



ENTERPRISES
SHIPPING &
TRADING S.A.

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.

Goodbye Dear Friend and Colleague



It is with great sorrow that we find ourselves in the unpleasant position to announce that our dearest friend and colleague Michalis Roussis is no longer with us... He suddenly passed away on Saturday the 3rd of April 2021 leaving a huge gap in our company and in his beloved family: his wife Daniela and his 14-year-old daughter Sofia.

Michalis was a member of EST family for almost 18 years, joining when the company made its first steps in operating tankers, in order to reinforce the Technical Department team with his expertise. Since that time, until the moment of his death he has worked non-stop, as a Technical Superintendent and thereafter as a Fleet Manager, always giving his best to ensure that the ships are managed and maintained to the highest standards. In this

position, the majority of us have come to know him and cooperate with him over so many years.

We often say that the hour of death cannot be forecast, but when we say this we imagine this hour situated in the distant future. No doubt, it came too soon for Michalis. His loss was a very cruel and sudden blow to all of us, as he had been working practically until his final days and no one could have anticipated this development.

Yet, we are so privileged to have worked with such an amazing person. No doubt he will be greatly missed by all of us and by everyone that knew him.

May God rest his soul and give strength to his family.

"QUALSHIP 21" Renewed Eligibility for EST Ships

We are pleased to announce that another four vessels of our fleet have been found eligible for consecutive enrollment in the United States Coast Guard (USCG) Quality Shipping Program.

Qualship 21 is a USCG initiative which aims to reward those companies, operators, and vessels that demonstrate the highest commitment to quality and safety through the highest level of compliance with International standards and United States law and regulation.

In a letter, the USCG congratulated the company for this remarkable accomplishment and for the efforts made by the organization, the Masters and Crew of the qualified vessels to set such high standards of excellence.

The following vessels renewed their enrollment in the QUALSHIP 21 program:



→ MT ENERGY CHANCELLOR

→ MT ENERGY PATRIOT

→ MV GLADIATOR

→ MV VIRTUOUS STRIKER

Continue in page 3

What's New in the QHSEMS?

Tankers QHSEMS

1. COVID 19 "Outbreak Management Plan"-version 0.6
2. ESTSA 806 "Controlled external publications"-version 0.2
3. VRP Core Change 22 (All Tankers)

New Uploads (Tankers):

- Ballast Water Management Plans (Energy Apollo, Energy Centaur, Energy Centurion, Energy Challenger, Energy Champion, Energy Chancellor, Energy Commander, Energy Triumph)

Bulkers QHSEMS

1. FORM 59 Annual Emergency Response Drill Guideline Chart-version 0.2

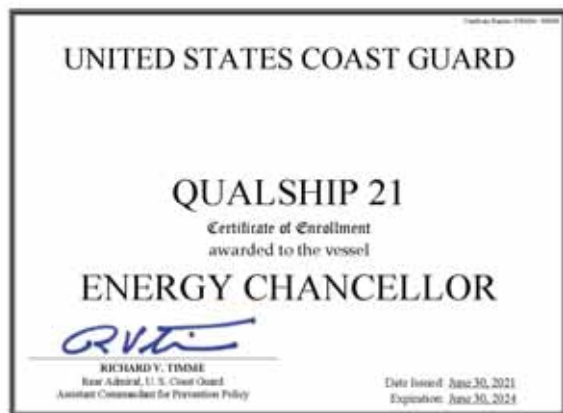
2. FORM 93 Forms List for Dry Cargo Vessels-version 0.5
3. FORMS MANUAL INDEX-version 0.2
4. Bulkers Operations Manual-version 0.2

New Uploads (Bulkers):

- FORM 63 "Generic Drill Form"
- Emergency Towing Booklets (Alora, Braverus, Citius, Colossus, Constantia, Delphi Ranger, Divinus, Dynamic Striker, Furious, Helvetia One, Heroic Striker, Magic Striker, Olympius, Virtuous Striker)
- SERS Manuals (Alora, Citius, Colossus, Delphi Ranger, Divinus, Dynamic Striker, Furious, Gladiator, Helvetia One, Heroic Striker, Imperius, Jaguar Max, Panther Max, Puma Max, Warrior)

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.

continued from page 2: "QUALSHIP 21" Renewed Eligibility for EST Ships"



In total, **23 ships** managed by Enterprises Shipping & Trading S.A. are currently enrolled in the Program.

