Practices - DO's & DON'T's	13
◆ Fast & Furious 9	14
◆ Jokes	15
◆ 1M Filipino smokers switch to 'safer' alternatives	16
◆ Philippine Senator presses call for vaccine passport system	16
◆ News/Sports	17-18
◆ Vessels Under EST Management	19

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.

George Sarris Interview at Maritime Intelligence

Enterprises Shipping & Trading President and Managing Director, Mr. George A. Sarris was featured in the May issue of the Maritime Intelligence magazine.

In his interview, George Sarris provided an overview of the Company's journey since its founding in 1973 as the operator of a single reefer vessel, until the present day that EST has been established as one of the world's leaders in the provision of ship management services.

George Sarris also analyzed the advantages of in-house management companies against 3rd party management companies and provided his views on the future of marine

training in Greece. After providing some background info on his own personal journey in the maritime industry, Mr. Sarris discussed the challenges presented in international shipping by the COVID-19 pandemic and the importance to focus on resolving the ongoing seafarers crew change crisis.

Finally, Mr. Sarris provided his advice to the younger generation who are interested in joining the maritime industry, without hesitating to add that despite the challenges and difficulties that may come along the way, engaging in shipping may be one of the most rewarding career choices one can make.



31st Blood Donation

After a brief break due to the COVID-19 pandemic, the company's Social Improvement Initiative Team (S.I.I.T) had the pleasure to organize the 31st Blood Donation at our premises on 14th May 2021 in co-operation with Sotiria Hospital.

The S.I.I.T once more hosted a blood donation and due to our colleagues enthusiastic participation managed to collect a record number of 19 units of blood!

Unfortunately, not all volunteers were able to complete the process and donate blood, as they were declined following a brief medical examination. It is worth reminding you that 10% of the blood collected is being used for children suffering from Mediterranean Anemia.

The Management and S.I.I.T would like to take this opportunity to sincerely thank all donors for their continued support since the implementation of the blood donation scheme over 15 years ago.



What's New in the QHSEMS?

Tankers QHSEMS

1. WIM Part II, Section A "Safety and Health—version 0.3
2. ESTSA 409 "Running Hours Report" –version 0.2
3. ESTSA 428 "Inspection through Scavenge Ports Record_VNC" - version 0.2

New Uploads (Tankers):

- ESTSA 402A "ME AE Spares for Electronic Engines"
- Biofouling Management Plan (All Tankers)
- Recovery of Persons from the Water (All Tankers)
- Emergency Towing Booklets (All Tankers)
- ICS COVID19 Guidance for the Protection of the Health of Seafarers v4

- Policy Manual—Signed Policy Statements

Bulkers QHSEMS

1. WIM Section B "Safety and Health"-version 0.4
2. COVID 19 Outbreak Management Plan-version 0.5

New Uploads (Bulkers):

- Braverus-SEEMP Part II
- ICS COVID19 Guidance for the Protection of the Health of Seafarers v4

All Vessels

- Safety Awareness Handbook
- GMS Client Advisories

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.



EST Becomes a Signatory of GoG Declaration on the Suppression of Piracy by BIMCO

Our company has become a signatory member of Gulf of Guinea declaration on the Suppression of Piracy produced by BIMCO.

"Every person deserves to be safe while carrying out their work, and to be able to return to their homes without being victims of violent crime. Seafarers deserve no less."

The piracy problem in the Gulf of Guinea has developed into a curse for seafarers over the past decade. In 2021, the threat that looms for all seafarers going to the region is being kidnapped at gunpoint for ransom. While overall numbers of pirate attacks are largely unchanged, the violence, scope, and sophistication of the attacks on shipping has continued to increase and today take place across an area of more than 200 nautical miles from the pirate bases that are principally located within the Niger Delta.

The situation is unacceptable for five reasons:"



**The Gulf of Guinea Declaration
on Suppression of Piracy**

Declaration:

We, the signatories to the Gulf of Guinea Declaration on Suppression of Piracy, demand that no seafarer should face the grave risks of kidnapping and violence when transporting cargo, supporting the offshore sector, or fishing in the Gulf of Guinea.

