



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.

MT Energy Triumph: Top Management Visit on board

On Tuesday 28th September 2021, George Sarris, EST S.A. Managing Director and President had the opportunity to visit MT Energy Triumph during her call at Ag. Theodoroi and meet with the Captain and Crew.

Mr. Sarris shared his vision and commitment for a zero incident industry and thanked the crew for achieving an excellent safety track record over the past years.

He also acknowledged the impact of the COVID-19 pandemic on crew's mental and physical wellbeing. However, he argued, it is important to maintain a positive outlook that will help keep productivity and motivation levels as high as possible to ensure "safety". It is vital that we take care of our physical and mental health.



It was highlighted during the meeting onboard that in order to improve our safety performance, we need to adopt a learner's mindset, taking each and every opportunity to question ourselves, identify our own triggers, know our vulnerabilities and effectively learn from our mistakes.

We would like to take this opportunity to thank Captain Dmitry Maximov and his team on board for their hospitality, despite the ship's usual heavy workload.



What's New in the QHSEMS?

Tankers QHSEMS

1. VRP Core-Change-version 0.23
2. VRP Appendix I-COTP Zones-version 0.23
3. Tankers Ops Manual-version 0.3
4. ESTSA 158 "Fire Drill Record"-version 0.2
5. ESTSA 172 "Safety & Environmental Familiarization"-version 0.2
6. ESTSA 402 "Main & Aux. Engine Spares Inventory"-version 0.2
7. ESTSA 402A "Main & Aux. Engine Spares Inventory-Supplement for Electronic Engines"-version 0.2
8. Tanker Forms Index-version 0.2

New Uploads (Tankers)

- LM 126 China Reporting requirements for foreign vessels entering territorial sea
- Energy Ariadne-Monitoring Plan (MRV)
- Energy Artemis-Biofouling Management Plan
- Energy Artemis-Plans and Procedures for Recovery of Persons from the Water
- Energy Artemis-Mooring System & Line Management Plan
- Energy Artemis-Emergency Towing Booklet
- COSWP Amendment 5-Oct 2020
- LM 127 Dragging Anchor and Maritime Accidents.pdf
- Tankers Ops Live Message Index

- ESTSA 470 "Maintenance Cycle of Batteries"

Bulkers QHSEMS

1. NTVRP Core-Change 18
2. NTVRP Appendix I-COTP Zones Change 18
3. WIM Section F, Port & Cargo Operations, Dry Cargo- version 0.2
4. Bulkers Operations Manual-version 0.3
5. Forms Manual Index-version 0.3
6. Technical Manual Contents-version 0.3

New Uploads (Bulkers)

- Technical Manual-Circular 71 "Engine Power Limitation (EPL) Management Plan"
- Form 1261 "Cargo Hold Entry Permit During Cargo Operation"

Safety Awareness Handbook

- QHSE Alert #97 "Cyber Security-Password Management"
- QHSE Alert #98 "Vessel Detained Further to AMSA Inspection"
- QHSE Alerts Inventory

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

“Near Miss Rewarding” Program

We are pleased to announce the seafarers entitled to \$100.00 reward this month.

Key to this is to reward diligent crew members who contribute in a responsible manner to their own safety and that of their fellow workers.

- M/V Braverus, Chief Officer Sokolv-Rosha Oleg
- M/V Colossus, Chief Officer V. Aziyev
- M/T Energy Centaur, Chief Officer S. Skripko



UNSAFE CONDITION



Hazard:
Damaged rescue boat wire

Risk:
Failure to launch rescue boat in an emergency case

UNSAFE CONDITION



Hazard:
Damaged pilot ladder unsuitable for use

Risk:
Loss of life from falling off the pilot ladder

UNSAFE ACT




Hazard:
Weighted heaving lines

Risk:
Injury to shore staff when throwing the line ashore

Best Practice Received by Third Officer on mv Colossus

We would like to thank Third Officer V. Starchenko of mv Colossus 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 / ideas. 



An increasing number of ports around the world are now using helicopters to transfer the pilot to and from the vessel instead of the more traditional use of a pilot boat. Therefore, Helicopter station onboard the vessels should always be well organized and equipped with necessary tools and emergency equipment in order to ensure pilots, crews and vessel's safety.

The crew onboard m/v COLOSSUS has recently re-organized the Helicopter Station in order to ensure immediate access to emergency equipment and tools in case of need. The relevant list of the necessary equipment and tools has also been posted to ensure that the helicopter station is in accordance with the relevant requirements.