Incentives for QUALSHIP 21 Vessels

All Vessels

- ★ QUALSHIP 21 enrollment valid for 3 years.
- ★ Vessel name posted on U.S. Coast Guard website & EQUASIS.

Tanker Vessels

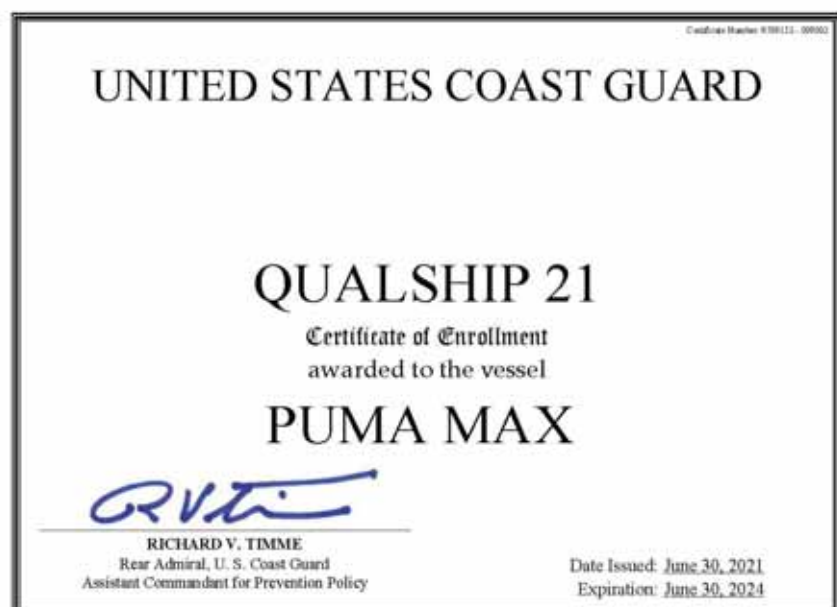
- ★ Certificate of Compliance (COC) annual examination reduced in scope. (For tank vessels, the COC annual examination occurs at the mid-period of the COC's two-year validity.)

We would like to congratulate the Masters, Officers and crewmembers who have contributed to this achievement and sincerely thank them for the efforts made to deliver the highest possible quality and safety standards onboard!

MV Puma Max: Another Inclusion in Qualship 21

We are excited to announce that the USCG has completed the review of our application for MV Puma Max, which has also been found eligible for inclusion in the Qualship 21 program.

Taking this opportunity, we would like to congratulate Master and crew for the efforts made to ensure safe operation and environmental protection. Well done for contributing to this great achievement!



2021 campaign by IMO - Fair Future for Seafarers



A Special THANK YOU to our seafarers

June 25 is the Day of the Seafarer, an annual and International Event Day coordinated by the International Maritime Organisation. This year, seafarers are being invited by IMO to answer questions on what a fair future for seafarers looks like.

In the wake of the COVID-19 pandemic, seafarers found themselves both on the front line of the global response and subject to difficult working conditions surrounding uncertainties and difficulties around port access, re-supply, crew changeovers, repatriation, etc.

In light of this, the 2020 Day of the Seafarer campaign focused its message around urging governments to recognize seafarers as key workers and ease travel restrictions for them to facilitate crew changes.

The 2021 Day of the Seafarer campaign will continue to encourage governments to support seafarers amid the pandemic but will expand its message, calling for a **fair future for seafarers**.

The campaign will discuss issues that will still be relevant to seafarers after the pandemic, such as fair treatment of seafarers, fair working conditions (in line with ILO's Maritime Labour Convention), fair training, fair safety, etc.