We recognise the important steps taken and positive initiatives underway by coastal States in the region. We call on all stakeholders e.g., coastal and flag States, shipowners, charterers, maritime organisations, importers and exporters, oil, and mining companies, offshore operators, fishers, supranational organisations, labour unions and NGOs, to sign this pledge and join together in a coalition to end the threat of piracy in the Gulf of Guinea through:

- Tangibly supporting antipiracy law enforcement (as mandated by international law including international treaties, e.g. the United Nations Convention on the Law of the Sea) by non-regional naval forces providing a capable incident response capability to complement regional coastal States' antipiracy law enforcement operations;
- Enhancing regional capacity building with priority given to those coastal States which demonstrate the will to participate actively in law enforcement at sea;
- Encouraging non-regional navies to work actively together with each other and the Gulf of Guinea coastal States' antipiracy law enforcement forces and agencies to suppress the pirate threat;
- Supporting the deployment of law enforcement staff from regional coastal States on non-regional navy ships for capacity building purposes and to assist in the arrest and prosecution of pirates;
- Facilitating the implementation of effective shipboard defensive measures within the region, including via the BMP West Africa guidance and through other onboard active and passive protective measures;
- Improving domain awareness (e.g., via radars on offshore platforms) and sharing of relevant information between antipiracy law enforcement forces and agencies;
- Increasing effective law enforcement activity ashore to disrupt the underlying criminal enterprises where they are based;
- Providing prison facilities for arrested pirates (ideally in the region), and encouraging coastal States in the Gulf of Guinea to actively prosecute;
- Working towards improving the transparency between law enforcement agencies, military forces, and protection services; and
- Actively conveying the messages above to relevant stakeholders.

We firmly believe that piracy and attempts at kidnapping are preventable; as a minimum we need to see, by the end of 2023, that:

- The number of attacks by pirates should be reduced from current levels by at least 80%; and
- No seafarers should have been kidnapped from a ship in the preceding 12-month period.

1 The human toll is unacceptably high for seafarer victims either directly affected by attacks, e.g., through kidnapping, psychological trauma, or death, as well as indirectly affected by periods of stress because of the constant threat.

2 The attacks are preventable taking place in a relatively small area (less than one fifth the size of the area affected by Somali piracy in 2010). An active naval force with very few assets conducting effective law enforcement could deter and suppress piracy in the Gulf of Guinea.

3 Stakeholders in the region – including individual consumers, governments, and businesses – pay increased costs for shipments due to the increased cost of security for visiting merchant ships.

4 Continued reliance on locally sourced commercial protection services that are under the control of the coastal States undermines incentives to carry out effective law enforcement and therefore is not a model that will genuinely repress the actions of the pirates in the region.

5 The poor security situation impedes regional economic growth because it puts off investments in the ocean-based economy whereby a significant contribution to the regional economies is forfeited.

By signing up, we commit ourselves to – among other things:

"Tangibly supporting antipiracy law enforcement as mandated by international law, including international treaties, (e.g. the United Nations Conventions on the Law of the Sea (UNCLOS)), by non-regional naval forces providing a capable incident response capability to complement regional coastal states' antipiracy law enforcement operations."

"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 Furious, **2nd Engineer Edwin L. Selecka**
- M/V Olympius, **Third Officer Romelo G. Payar**
- M/V Panther Max, **Deck Hand Dalin Louie Paracale**



UNSAFE CONDITION



Hazard:

Trouble light 100 watts, left unattended on a cardboard surface.

Risk:

Ignition of fire due to heating up of the cardboard surface by the trouble light.

UNSAFE CONDITION



Hazard:

Going up the straight ladder holding with one hand the ladder and a paint can with the other.

Risk:

Falling from the ladder due to loss of balance during bad sea condition

UNSAFE CONDITION



Hazard:

Mooring ropes not properly stored in an untidy steering gear room

Risk:

Delay in engaging extra mooring ropes in case of emergency.

Best Practice by m/t Energy Apollo

We would like to thank **Second Officer Igor Gutsalyuk of mt Energy Apollo** 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.



Above the fountain, there is a cupboard at the same height as one's head. This can lead to a head injury to either a new crew member or a visitor coming on board if they are not familiar with the surroundings or not paying attention due to distraction.