It is important that the crew is ready to effectively respond to an emergency situation. However, it is equally important that the crew feel confident that in case of emergency all necessary equipment and tools will be in place so that they can perform their own emergency responsibilities in the best possible way.


"IDEA" Program: m/vs Citius, Constantia & Puma 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 CITIUS
- M/V CONSTANTIA
- M/V PUMA 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. 

MV Constantia - Rainbow Photo

We would like to thank the Master of mv Constantia Captain Eliseo D. Dioquino and crew for sending us this picture.

Once they appear on the horizon, we all stop what we are doing and take pictures as the colours in the sky always fascinates us.

But regardless of the joy it brings every time it magically appears on the horizon, we cannot stop thinking about the most storied rainbow myths; that there is a pot of gold at the end of the rainbow which is guarded by a tricky leprechaun and we instantly flashback to our childhood memories of how we could have reached the end of the rainbow to find the pot of gold.

Scientifically defined, a rainbow is a spectrum of light that appears in the sky when sunlight is refracted through rain drops or other drops of moisture in the Earth's atmosphere.

While their colors include red, orange, yellow, green, blue, indigo and violet, they are also made up of an infinite range of hues that the human eye cannot see.



Training Officer Captain Sergiy Korniyenko on mv IMPERIUS

Captain Sergiy Korniyenko has recently attended mv IMPERIUS in order to carry-out Internal ISM/ISPS audits and MLC inspection.

The photo was taken by Captain Sergiy Korniyenko as he was heading towards mv IMPERIUS together with sign-on crew members.

During 2021, the company has resumed Training Officers' physical attendances on the vessels to most of our vessels in order to carry out ISM internal audits and TIES Inspections, despite the difficulties in planning their attendance onboard because of the COVID-19 pandemic and port / travelling restrictions.

Remote ISM Audits have indeed facilitated the scope of the ISM CODE, however, we all agree that they can not replace the physical attendances of our Training Officers, who apart from internal audits they will provide training to the crew in accordance to their needs with the aim to safeguard crew's and vessel's safety.



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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 E/C Venturanza, Urvel N. of MV Taurus
- ☆ Bosun A. Barabanov of MT Energy Centurion
- ☆ 2nd Off. V. Baksheev of MT Energy Progress
- ☆ 3rd Off. R. Smirnov of MV Magic Striker
- ☆ 4th Eng. I. Vorobev of MT Energy Centurion

- ☆ Cadet J. V. Celebrado of MV Olympius
- ☆ 2nd Off. P. Borodinsky of MT Energy Champion
- ☆ Capt. E. Berillo of MT Energy Patriot
- ☆ Capt. A. Winiarkiewicz of MV Panther Max
- ☆ Cadet Paulo M. Camarillo of MV Taurus
- ☆ Chief Off. Y. Rogach of MV Virtuous Striker

UNSAFE CONDITION: Fire Hazard



What happened: During UMS operation, the oiler on duty forgot to unplug the almost empty thermopot in the ECR.

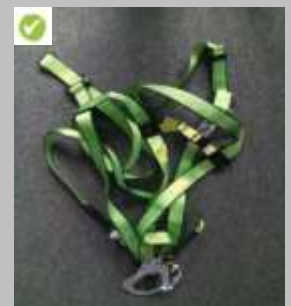
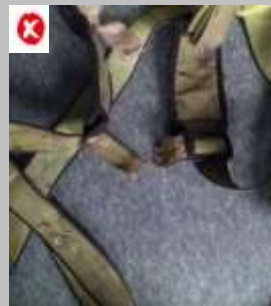
A poster was placed to remind users to unplug same.



REMINDER: use of unsolicited electric devices in crew cabins could pose serious fire hazards and lead to PSC deficiencies.

Code 17 deficiency: At the time of inspection found electric kettle, portable heater and extension in the cabins.

UNSAFE CONDITION: Worn out PPE



What happened: During routine inspection of the safety harnesses, one of them was found in poor condition.

Check the condition of PPE regularly AND before each use.

UNSAFE CONDITIONS FFE not ready for immediate use / damaged



What happened: The fire hose located near the ECR was not connected to the fire hydrant.



FFE must be ready for immediate use in the event of an emergency.



What happened: During a routine weekly inspection, a fire hose nozzle was found without jet spray tool.



Water guard for ship's firemen would not be possible without the jet spray nozzle.



What happened: During weekly inspection of the FFE, it was found that the cover of a fire hose box was missing.