Campaign hashtags

#FairFuture4Seafarers will be the hashtag for the campaign.

Seafarers themselves can use the hashtag to voice their position on what a fairer future for seafarers includes and looks like.

Support organizations can also join in and use the hashtag to demonstrate how they support seafarers and what they hope in a fairer future.

Shipping companies and port organizations are also invited to show their appreciation for seafarers. #FairFuture4Seafarers will be the hashtag for the campaign.

Seafarers themselves can use the hashtag to voice their position on what a fairer future for seafarers includes and looks like.

Taking the opportunity, the company would like to express our sincere appreciation to all our seafarers for the high level professionalism and resilience demonstrated by all during this challenging period of the pandemic, similar to which we hope to never see again.

"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 Dynamic Striker , 2nd Engineer M. Kuznyetsov
- M/V Energy Patriot, 2nd Officer V. Zhilyakov
- M/V Jaguar Max, 3rd Officer V. Gerard Puey



UNSAFE CONDITION



Hazard:

Damaged cable

Risk:

Electrical shock injury

UNSAFE CONDITION



Hazard:

Password written down and left next to the PC

Risk:

Significant information can be exposed to Third Parties

UNSAFE CONDITION



Hazard:

Segregating garbage without wearing the proper PPE

Risk:

Hand injury from broken glasses/ chemical waste or sickness from touching other infectious waste

Best Practice by m/v Panther Max

We would like to thank Seaman **Lary Oro** of **mv Panther Max** 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.



The crew onboard m/v Panther Max took extra precautionary measures to avoid the spreading of COVID-19 when visitors are boarding the vessel.

Specifically, the crew placed a placard at the gangway to remind visitors attending the vessel that they will not be allowed to board without wearing their face mask.

REMINDER:

- Visitors' body temperatures shall be checked twice.
- If body temperature exceeds 37.3 celcius, the visitor should not board the vessel.
- For more information regarding "The health condition of visitors" refer to COVID19 Outbreak Management Plan "Visitor Health Declaration for COVID- 19" (Appendix C of the plan).



"IDEA" Program: m/vs Constantia, Citius, Furious



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 FURIOUS
- M/V CITIUS
- M/V 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.



Blast from the Past!

Capt. Oleg Kravchenko in SAR Operations



Captain Oleg Kravchenko, Director of Alpha Marine Crew Services has kindly shared with us one of his stories from back in the day. In 1996, when Capt. Oleg was the Captain of tanker ship "Mechanic Ilchenko", he and his crew saved 8 persons from a distressed tug, including the Captain's 5-year-old daughter.

What happened:

"On December 16, 1996 MT "Mechanic Ilchenko" left the port of Lautoka, loaded with a cargo of molasses intended for the port of Taichung, Taiwan. On December 26, after encountering extreme heavy weather and travelling through a severe storm the Captain was called to the radio room, where a USCG duty officer reported that the tug "Mr. Bill" with 8 crew on board was in distress abt 130miles north of the ship's position. The tug's engine room was flooded, the pump had failed and the crew intended to leave the tug on a raft.

Practically, the tug was in the center of typhoon Fern. The USCG officer asked if we intended to follow the tug, since there were no other vessels in the area. Naturally, it was decided to change course and follow the rescue of those in distress. At that time, the distance between the vessel and the tug was 134 miles, the weather was 7-8 points W - SW wind, gusts up to 9,

the sea wave height 6-7 to 8 meters. Due to the change in course, the ship began to experience a stronger side pitching, but there was no other way to achieve the goal in the shortest possible time.

On December 27 the tug was abandoned and the crew boarded a fully equipped liferaft and activated an emergency buoy.

This helped the USCG to continuously update the ship with the liferaft's position, which was finally detected by a USCG aircraft. After co-ordinating with MT Mechanic Ilchenko on the exact location, the plane began dropping smoke signals in the area where the raft was located. But from a distance of 15-10 miles it was impossible to see because of the significant sea waves. 3-4 miles before the raft, the orange smoke was finally seen. The ship approached the raft which was falling apart and managed to lift all of the survivors. During the rescue, it seemed that the operation took a very long time. But practically it took 25 minutes!