Thus, the crew onboard mt Energy Apollo had used red tape to get the crew's attention when using the fountain so as to avoid head injuries.

Marking hazardous areas with colorful tape is meant to bring hazards to the attention of all personnel sharing the same facilities and can be an effective communication tool.



"IDEA" Program: m/v Constantia, m/t Energy Progress, m/v 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/T ENERGY PROGRESS
- 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.



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. A. Kornienko of MT Energy Challenger
- ☆ Chief Off. S. Kravchuk of MV Dynamic Striker
- ☆ Chief Off. Y. Rogash of MV Virtuous Striker
- ☆ Engine hand R. Balbuena of MV Panther Max
- ☆ 2nd Eng. V. Lugovy of MV Braverus

- ☆ Chief Off. Arthur A. Bellosillo III of MV Citius
- ☆ Chief Off. S. Gorbenko of MV Gladiator
- ☆ Cadet D. J. D. B. and Seaman Adonis L. Naraga of MV Constantia
- ☆ 2nd Off G. Lukashkin of MT Energy Puma
- ☆ Chief Off. N. Gridin of MT Energy Centurion

UNSAFE CONDITIONS: Electrical Hazards



What happened: The plastic covers of the pressure switches of the air cooling compressors & refrigerating plants in the ER were found broken. Over time and due to the high temperatures, the plastic covers become fragile and break at the slightest touch or vibration.



What happened: During Safety and Health inspection of the crew cabins, a broken 220V socket adapter was found in use.

The chief offenders in most electrical fires are:

- Overloaded circuits and extension cords.
- Improper plugs, switches, and outlets.
- Poor maintenance of lighting.
- Malfunctioning circuit breakers.

UNSAFE CONDITION



What happened: Covers were left on top of the electric heater which was in operation.

A warning poster was placed on site to prevent re-occurrence.

UNSAFE CONDITION



What happened: During a daily round on deck, it was found that access to safety equipment was obstructed by anti-pollution equipment.

Access to safety and anti-pollution equipment must be free and unobstructed at all times.

continued from page 6 "Promoting Safety On Board - STAY SAFE..."

UNSAFE CONDITIONS & Common PSC deficiency



What happened: Air vent mushrooms on "A" Deck were found rusted with partly damaged mesh.



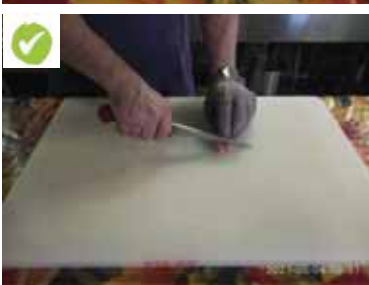
What happened: During visual inspection in ER, it was found that manual ventilation damper was out of order (flap not moving).



What happened: During inspection of WBT air vent head and floaters, some parts were found corroded.

UNSAFE ACTS

Risk of hand Injury



What happened:

The Chief Cook was seen cutting fresh meat without wearing a metal mesh protective glove.

Hazard:
Hand Injury / laceration / finger mutilation.

UNSAFE CONDITIONS

Improper Signage



What happened: An indicator in the wheel house was wrongly labelled. The label was for the Rudder indicator, while in fact it was the Speed Log.



What happened:

The OS was found preparing the paper stencil using sharp cutting blade without wearing protective gloves.



What happened: During weekly inspection, it was observed that the entrance to the steering gear room from the poop deck was not properly marked with IMO signs pointing to the locker with additional Breathing Apparatus

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	Energy Commander	Andrey Dvoretzkiy	03/05/2021	Houston	USA
2	Virtuous Striker	Maksim Dorofeev	07/05/2021	New Orleans	USA
3	Puma Max	Joel B. Loquias	19/05/2021	Fos	FRANCE
4	Magic Striker	Eduard Kuzmin	30/05/2021	Vancouver	USA

IMPORTANT REMINDER!

During a vessel's departure from the port, the following significant near miss occurred:

During pilot's disembarking from the vessel it was observed that the ladder and manrope arrangement was non-compliant and the ladder had loose steps. This allowed the steps to rotate under foot and present a risk of the pilot falling on way down.