Continue

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

UNSAFE ACTS

Lock-out / Tag out system



What happened:
No warning sign was posted on the ARPA/RADAR monitor on the bridge while maintenance works were being carried out at ship's mast.



Always post relevant warning notices on the radar's monitors when maintenance works are carried out on ship's mast.



What happened:
During cleaning on the bridge, the deck cadet shifted the label "Do not switch on, People working" from S-Band to X-Band radar and did not return it back to its place.



UNSAFE CONDITION

Medical Equipment not ready for immediate use



What happened:
During inspection of the Electrocardiograph (ECG), the battery of the relevant tablet was found fully uncharged.

BEST PRACTICE



What happened:
M/E RPM repeaters on bridge wings were almost unreadable due to the noticeably opaque protective plexi-glass. Same was polished using toothpaste and restored to good condition.

UNSAFE ACTS

Use of appropriate PPE



What happened:
During maintenance and de-rusting of cargo hold hatch cover securing pins, an OS was not wearing a complete set of the PPE prescribed for this work.



What happened: During routine works at the shipyard, a deck rating was not wearing his safety helmet and in addition he was not properly using the COVID-19 protective mask.

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	Gladiator	Igor Prysyazhnyuk	01/09/2021	Antwerp	BELGIUM
2	Magic Striker	Oleg Trunko	21/09/2021	Hachinohe	JAPAN

IMPORTANT REMINDER!

Detainable Item: WBT air vent heads and floaters

As reminded through QHSE Alert # 98, the below deficiency could lead to grave consequences for the vessel and company, leading even to ship's detention. Special attention should be paid to the proper maintenance of ballast air vent heads.



"During the 3months inspection of WBT air vent heads and floaters, the inner coating of vent heads was found in poor condition."

Why Psychological Safety at Work Matters: 6 Tips to Improve Team Performance



The highest-performing teams have one thing in common: psychological safety; the belief that you won't be punished when you make a mistake. Thus, allowing for moderate risk-taking, speaking your mind and being creative;

When the workplace feels challenging but not threatening, teams can thrive and sustain the "broaden-and-build mode"; oxytocin levels in our brains rise, prompting trust and trust-making behaviors- a huge factor in team success. In fact, leaders can build psychological safety by creating the right climate, mindsets, and behaviors within their teams.

In particular, in high-risk systems, such as the maritime industry, professionals more often than not make decisions under time pressure, work with missing information, face unclear goals and perform under unpredictable conditions. Sometimes, the hierarchical organization of such teams may indicate that people in lower ranks feel reluctant to voice their concerns. Not surprisingly, many disasters have traditionally been attributed to a reluctance to 'speak up', even in the face of a clear and present danger.

How can you increase psychological safety on your team?

#1. Approach conflict as a friend, not an enemy: It is said that we hate losing more than we love winning! Perceived loss triggers attempt to restore fairness through competition, criticism, or disengagement- a form of workplace-learned helplessness. True success is a win-win outcome; the Har-

vard Business Review suggest that when conflicts come up, avoid triggering a fight-or-flight reaction by asking "How could we achieve a mutually desirable outcome?"

#2. Speak human to human: Recognizing deeper universal needs such as respect, competence, social status, and autonomy naturally elicits trust and promotes positive language and behaviors. It is vital to keep in mind that even in the most critical cases, the other party is "just like you" and thus aim to walk away happy (the other person has beliefs, opinions, hopes, anxieties, and vulnerabilities; just like you have).

#3. Anticipate reactions (and plan countermoves): Confront difficult conversations by preparing for likely reactions. For example, you may need to gather concrete evidence when discussing hot issues. Perhaps you can look from a third-party perspective to pick up any weaknesses in your arguments and enable you to think and rethink your argument with a different mindset.

#4. Replace blame with curiosity: Blame and criticism reliably escalate conflict, leading to defensiveness and eventually, disengagement. The alternative to blame is curiosity. If you believe you already know what the other person is thinking, then you're not ready to have a conversation. Instead, adopt a learning mindset, knowing you don't have all the facts a priori.

#5. Ask for feedback: Asking for feedback on how you delivered your message illuminates blind spots in communication skills, and models fallibility, which increases trust in leaders.

#6. Measure psychological safety: Ask your team how safe they feel and what could enhance their feeling of safety. In addition, the team can also routinely take surveys on psychological safety and other team dynamics. Some teams at Google include questions such as, "How confident are you that you won't receive retaliation or criticism if you admit an error or make a mistake?"