What contributed to the search and rescue:

- ✓ The vessel was a member of the **AMVER system** - a system of automatic search and assistance to ships in distress, stable connection by satellite.
- ✓ The presence of an emergency radio beacon in tow, which made the search easier.
- ✓ Coordinated actions of USCG, ship and the aircraft.
- ✓ Training of the crew onboard our tanker who applied a maximum efforts and skills to save people."

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:

- ☆ Cadet L. L. M. Cofredos of MV Imperius
- ☆ Cadet Paulo M. Camarillo of MV Taurus
- ☆ Chief Off. F. V. Maray of MV Panther Max
- ☆ Chief Off. A. Vladislav of MV Colossus
- ☆ Captain V. Skidanov of MV Dynamic Striker
- ☆ 2nd Eng. V. Mazur of MV Alora
- ☆ 2nd Off. V. Fedorenko of MT Energy Ariadne
- ☆ Cook Jovito D. Feniola of MV Furious
- ☆ 2nd Eng. I. Gerasimov of MV Divinus

UNSAFE CONDITIONS:

Access to Emergency Equipment obstructed



What happened: Bosun's store fire extinguisher was not accessible.

In addition to removing all obstacles, a label was posted to keep the area clear of any obstructions.



What happened: The firemen's outfit box was covered with various items and boxes.

Fire equipment must be readily accessible at ALL times.



What happened:

During a cabin inspection, it was found that a crewmember was placing provisions in a way that was obstructing access to his LSA storage space.



What happened:

Emergency Tug Line was obstructed / covered by various stores and pilot ladders, blocking immediate access.

UNSAFE CONDITION



What happened:

After maintenance of the rescue boat, several tools were left inside, blocking the seats.

Recent PSC Deficiency:

"Obstruction of Lifeboat inside spaces by stored ropes."

Please make sure that safe movement of the crew inside the lifeboat is not prevented in any way.



Continue in page 9

continued from page 8 "Promoting Safety On Board - STAY SAFE..."

BEST PRACTICE**What happened:**

The safety billboard had been damaged by humidity, salt and sunlight and required renewal.



Instead of fabricating a new stenciled billboard, the text was printed out and protect by Plexiglas in hermetic sealing. In addition to offering protection against external factors, it is now easier to modify, amend and replace the text.

UNSAFE CONDITION**What happened:**

During repair works, several tools were left lying on the caged floor.

This could potentially lead to the fall of the tools and injury of crew on lower decks.

UNSAFE CONDITIONS & UNSAFE ACTS**In the Galley!****What happened:**

The messman was cleaning and disinfecting the galley work surfaces with chlorine solution without using appropriate PPE.

**What happened:**

When preparing the meals, it was noticed that the food was prone to contamination

due to splatter when the faucet was used.

BEST PRACTICE:: A transparent acrylic sheet was fabricated and installed to prevent any food contamination.

**What happened:**

During routine inspection, a bowl containing minced meat was found improperly covered for storage, which could lead to deterioration and food poisoning after consumption.

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 Ariadne	Sergey Vlasenko	04/06/2021	Port Everglades	USA
2	Olympius	Roy V. Yabo	09/06/2021	Boffa	GUINEA
3	Alora	Pavlo Ivanyshyn	09/06/2021	Mississippi River	USA
4	Energy Progress	Aleksei Rudenko	13/06/2021	New Jersey	USA
5	Energy Triumph	Sergey Velichko	29/06/2021	Trieste	ITALY

IMPORTANT REMINDER!

QHSE Safety Campaign # 1/2021

Pilot Ladders Position and construction (IMO Resolution A.1045(27): A permanent marking should be provided at regular intervals (e.g. 1 m) throughout the length of the ladder consistent with ladder design, use and maintenance in order to facilitate the rigging of the ladder to the required height.