- The pilot ladder is part of SOLAS equipment onboard. Maintenance and inspection of the ladder should be carried out regularly and logged accordingly.
- Regular training should be carried out to the officers and the crew who engage in pilot boarding arrangements deployment, securing and maintenance, in order to familiarize them with the securing process of the pilot ladder, points to be checked before preparation of pilot ladders and correct arrangement, including man ropes when it required, PPE requirements, access to deck, lightning, etc.
- During maintenance & inspection it should be taken into consideration possible stretch of side ropes under the weight.
- Accordingly, even if in stowed position or when horizontally deployed on deck no defect is observed, it is necessary periodically to check pilot ladder under tension.
- Special attention should be paid for tightness between the wedges and steps in vertical position of ladder (preferable under some weight).

Lesson Learned: Ventilation should always follow a risk assessment process

Two crew members were exposed to toxic fumes resulting in dizziness, headaches, difficulty in breathing, and low blood oxygen levels.

The incident occurred during hot work when thruster couplings were being replaced. This was on a vessel experiencing problems with Tunnel Thruster (TT) couplings due to installation/commissioning issues during a new build. It was decided to replace the thruster couplings, and a detailed step by step work plan was executed, (Permit to Work, work planning meeting, risk assessment, and emphasis on “stop work authority” during the toolbox talk).

In order to change out the thruster coupling, the component had to be heated to 120-150 °C. The temperature in the bow thruster room (not a confined space area) was 32-35 °C and the ventilation set up assessed in the planning was to mitigate the heat and provide some cool airflow through the room. The coupling was heated up and when it reached the required temperature, this led to a release of toxic fumes from the anti-rust chemical used on it.

The exposure to the chemical was felt later in the day. Two of the crew members experienced a heavy chest, dizziness, headache, difficulty in breathing, and low blood oxygen levels. Based on consultation, the two crew members were sent ashore for medical evaluation and treatment.

What went wrong

- ⇒ Lack of awareness of anti-rust chemical agent, leading to intoxication of two crew members.
- ⇒ No MSDS was available for the anti-rust chemical agent and the service engineer was unaware of chemical toxicity.



Coupling hub during heating process



- ⇒ A work instruction included a requirement for the component to be clean before installation (wiped); however, the installation instruction/procedure did not mention any chemical, nor any special product to be used, nor a requirement for a thorough clean of the component before installation.

What went right

There was a detailed step by step work plan, including:

- ⇒ Permit to Work
- ⇒ Work planning meeting
- ⇒ Risk assessment
- ⇒ Emphasis on “stop work authority” during the toolbox talk

What was the cause?

Lack of knowledge of the spare part (thruster coupling) being coated with the toxic antirust agent, and subsequently lack of removal before heating and installation, lead to the intoxication of crew members. Ventilation was used for air cooling rather than toxic air extraction.

Lessons learned

Be aware of the possibility of toxic anti-rust agents and therefore ventilation should always follow a risk assessment process where identification of potential risks

USCG Issues Annual Report 2020

Detainable Deficiencies Overview

The 2020 U. S. Coast Guard Port State (PSC) Control Annual Report summarizes the enforcement of SOLAS, MARPOL and other international conventions on foreign vessels trading in U.S. ports. Below is an overview of some detainable deficiencies found during PSC examinations in 2020.

Safety Management Systems: SMS related detentions usually resulted from the **failure of the master and or crew to report non-conformities to the company**. Expanded ISM exams also turned up instances of **logs not accurately reflecting the condition of lifesaving and firefighting equipment**. In one case, the master provided **documentation of regular testing of the ship's water spray system despite the PSCO observing several nozzles that were corroded and clogged**. During another exam, despite the ship's records indicating weekly checks were performed on the low-pressure CO2 system, the PSCO identified **a valve on the service line left in the open position with no blanking flange**. Any release of CO2 from the system would have immediately caused that space to fill with CO2 and present a danger to life.