Source: safety4sea.com

IMO Regulations Aimed at Reducing Greenhouse Gas Emissions in Shipping

The International Organization has introduced new operational and technical frameworks aimed at affecting a 40% reduction in carbon intensity compared to 2008 across the global shipping fleet by 2030.

These measures will be implemented through amendments to Annex VI of the 1973 international Convention for the Prevention of Pollution from Ships (MARPOL Convention).

The effectiveness of these measures will be reviewed by 1 Jan. 2026, at the latest, with further developments adopted if deemed necessary.

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

	EXISTING OPERATIONAL MEASURES	EXISTING TECHNICAL MEASURES	NEW OPERATIONAL MEASURES	NEW TECHNICAL MEASURES
	Ship Energy Efficiency Management Plan (SEEMP)	Energy Efficiency Design Index (EEDI)	Carbon Intensity Indicator (CII)	Energy Efficiency Existing Ship Index (EEXI)
What is it?	Ship specific plan containing energy efficiency improvement measures.	An index which defines minimum energy efficiency levels, depending on vessel type.	A framework for determining the quantity of carbon emissions from the ongoing operation of in-service vessels.	A technical framework for determining the energy efficiency of in-service vessels, with considerations made for each vessel type.
Who does it apply to?	All ships over 400GT shall comply with Part I. All ships over 5,000GT also comply with Part II.	All new vessels above 400GT with the exception of vessels with diesel-electric, steam turbine or hybrid propulsion systems.	All vessels over 5,000GT.	All existing vessels above 400GT that fall under the requirements of MARPOL Annex VI.
How does it work?	Applicable vessels will seek to improve energy efficiency through four steps: planning, implementation, monitoring and self-evaluation and improvement.	Applicable vessels will be designated an Attained EEDI, this will be compared to a Required EEDI. Technical changes will need to be implemented to reach the Required EEDI.	Applicable vessels will be designated an Attained Annual Operational CII, this will be compared to a Required Annual Operational CII, with a CII rating between A and E awarded depending on the difference. Within each rating level there is an annual reduction factor for the improvement of the CII. This rating is recorded in the SEEMP.	Applicable vessels will be designated an Attained EEXI, this will be compared to a Required EEXI. Technical changes will need to be implemented to reach the Required EEXI requirements.
How to comply?	Changes to improve operational efficiency may include: <ul style="list-style-type: none"> • speed reductions • weather routing • optimised trim etc. 	EEDI implementation phases have been established for each vessel type along with accompanying reduction factors. Phase 3 has been brought forward to January 2022.	The minimum rating required for compliance is C. Under the CII framework vessels are also required to have an enhanced SEEMP.	EEXI implementation phases have been established for each vessel type along with accompanying reduction factors.
How is compliance checked?	Shipowners and the vessel are audited to assess the management plan, record keeping and how this is implemented on board. This will lead to the issuance of the International Energy Efficiency Certificate (IEEC).	EEDI Technical File is verified and the IEEC should be issued on delivery.	The Attained Annual Operational CII will be documented and verified against the Annual Operational CII. Ships rated D for three years, or E, would need to submit a corrective action plan to demonstrate how a minimum rating of C would be achieved. Incentives are to be granted for vessels rated A or B.	EEXI Technical File is verified at the first annual, intermediate or renewal survey for its IAPP certificate. This will lead to the re-issuance of the IEEC.

Crew Vaccinations Continue Positive Trends

The challenges faced by seafarers for the past 18 months, seem to begin to stabilize and even show slight signs of improvement according to the latest monthly update on the Neptune Declaration Crew Change Indicator.

There are encouraging numbers on seafarers receiving vaccinations for COVID-19. The percentage from the past month is up from 21.9 to 31.1% of seafarers that have received vaccination. The percentage increase increased from the numbers the prior month, suggesting that seafarers are gaining increasing access to vaccines. These numbers are still lagging behind the rates of many large ship-owning nations but illustrate a positive trend.

However, lockdowns, flight cancellations, and travel restrictions persist, thus posing continued challenges to crew changes globally. Ship managers continue to report travel bans and restrictions for several areas. Issues were also cited with the approval of specific vaccines and of vaccines where both doses were received in different locations.

A shortage of crew was reported last month and this arose as a difficulty that the ship managers are facing. Due to continued lockdowns, seafarer

academies have been closed or operating remotely, which has delayed the training of seafarers, and lockdowns and travel bans have also impacted crew supply.