As part of the current QHSE safety campaign on pilot transfer arrangements and pilot ladder safety, the following finding was identified and properly rectified on board a fleet ship.



New Concentrated Inspection Campaign (CIC) 1st September - 30 November 2021.



A new Concentrated Inspection Campaign (CIC) on Stability in General has been announced jointly by several MoUs (Paris MoU, Tokyo MoU, Black Sea MoU, Indian MoU, Mediterranean, Riyadh and Vina del Mar MoUs), commencing from 1 September 2021 and ending 30 November 2021.

The aim and scope of this CIC is to ensure that stability systems onboard are installed, available and approved. In addition, that stability calculations for each voyage are carried out and documented adequately. As such, Master and responsible officers will be checked for familiarization and their knowledge of the loading systems provided on board, the use of stability software and documentation.

It is expected that the key items to be checked would be:

- Stability documentation (Stability Booklet/ Loading manuals etc)
- Loading calculations (Loading computer and software/ Loading documents)

- Responsible officers' familiarization with the above
- Ship Organization to respond to emergencies which require stability calculations (grounding/ flooding/cargo list etc)

The CIC will be included in the routine PSC inspections and responsible PSCO will be provided with the relevant CIC questionnaire, which has not been published yet. We assume the questionnaire will be published at the beginning of August.

During the inspection, PSCOs might ask to show and explain the stability calculation for the current voyage and if approved conditions of stability are available.

We recommend that Masters and Training Officers get prepared for the CIC by checking the availability of the required stability systems and booklet onboard and evaluating the level of familiarization of the officers in charge with the systems provided onboard.

We also wish to thank INTERCARGO for providing us with the information contained above.

Senegal: Latest Country to Ban Import of Plastic Waste

Senegal joins the list of countries that has imposed a ban on the import of plastic waste as part of wider legislation to deal with the problem of plastic waste in the country. Ships found carrying waste will be forced to return to the load port and could incur substantial fines (up to around USD 800,000); those involved could risk imprisonment.

<https://britanniapandi.com/>



Ghana - PSC Fines for Alleged MARPOL Transgression



The escalation of fines being issued by the Ghana Maritime Authority (GMA) has expanded beyond those for sewage pollution.

Fines have been issued for the following:

- Waste pollution
- Oil pollution
- Sewage pollution
- Garbage pollution
- Transfer of oil between ships, including bunkering and ship-to-ship transfer (STS), without obtaining the necessary approval.

In a recent case, uncompacted garbage was delivered ashore, which naturally was a much greater volume than compacted garbage that had been delivered ashore in previous ports. However, based on volumes of garbage collected over a short period, GMA considered that the vessel must have disposed of the garbage overboard because of the low volumes landed at previous ports.

<https://www.westpandi.com/>



Turkey Introduces New Regulation on Marine Pollution

On 12 June 2021 Turkey implemented The Regulation on Environmental Inspection (The "Regulation") with a view to strengthening its regulatory measures in relation to environmental pollution with the assistance of, inter alia, expert inspection teams.