Fire Safety: The prevention of fires on board ships remains an area of particular concern. Deficiencies related to **oil soaked lagging coupled with excessive fuel leaks** were the most common cause of detentions in areas under fire safety. Several deficiencies related to fixed firefighting instal-



lations were also observed. In one exam, the PSCO noted **all five of the vessel water mist system discharge valves in the closed position**. Although the system was in automatic mode, in the event of a fire, the closed valves would not have supplied firefighting water as designed. On another ship, **rags were found stuffed into all of the sprinkler heads of the fixed water sprinkling firefighting system in a paint locker**. There were several issues related to the **operation of the ship's fire pumps**. Finally, despite only two issues related to inoperable smoke detectors, there were still a few deficiencies related to **smoke detectors being found covered with plastic bags**.

MARPOL Annex I: In addition to the usual deficiencies related to **oily water separating equipment**, two ships were discovered illegally discharging oily waste. In both cases, a member of the crew initially informed the Coast Guard of situations on board the ship. In one case, the crewmember provided evidence of modifications to the oily water separator piping system, which allowed oily waste to bypass the system and be pumped directly overboard.

Lifesaving Appliances: Deficiencies related to **rescue boats and lifeboats generally lead this category most due to them not being ready for immediate use**. During one exam, the PSCO observed **six to eight inch long cracks along the bow, center, and stern sections of the upper rails** due to contact with the davits in both port and starboard life-boats. On another ship, **30 of the ship's 31 immersion suits were taken out of service due to their poor condition**.



Bunker Sampling Guidelines for Port State Control



More than a year has passed since the International Maritime Organization (IMO) mandate for the 0.50% sulphur cap for marine fuel (MARPOL Annex VI) came into force.

The regulation orders ships to only use marine fuels with a sulphur content of no more than 0.50% sulphur. Ships fitted with an approved type of exhaust gas cleaning system (EGCS) or scrubbers may continue to use high sulphur fuel oils.

This mandate is part of the IMO efforts to reduce air pollution and improve health and environmental conditions especially for communities close to coastal areas or ports.

Following the IMO's Marine Environment Protection Committee session in November 2020, new amendments were adopted to MARPOL Annex VI.

These amendments which will come into force on 1 April 2022, outline methods for sampling from fuel oil tanks to validate the sulphur content of the fuel onboard.

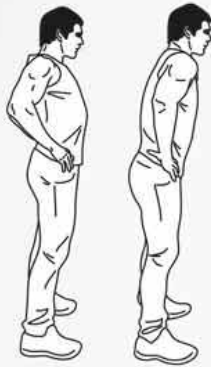
Masters are reminded to be aware and prepared for Port State Control inspectors who will potentially draw samples from all the ship's fuel tanks and not only from the service tank(s) in order to verify that the fuel oil meets the sulphur content limit (0.50%).

Additionally, IMO has also issued a circular for the Port State Control authorities to commence drawing on board samples during this transitional period.

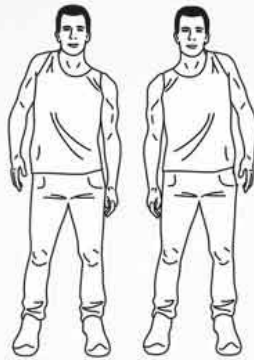
<https://www.skuld.com/topics/ship/bunkers/bunker-sampling-guidelines-for-port-state-control/>

Body Workout

stretching for **back pain** by DAREBEE © darebee.com **relief**



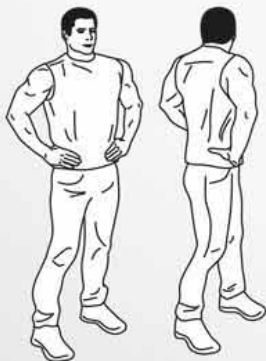
10 back and forth arches



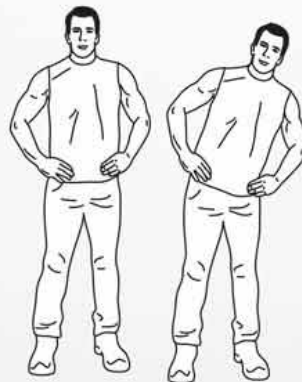
10 alternate shoulder raises



10 shoulder rotations



10 torso twists



10 side-to-side bends



10 torso rotations

Building Resilience: Focus on Cyber Wellness

Internet onboard ships has been the single biggest game changer for seafarers around the world. However, it requires a clear understanding of positive and constructive behaviour and awareness to protect oneself online. As such, in the second edition of 'Crew Welfare Management and Mental Wellness' INTERTANKO refers to 'cyber wellness' which is actually the positive wellbeing of internet users.