While the global shipping organizations continue to warn of the challenges to maintaining ship operations as the pandemic stretches on, they are also encouraged by the positive steps. For example, the Singapore Shipping Association has **set up a seafarers' vaccination center in Singapore**. The effort expands on a trial program and has received financial support from numerous organizations. The center, which began operations on September 30, will administer vaccines to seafarers, starting with signing-on crew arriving in Singapore. Other efforts in Europe, North America, and Asia also continue to provide COVID-19 vaccinations for crew members when their ships arrive in port.

Source: [The Maritime Executive](#)



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Resolution for Zero Emission Shipping at LA and Long Beach by 2030 Introduced

City Councilwoman Nithya Raman urged top maritime importers in Los Angeles to make all port calls to the San Pedro Port Complex via zero emission ships by 2030.

As she explained, this resolution is one step towards the creation of healthy, breathable port communities.

Raman's resolution calls on Walmart, Ashley Furniture, Target, Dole, Home Depot, Chiquita, IKEA, Amazon, Samsung, Nike, LG, Redbull, Family Dollar, Williams-Sonoma and Lowes to immediately adopt



technologies that reduce emissions, including wind-assisted propulsion and slow-steaming, as well as commit to only using 100% zero emissions ships at the San Pedro Port Complex by 2030.

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Legal

Body Workout

SUPERVILLAIN

DAREBEE WORKOUT @ darebee.com

LEVEL I 3 sets LEVEL II 5 sets LEVEL III 7 sets REST up to 2 minutes



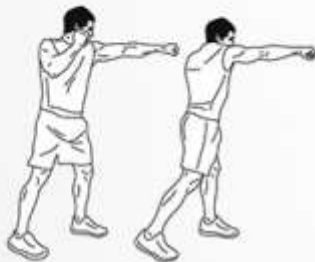
20 side kicks



20 knee strikes



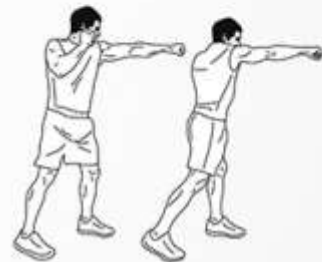
20 side kicks



20 punches



20 staggered push-ups



20 punches



10 butt-ups



10 raised leg circles



10 butt-ups

No Time to Die Review

Daniel Craig's final film as the diva of British intelligence is an epic barnstormer, with the script from Neal Purvis, Robert Wade and Phoebe Waller-Bridge delivering pathos, drama, camp comedy, heartbreak, macabre horror, and outrageously silly old-fashioned action in a movie which calls to mind the world of Dr. No on his island. Director Cary Fukunaga delivers it with terrific style, and the film also shows us a romantic Bond, a Bond who is unafraid of showing his feelings, like the old softie he's turned out to be.



A queasy and dreamlike prelude hints at a terrible trauma in the childhood of Dr Madeleine Swann, that enigmatic figure we saw in the last movie who is now enjoying a romantic getaway with James. But a shocking act of violence destroys their idyll, as we knew it must, and Bond has some spectacular stunts as he hurls himself from a bridge.

It all has a lot to do with a sinister bio-warfare plan called "Heracles" being developed by M using a renegade scientist Obruchev (David Dencik) – but both are stolen in a sequence of preposterous action comedy. Both MI6 and the CIA want Obruchev back – but British intelligence does not care to involve Bond who is now in retirement and M has handed

over his 007 status to a new agent Nomi, stylishly played by Lashana Lynch.

But the Americans, in the form of his old buddy Felix Leiter (Jeffrey Wright) and an uptight new state department appointee Logan Ash (Billy Magnussen) persuade Bond to take on the job as a freelance, and send him to Cuba, where he liaises with an untrained operative: Paloma.

The awful truth is that M has allowed "Heracles" to be compromised by the creepy Blofeld (Christoph Waltz) who is being kept by the Brits in imprisonment, but has managed to direct this new plan from his hi-tech cell, but who is now himself under attack by the new ubervillain in town – Safin, played with pouting disdain by Rami Malek, another in the endless gallery of antagonists who have conceived a personal obsession with Bond himself.

It is of course a festival of absurdity and complication, a headspinning world of giant plot mechanisms moving like a Ptolemaic universe of menace.

And the big finish shows that the 007 franchise-template is still capable of springing a surprise on the fanbase. No Time To Die is startling, exotically self-aware, funny and confident, and perhaps most of all it is big: big action, big laughs, big stunts!