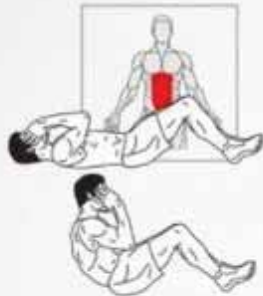
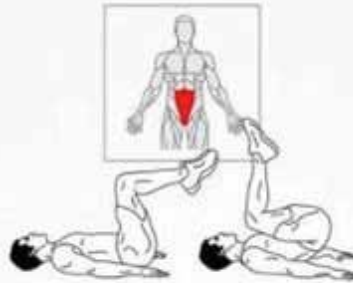
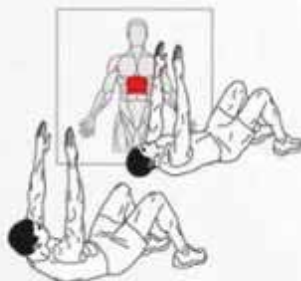
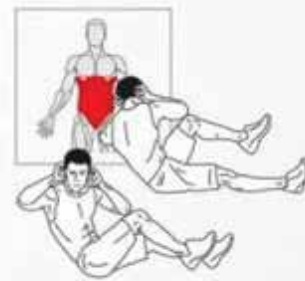
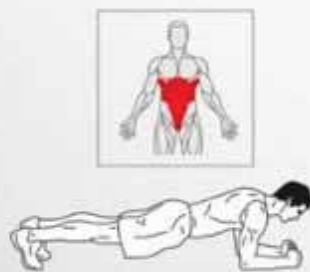
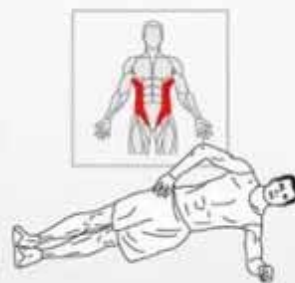
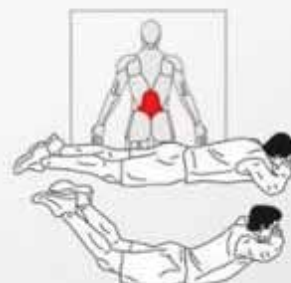
The Regulation imposes stricter monitoring of marine pollution arising from ships and allows for fines to be imposed **on visual evidence alone without the requirement of sample analysis in all cases.**

A Club LOU will continue to be a valid form of security although the Regulation stresses that if vessel interests fail to either make a payment or provide security the vessel will be at risk of being detained indefinitely and even sold at a public auction.

<https://britanniapandi.com/>



Body Workout

total absDAREBEE WORKOUT @ darebee.com**LEVEL I** 3 sets **LEVEL II** 4 sets **LEVEL III** 5 sets **REST** up to 2 minutes**20** sit-ups**20** reverse crunches**20** sitting twists**20** high crunches**20** knee crunches**20** knee-to-elbow crunches**20sec** elbow plank**20sec** side elbow plank**5** back extensions

The Father: Anthony Hopkins is Mesmerizing in this Disorienting and Unflinching Dementia Drama

The Father feels more like a horror film than a drama.

Eighty-year-old Anthony (Anthony Hopkins, who won the Academy Award for Best Actor for this role) lives in a tasteful London flat, enjoys listening to opera and seems rational, if a little cantankerous.

His daughter, Anne (Olivia Colman), drops by to tell him that she is moving to France with a man, and perhaps it might be time to... "Time to what?" Anthony growls. "Come on, Anne. Finish that sentence." Anne is clearly suggesting that Anthony move into a nursing home, though she doesn't say it. A carer, whom Anthony has accused of stealing his watch, has just quit.

Suddenly the edifice crumbles; what follows is a sort of Groundhog Day dismantling of Anthony's reality. He finds a strange man (Mark Gatiss) in his living room, claiming to be Anne's husband. Another woman who looks like Anne but isn't (Olivia Williams) says she is going to make chicken for dinner. Then says there isn't any chicken. Or any man. She was divorced five years ago. She was never moving to Paris.

These touchpoints – the chicken, the watch, Paris – are swapped over and over again, as are the actors (Rufus Sewell also appears as Anne's husband – or is he?), so that we are plunged into Anthony's own disorienting experience. What and whom can he trust?

The distinctive, blue-walled apartment is subtly altered, too, the odd shopping bag modified, paintings changed. One scene begins and ends with Anthony walking in on Anne and her husband having the same hushed conversation about nursing homes. It is a triumph of editing and production design, and of direction too.



This is director Florian Zeller's film debut, adapted from his award-winning play *Le Père*, and co-written with Christopher Hampton (*Dangerous Liaisons*, *Atonement*). It retains a distinctly stagey, claustrophobic feel, set almost entirely in the apartment, showing us that when memory fails, space is distorted along with time.