Cyber wellness also ties into the general concept of wellness for all seafarers and involves an understanding of healthy online behaviour and awareness of how to use the internet and mobile devices responsibly whilst onboard a vessel. Accordingly, INTERTANKO provides advice and recommendations on promoting seafarers' cyber wellness.

The 3 key principles of cyber wellness

- ◆ 'Respect for self and others'
- ◆ 'Safe and responsible use'
- ◆ 'Manage non-work screen time'

6 Golden Rules for proper use of social media

Issued by INTERTANKO, the following general rules can help seafarers use social media, whilst avoiding its many pitfalls:

1. Never publish inaccurate information.
2. If you are unsure of the accuracy of your comments, do not publish them.
3. If you are talking about your workplace online, always ensure that you have made it clear any statements are your own.
4. Avoid violating the privacy of your fellow seafarers and co-workers.
5. Only post online what you would be comfortable saying to people in person or in public.
6. Never use social media as a platform to harm, intimidate, insult, threaten, defame or embarrass others.

Password Management Practices - DO's & DON'T's



DO's

ELECTRONIC COMMUNICATIONS: BEST PRACTICES DO BE CAUTIOUS, LIKE GEORGE.



USE LENGTHY PASSWORDS. PASSWORDS SHOULD HAVE 14 OR MORE CHARACTERS CONTAINING AT LEAST ONE NUMBER, ONE UPPERCASE LETTER, AND ONE SYMBOL (E.G. \$, @, ?, #)



ONLY PERSONAL DEVICES AND USB DRIVES FROM A TRUSTED SUPPLIER SHOULD BE USED ONBOARD.



INSTALL, REGISTER AND RENEW ANTIVIRUS, ANTISPYWARE AND FIREWALL PACKAGES ON PERSONAL DEVICES.



DON'T's

DON'T BE CARELESS LIKE RAGNAR.



BE SUSPICIOUS OF EXTERNAL DOWNLOADS AND EMAILS. VERIFY THE AUTHENTICITY OF UNEXPECTED EMAILS, ESPECIALLY THOSE WITH ATTACHMENTS AND LINKS.



BOTH PERSONAL AND SHIPBOARD DEVICES SHOULD NEVER BE LEFT UNLOCKED WHILE UNATTENDED.



ONLY USE YOUR COMPANY'S PRIVATE WI-FI NETWORK, WHICH SHOULD BE ENCRYPTED, SECURED, AND HIDDEN.

Fast & Furious 9



Vin Diesel is back as Dominic Toretto in the tenth Fast & Furious blockbuster (if you include spin-off, *Hobbs & Shaw*), and this time the villain is ... his own long-lost brother (John Cena)! Yes, even though Dom has been droning on about the importance of family for the last half-dozen instalments of the series, it turns out that he had a brother he never mentioned all along.

Vin Diesel's Dom Toretto is leading a quiet life off the grid with Letty and his son, little Brian, but they know that danger always lurks just over their peaceful horizon. This time, that threat will force Dom to confront the sins of his past if he's going to save those he loves most. His crew joins together to stop a world-shattering plot led by Cipher and the most skilled assassin and high-performance driver they've ever encountered: a man who also happens to be Dom's forsaken brother, Jakob (John Cena).

It's the heroic disregard for logic and plausibility that makes the Fast & Furious franchise so much fun. The first film was a low-budget cop thriller about illegal street racers, but the sequels have grown bigger and



sillier every time. F9 (in the US) or Fast & Furious 9 (in the UK) is a global cyber-spy extravaganza boasting appearances by Charlize Theron, Helen Mirren, Kurt Russell and a car that flies into space.

"For audiences who want their 2021 return to the multiplex to deliver big, loud, exciting action," says Alonso Duralde in *The Wrap*, "F9 makes the cars go fast, jump high, and generally do the impossible. It's exhilaratingly ridiculous, yes, but it's also ridiculously exhilarating."