JOKES:



Me starting squid game vs me after squid game



"mistakes make you stronger"
me after finishing my maths exam:



WHEN YOU FINISH YOUR CONTRACT
AND YOU WALK DOWN THE GANGWAY



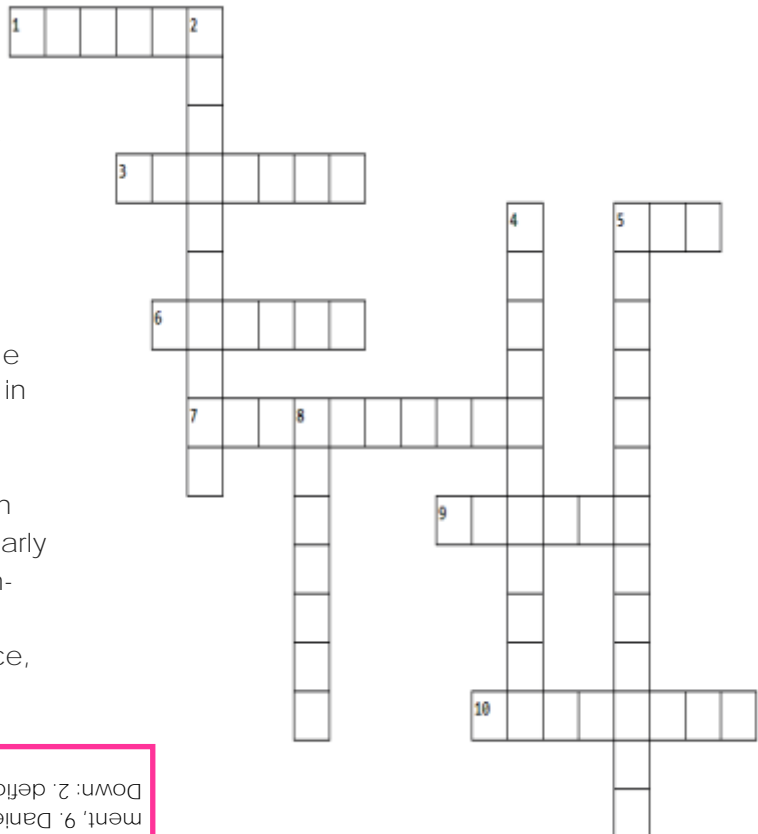
EST Crossword:

Across

1. a source or a situation with a potential for harm
3. after the rain comes the _
5. equipment used for personal protection
6. the opposite of a physical audit
7. EST has a _ for a zero incident industry
9. the actor who plays Bond in No Time to Die
10. the name of the biological war weapon in the new Bond movie

Down

2. this may be issued during a PSC inspection
4. required to be carried out on board regularly
5. _safety: the belief that you will not be punished when you make a mistake
8. in order to improve our safety performance, we need to adopt a learner's _



Answers: Across: 1. hazard, 3. rainbow, 5. PPE, 6. remote, 7. commitment, 9. Daniel, 10. Heracles
Down: 2. deficiency, 4. maintenance, 5. psychological, 8. mindset

Philippine domestic shipping group slams bill on seafarers

THE Philippine Coastwise Shipping Association (PCSA) has warned it will stop accepting maritime apprenticeship should Senate Bill 2369 or the Magna Carta of Filipino Seafarers bill get passed into law. PCSA chairman Lucio Lim Jr. said while the sector understood that the draft Magna Carta aims to translate the MLC 2006 into a Philippine law, applying the MLC in the domestic shipping scene is "not feasible" and may only lead to "the collapse of the country's shipping and manning industry."

"While the protection of seafarers is of paramount interest in the proposed law, it is respectfully submitted that the same cannot be fully and completely applied in the local setting as certain requirements embodied in the MLC are not adaptable and would even run counter to the setting of the Philippine domestic shipping industry," said the PCSA in its position paper addressed to Sen. Joel Villanueva, who chairs the Senate committee on labor and employment and sponsor of the bill, on Aug. 26, 2021. "It must be underscored that the MLC was adopted mainly for international voyages and protection of overseas seafarers whose working lives are spent outside the home country and since their employers are also often abroad, the need for effective international standards have been imperative," the group added.

"We are objecting to the implementation of the Magna Carta on domestic trade because it is not necessary and doable. If they implement that in the Philippines, the operational cost will go up and of course, everybody will have to charge higher," Lim said, in a virtual interview.