It is the first film about dementia to make the viewer an active participant in the sufferer's deterioration, since everything feels as real to us as it does to Anthony. When the rug is pulled from under his feet, so is it from under ours, too.

Colman is excellent, eliciting compassion as she tries desperately to care for a father who repeatedly barks that he would rather have his other (missing) daughter around. But it is Hopkins' show. Even by his high standards, it is stunning work. He moves in the blink of an eye from enraged to befuddled, callous to pitiable, not just with his face, but with his whole body.

By the end he is scrunched up, being cradled like a baby. It is a very physical performance: unflinching, dazzling and one so mesmerizingly upsetting that I never want to watch it again.

<https://inews.co.uk/culture/film/>

JOKES:

You can't always control
who walks into your life...



But you can
control which window
you throw
them out of .

My brain cells, skin
cells, and hair cells
continue to die. But my
stubborn fat cells seem
to have eternal life.



I'm going to stop asking

'How dumb can
you get?'

People seem
to be

taking it as a challenge!



I've finally lost my mind.

If found,
Don't bother
to return it.

It wasn't
working
properly anyway..



Have you ever had
one of those days,
when you're
holding a
stick and
everybody looks
like a pinata?



Have you ever
noticed that the
People who tell
you to calm down
are the ones that
pissed you off
in the first place?



www.facebook.com/ShutUpImStillTalking

Philippine scientists warn of another eruption at Taal Volcano

Another eruption at the Philippines' second-most active volcano can occur anytime soon amid "anomalously high" volcanic gas emissions, according to government scientists.

More than 3,000 residents from high-risk villages around Taal Volcano in Batangas province, 66km (41 miles) south of the capital Manila, have fled their homes since Thursday, when the volcano erupted, spewing a dark plume of volcanic gas and steam in the air. Since then, several bursts of volcanic gas and steam have been generated by Taal.

On Sunday, "the highest levels of volcanic sulfur dioxide gas emission was recorded ... at an average of 22,628 tonnes per day, the highest-ever recorded in Taal", the Philippine Institute of Volcanology and Seismology (Phivolcs) said in a bulletin. The emissions were accompanied by 26 strong and very shallow low-frequency volcanic earthquakes "associated with magmatic degassing", it added. "These observations may indicate that an eruption similar to the July 1, 2021 event may occur anytime soon," the institute said.



Phivolcs raised the alert at the volcano to level 3, which means that there was "ongoing magmatic extrusion at the main crater that may further drive succeeding explosions". Taal last erupted on January 12, 2020, displacing more than 376,000 people from surrounding towns. At the time, 39 people, in evacuation centres, died due to illness and accidents caused by thick ashfall, according to the provincial government.

Taal also has the distinction of being the only known volcano in the world within a lake on an island. It is a popular tourist destination for its picturesque crater lake.



Flood displaces 2,000 in Cagayan De Oro City

More than 2,000 individuals and 650 houses were affected by a flash flood in Cagayan de Oro City, a city in the northern part of Mindanao in the southern Philippines, in the morning of 14 July.

In Tablon, a coastal village on the eastern side of the city, two houses made of light materials were swept away by the raging floodwater across the city's main highway, village chief Billy Kid Auza told reporters. He said about 80 houses were submerged on Wednesday morning, prompting families to seek shelter in the village's evacuation center. All evacuees, however, returned to their homes as the water subsided in the afternoon, Auza said.

In Iponan, a village on the western side of the city, 150 houses were also submerged in deep water when the Iponan River overflowed at 3 a.m. Vil-

lage chief Don-don Allorin said about 450 individuals were affected by the flooding in Bolao. He said 30 families took shelter in the village's evacuation center at the height of the waist-deep flood.



Nick Habagat, head of the city's disaster risk reduction management group, said the rains were only moderate. However, heavy rains were monitored in Bukidnon, near the Cagayan de Oro City border Tuesday night. Habagat said creeks and tributaries swelled Tuesday night, triggering a flash flood that came down to the city.



Iceland Tried A Shortened Workweek And It Was An 'Overwhelming Success'



Trials of a shorter working week in Iceland have been hailed as an "overwhelming success" by researchers.