<https://www.bbc.com/culture/article/20210527-ten-films-to-watch-this-june>

JOKES:

Seeing a spider isn't
a problem. It
becomes a
problem
when it
disappears.



My therapist told me:
the way to achieve
true inner peace
is to finish what
I start. So far
I've finished two
bags of M&Ms
and a chocolate cake
I feel better already.



God promised men that good and
obedient wives would be found in
all corners of the world....



then he made the world round
and laughed and laughed...

**IF I WAS MEANT TO
BE CONTROLLED
I WOULD
HAVE
COME
WITH A
REMOTE.**



DESPICABLEMEMINIONS.ORG

**PEOPLE WHO CAN FALL
ASLEEP QUICKLY
FREAK ME
OUT...**



**I MEAN,
DON'T THEY
HAVE THOUGHTS?**

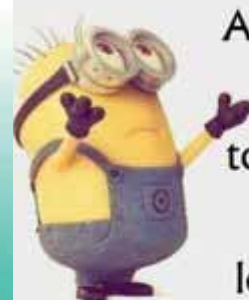
**I CAN'T WAIT UNTIL I'M
OLD ENOUGH TO PRETEND
I CAN'T HEAR.**



99GAP.COM

Dear Lord,

All I ask is for
a chance
to prove that
winning the
lottery won't
make me a bad person!



1M Filipino smokers switch to 'safer' alternatives

Dr. Victor Joseph Yamat, PMFTC Scientific Affairs manager, said there are 16 million smokers in the Philippines and 1 million have made the shift from traditional smoking to "safer alternatives." "Scientific evidence has shown that burning is indeed the main problem. The reality is the moment we light anything we practically open up a chemical factory. This applies to the tobacco in a cigarette. The fuel in a car. Or the wood in a stove," he said. "This is why there is a movement across sectors to reduce and eliminate combustion or burning in the equation," he added.

Yamat said this means replacing cigarettes with smoke-free alternatives which, while not risk-free, are better than smoking. Examples of smoke-free products are heated tobacco products (HTPs) and vapes or e-cigarettes. HTPs like PMI's IQOS heats real tobacco without burning it. Yamat said the tobacco heating system heats the tobacco to release a nicotine-containing vapor without burning the actual tobacco. It does not create smoke and ash compared to cigarettes. Meanwhile, e-



cigarettes and vapes vaporize e-liquid and do not produce ash or smoke. "They are only for adult smokers who do not want to quit and who would otherwise continue smoking. And let me reiterate that the best choice a smoker can make is to quit cigarettes and nicotine entirely," he added.

Citing estimates by the World Health Organization, Yamat said there will be 1.1 billion smokers by 2025. "Our best opportunity to contribute to positive change is clear: We have to innovate and innovate responsibly," Yamat said.



Philippine Senator presses call for vaccine passport system

SEN. Panfilo Lacson called for a vaccine passport system "in sync with other countries" to allow easier travel to the Philippines. The senator on Monday said many returning overseas Filipino workers (OFWs) and foreign investors are reluctant to come to the country because of its tight protocols. He said they were apprehensive about the requirement for them to spend more than a week in a quarantine facility.

"For our returning OFW (Overseas Filipino Workers), at most, we might require them to take a swab test then allow them to go home, then require them to stay at home for 10 days," Lacson said. "No need to require them to stay at a hotel. Most of the time, OFWs return to the country because

of an emergency," he said in a television interview. "If you are an OFW and you are required to be quarantined for 10 days, how many days of your leave will go to waste? I don't think that makes sense," he added.

The mandatory long quarantine policy also turns off investors, the senator said. "If a potential investor who would like to come here learns of the requirements that include a swab test and stay at a quarantine facility not of his or her choice, would he or she still come?" he asked.

He urged the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) to finetune the protocols to address these problems and ensure the protocols are "in sync with those of other countries."



Christian Eriksen collapse: Team doctor confirms Denmark star's heart stopped in scary Euro 2020 moment

Eriksen collapsed during Denmark's opening Euro 2020 group game against Finland on Saturday and was given lengthy medical treatment before regaining consciousness.

"He was gone. And we did cardiac resuscitation.

And it was cardiac arrest," said team doctor Morten Boesen, who led the work in giving Eriksen treatment on the field.