Specifically, the MLC requires that accommodation should be given to seafarers on board, which according to PCSA, could not be done in domestic ships due to short time voyages as well as limited space on board. In fact, the group said most passenger ships only travel for more or less four hours per trip from its port of origin until it reaches its final port of destination.

The MLC also requires that each seafarer must

have a minimum number of hours of rest. The group argued that in the domestic scene, 95 percent of the local ships only sails below 150 nautical miles or less than 25 hours. Moreover, the MLC also provides the cadets the same rights, privileges and benefits similar to seafarers.

Philippine government eyes vaccination of all tertiary students vs COVID-19

For face-to-face classes to gradually resume in the tertiary level, the Commission on Higher Education (CHED) is targeting the vaccination of



students in all degree programs. "We're targeting them because we want to make sure the general population gets vaccinated starting October 15 as the President has instructed because we have increased volume of vaccines available [so] we should cover everyone," said CHED Chairman Popoy De Vera during the ceremonial vaccination tertiary students on Wednesday, Oct. 13.

De Vera and vaccine czar Carlito Galvez, along with other officials, supervised the vaccination of students of Mabalacat City College in Pampanga in preparation for limited face-to-face classes. MCC became the first leg of CHED's vaccination caravan with the theme, "Padyak para sa Flexible Learning: Samasamang Vaccination Program." During the virtual press briefing, De Vera underscored the importance of vaccinating students. "We're targeting the students to be vaccinated," De Vera explained. "This is important because we want to slowly open up our schools for the combination of online and offline classes," he added.

MCC President Dr. Michelle Aguilar-Ong said that a total of 500 students were vaccinated during the ceremony. In total, Ong said that 900 out of 1,200 students of MCC are already vaccinated against coronavirus disease (COVID-19). Once the school reached its vaccination target and if allowed by the local government, MCC expressed openness to accommodate students from other schools to have them vaccinated using their facilities.

Coca-Cola switches to bulk carriers in face of sold-out containerships

(Tradewinds)

Drinks giant char-
ters three
handysize vessels
as it thinks outside
the box to ad-
dress shipping is-

ssues. The manufacturer has chartered three handysize bulkers to ship 60,000 tonnes of material to "keep its production lines running across the world".



Americans may not get some Christmas treats, White House officials warn

(Reuters) White House officials, scrambling to relieve global supply bottlenecks choking U.S. ports, highways and rail-



ways, warn Americans may face higher prices and some empty shelves this Christmas season.

The supply crisis, driven in part by the global COVID pandemic, not only threatens to dampen U.S. spending at a critical time, it also poses a political risk for U.S. President Joe Biden.

American consumers, unused to empty store shelves, may need to be flexible and patient, White House officials said.

"There will be things that people can't get," a senior White House official told Reuters, when asked about holiday shopping.

"At the same time, a lot of these goods are hopefully substitutable by other things ... I don't think there's any real reason to be panicked, but we all feel the frustration and there's a certain need for patience to help get through a relatively short period of time."

Elon Musk trolls Jeff Bezos as he widens his lead as the richest person on Earth

(CNN Business) Elon Musk's personal wealth is now \$222 billion, widening his gap as the richest person in the world according to Bloomberg's Billionaires Index. Musk's personal



wealth skyrocketed an extra \$10.6 billion after a secondary share sale by investors, valued SpaceX over \$100 billion, CNBC reported.

Jeff Bezos, founder of Amazon (AMZN), follows Musk with a net worth of \$191.6 billion. The Tesla responded to a tweet by his rival Jeff Bezos with a silver medal emoji, as he left the Amazon founder further behind in the race to be the world's richest person.

Michelin designs giant puffy inflatable sails for cargo ships

(CNN) Shipping could account for almost a fifth of global emissions by 2050. But modern wind propulsion technologies might help the industry decarbonize. Tire manufacturer Michelin designed giant inflatable sails that can be fitted to existing cargo ships. Michelin estimates fuel savings could be as high as 20%.



A pill cuts the risk of COVID-19 hospitalization or death by half in a study, says Merck

(CNN) A pill has cut the risk of hospitalization or death from Covid-19 by half in a study, Merck and Ridgeback Therapeutic said Friday. It would become the first oral antiviral for Covid-19 if approved by the US Food and Drug Administration for emergency use authorization.



1,400 dolphins were killed in Faroe Islands in one day

More than 1,400 white-sided dolphins were killed Sunday night in the Faroe Islands in what local authorities said was a traditional whaling hunt. The annual whale hunt has long been criticized by animal rights groups, but locals have defended the practice.



Laser or erosion?