Employees working 35-36 hours per week, with no reduction in pay, saw their wellbeing "dramatically" increased across a range of indicators, from perceived stress and burnout, to health and work-life balance, according to think tank Autonomy and the Association for Sustainable Democracy (Alda). After the trials, Icelandic trade unions negotiated reductions in working hours and now 86% of Iceland's working population work shorter hours or have gained the right to shorten their hours, according to Autonomy and Alda.

CO is invisible waster from oil and Gas and it's making our world sick

"If CO₂ had a foul smell, we would have done something about it years ago. It has taken temperatures clearly rising, glaciers melting and wildfires raging for us to realise CO₂ isn't so innocent" - Margriet Kuijper, a consultant on Carbon Capture and Storage. □

Despite the rapid advances in renewable energy, globally over 80% of our energy still comes from burning fossil fuels, like oil and gas. Although the best way to reduce our carbon emissions is to stop burning fossil fuels in the first place, Margriet worries that we can't do it fast enough. □

The idea of Carbon Capture and Storage (CCS) is fairly simple. First you capture the CO₂ gas in chimneys where fossil fuels are burnt. Then the CO₂ is compressed into a liquid and piped deep underground, back into the rocks where the oil and gas first came from. But it's expensive, so the uptake has been slow, and some argue that CCS distracts from the main objective of reducing fossil fuel use. And

there are many natural carbon sinks which do the job really well - like trees! However, most scientists think that reducing emissions to net zero will require BOTH massive reductions in fossil fuels AND capturing the carbon that can't be eliminated in a variety of ways. □



Gas leak responsible for 'eye of fire' in Mexican waters, says Mexican oil company

A blaze on the surface of the Gulf of Mexico resembling a large "eye of fire" has been brought under control, according to Mexi-



co's state oil company Pemex. The company said the fire, blamed on a gas leak from an underwater pipeline, happened at 5:15 a.m. local time. No injuries or evacuations of the facility have been reported. Pemex, which has a long record of major industrial accidents at its facilities, said it would investigate the cause of the fire.

A flying car just completed a 35 minute test flight between cities

A prototype flying car spent 35 minutes in the air on Monday, completing a test flight between two cities in Slovakia. Klein Vision's AirCar — which has a fixed propeller and transforms from an aircraft to a road vehicle in under three minutes — flew between Nitra and the capital



Bratislava on Monday, according to a press release. "AirCar is no longer just a proof of concept," Anton Zajac said in the press release. "It has turned science fiction into a reality."

Italy crowned European champion after beating England on penalties

Italy claimed the European Championship for the first time since 1968 as penalties came back to haunt England at Wembley on Sunday, Gianluigi Donnarumma saving twice as the Azzurri won a shootout 3-2 after the game finished 1-1 following extra time.

The match statistics told the story as Italy had 66% possession and 19 shots to England's six and, until the shootout, Donnarumma barely touched the ball.

Italy's coach Roberto Mancini who took over after the country's humiliating failure to qualify for the 2018 World Cup said "It was impossible even to think about this, but the guys were extraordinary. "I don't have words for them, this is a magnificent group. We were great, we conceded an early goal and had some problems but then we dominated."



Tokyo venues for Olympics will not have Spectators



All spectators will be banned from the Tokyo venues at the 2020 Olympic Games.

On Thursday, Japan declared a coronavirus state of emergency for the capital will run throughout the event.

The games are set to begin on July 23.

Sha'Carri Richardson suspended from Olympic team after testing positive for marijuana



US track and field star Sha'Carri Richardson has been suspended for one month from the Olympic team after testing positive for THC, a chemical found in marijuana, the US Anti-Doping Agency announced on Friday.

"I just want to take responsibility for my actions, I know what I did, I know what I'm supposed to do, I'm allowed not to do and I still made that decision. I'm not making an excuse or looking for any empathy in my case," Richardson said on NBC's TODAY show on Friday.

	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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