Facebook says Trump is now suspended until at least January 2023

Facebook announced Friday that former President Trump would be suspended from its platform until at least January 7th, 2023 — two years from when he was initially suspended.



United plans to carry passengers on supersonic flights by 2029

United Airlines plans to buy 15 supersonic jets and carry passengers on the ultra-fast planes by



2029. If the airline can follow through with its plan, the jets would be the first commercial supersonic flights since the grounding of the Concorde jet in 2003. After the economic failure of the Concorde, both airlines and aircraft makers have generally concentrated on greater efficiency, not speed.

France is sending a second statue of Liberty to the United States as a Gift

A second Statue of Liberty, sent by France, will be erected on Ellis Island, just across the water from the original, from July 1 to July 5. This new bronze figure,

nicknamed the "little sister," is one-sixteenth the size of the world-famous one that stands on Liberty Island. "We want



to send a very simple message: Our friendship with the United States is very important, particularly at this moment," said Olivier Faron, general administrator of the National Museum of Arts and Crafts.

Moderna asks FDA to authorize use of its COVID-19 vaccine for adolescents ages 12 to 17

Moderna has filed with the US Food and Drug Administration for emergency use authorization for its Covid-19 vaccine



for people ages 12 to 17, according to the company. Moderna's Covid-19 vaccine is currently authorized for people ages 18 and older. Tap the link in our bio to learn more.

A 12 year-old view on why he got a COVID vaccine

Rai Goyal is a 12-year-old who just got his first Covid-19 vaccine dose, and he has a message for his friends: "Do your own research from widely trusted sources, listen to the science and take a look at the world around us. We need to bring an end to this pandemic, and if our age group doesn't take the vaccine, there will always be a significant chunk of the population that continues to pass the virus and create opportunities for mutations.

“ There are no absolutes in life, or in science. But you have to put your trust in something ... I don't like shots -- at ALL -- but I don't like what our world looks like right now, either.

Rai Goyal

Roland Garos 2021: Djokovic Comeback Seals Historic Victory against first time finalist Greek Stefanos Tsitsipas

Down two sets, but never down and out. World No. 1 Novak Djokovic completed a mammoth turnaround in the Roland Garros final on Sunday to take down Stefanos Tsitsipas 6-7(6), 2-6, 6-3, 6-2, 6-4 and lift his second Coupe des Mousquetaires trophy – his 19th Grand Slam triumph.

The victory also sealed a historic feat for Djokovic, making him the first player in the Open Era to achieve the career Grand Slam twice,

Tsitsipas, who fought past Alexander Zverev in five sets in the semi-finals, was quick off the mark against Djokovic. The Greek player was bidding to become the first player from his country to win a Grand Slam title, and he made his case early on after firing three aces to save two break points in his first service game.

The Greek player withstood the heavy pressure of having Djokovic, one of the best returners in the game, standing across the net as he controlled the first two sets with his powerful serve. Tsitsipas narrowly kept his edge as Djokovic continued to press, regularly pulling Djokovic out wide in cross-court rallies before finding down-the-line winners with his forehand.

"What I learned today is that no matter what, in order for the match to be finished, you have to win three sets and not two," Tsitsipas said afterward. "Two sets doesn't really mean anything. It's still one away of winning the entire match."

In the women's final, Barbora Krejčíková topped Anastasia Pavlyuchenkova for her first Grand Slam title. Barbora of the Czech Republic is the 2021 French Open champion after defeating Anastasia Pavlyuchenkova of Russia, 6-1, 2-6, 6-4, in the women's final in Paris. It's Krejčíková's first career Grand Slam singles title. Krejčíková, 25, and Pavlyuchenkova, 29, were both playing in their first Grand Slam final.



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

EST - New Building Orderbook

#	Hull Nr	Name	Expected Delivery Date
1	S-1917	Energy Artemis	Dec. 2021
2	S-1918	Energy Afrodite	June 2022
3	S-1919	Energy Achilles	Sep. 2022

Calling all our seamen onboard:

We are looking for new ideas, themes & articles of your interest (e.g. hobbies, events onboard, favorite recipes, safety concerns, environmental matters, etc.) to include in the company's monthly Newsletter.



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