Deep in the Tayma Oasis in Saudi Arabia's Tabuk province lies a 4,000-year-old rock formation with an unusual feature: It is split down the middle by a straight cut

with the precision of a laser beam.

The Al Naslaa rock is made up of two sandstones supported by a naturally-formed pedestal with a perfect slit down the middle.

While the exact cause of the split has yet to be determined, windblown sand and periodic rain could have created the unusual shape. However, some say that ancient civilizations may have been more advanced than our history books tell us.

Strange radio waves coming from the heart of the Milky Way stump scientists

Space experts have detected unusual radio waves coming from the center of the Milky Way galaxy. The energy signal is unlike any phenomenon studied before and could suggest a previously unknown stellar object, according to a new study.



The brightness of the object varies dramatically, and the signal switches on and off apparently at random, said Ziteng Wang, lead author of the study.

The brightness of the object varies dramatically, and the signal switches on and off apparently at random, said Ziteng Wang, lead author of the study.

Nobel Prize in physics awarded to scientists whose work warned the world of climate change

The Nobel Prize in physics has been awarded to scientists Syukuro Manabe, Klaus Hasselmann and Giorgio Parisi, whose



groundbreaking work over the past 60 years predicted climate change.

Parisi said it is "urgent that we take a very strong position, and we move at a very strong pace," adding: "It's clear that for the future generations, we have to act now, in a very fast way."

Museum made from bottles bags and other plastic waste highlights marine crises

The outdoor exhibition in the town of Gresik in east Java, Indonesia, took three months to assemble and is made up of more than 10,000 plastic waste items, from bottles and bags to sachets and straws, all collected from polluted rivers and beaches.

It's designed to highlight the plastics problem in the country - and convince people to rethink their habits.



Russian crew heads to the International Space Station to shoot the first movie in space

The International Space Station is about to become a film set. Actor Yulia Peresild and film producer Klim Shipenko will be filming segments for the movie "Challenge" — the first feature film set in space. The movie will tell the story of a surgeon who has to operate on a sick cosmonaut in space because his medical condition prevents him from returning to Earth to be treated.



Football: Messi names six clubs that can stop Paris Saint-Germain from winning Champions League this season

Paris Saint-Germain forward, Lionel Messi, has named 6 clubs that can stop his team from winning the UEFA Champions League this season.

According to Messi, Chelsea, Manchester United, Manchester City, Real Madrid, Inter Milan and Bayern Munich can prevent PSG from winning the Champions League this term.

The 34-year-old, said that PSG have great individuals, but they still have to know each other well to form a team and win important titles.

"It is everyone's dream to win the Champions League here," Messi told L'Equipe.

"The club has been working towards this goal for a few years and lately, it has been close.

"It is true that the center of attention is on PSG, but there are other very strong teams, such as Chelsea, the Manchester teams (United and City), Real Madrid, who always respond, Inter Milan, Bayern.

"They are all great teams. We have great individu-



als, but we still have to know each other well to form a team. To win important titles, you have to play as a team.

"That is what makes me say that we are still one step back compared to all these clubs, who have more collective experience than us."

UEFA opens investigation into Rangers' defeat at Sparta Prague after Glen Kamara booed



UEFA has opened an investigation into events surrounding Rangers' Europa League defeat against Sparta Prague last week.

European football's governing body said that it was probing "potential discriminatory incidents" during last Thursday's group-stage match.

Sparta fans were banned from the Letna Stadium following racist abuse of Monaco's Aurelius Tchouameni in August, but around 10,000 school-

children were permitted to attend the 1-0 win over Rangers along with some accompanying adults.

The match was marred by the booing of Rangers' black players, with Glen Kamara - who was on the receiving end of a racist slur from Slavia Prague's Ondrej Kudela in March - seemingly being targeted more vociferously than others.

A statement from UEFA said: "In accordance with Article 31(4) of the UEFA Disciplinary Regulations, a UEFA Ethics and Disciplinary Inspector has been appointed to conduct a disciplinary investigation regarding potential discriminatory incidents allegedly occurring during the 2021/22 UEFA Europa League group-stage match between AC Sparta Praha and Rangers FC played on 30 September 2021.

"Information on this matter will be made available in due course."

	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			

Affiliated vessels

				#	Hull Nr	Name	Expected Delivery Date
1	Good Hope Max	IOM	BV	1	S-1917	Energy Artemis	Jan. 2022
2	Victorius	IOM	BV	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.

If you'd like to be featured in the next issue, please email ism@ensh.com.



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