



EST Newsletter

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EST'S DRUG AND ALCOHOL POLICY - ZERO TOLERANCE

The possession, consumption, trafficking and sale of alcohol and/or drug substances aboard is strictly prohibited during the seafarers' employment agreement. All Company's seafarers are subject to testing and screening for drugs and alcohol abuse. The Master has the authority to carry out an alcohol test whenever he suspects that a seafarer is under alcohol influence.

Any seafarer not complying with the Company's Drug and Alcohol Policy **shall be dismissed** immediately and shall not be re-recruited on-board the Company's ships.

EST Newbuilding Program: Delivery of MT Energy Afrodite

On 21st June 2022, Enterprises Shipping & Trading S.A. celebrated the delivery of yet another ECO MR2 tanker.

The 49,812 DWT oil / chemical tanker Energy Afrodite {S-1918}



Continue in page 2

EST President Awarded by Maritime Economies

EST S.A. President and Managing Director, George Sarris, was awarded by the Maritime Economies for his overall contribution to the shipping industry and for his actions in shaping the policies and strategies of the future.




Continue in page 3

continued from page 1 “EST Newbuilding Program: Delivery of MT Energy Afrodite”

was successfully delivered to her new owners at K-Shipbuilding Shipyards in Korea. Once more, all parties involved cooperated seamlessly achieving a successful delivery and overcoming the adversities caused by the COVID-19 pandemic.

Next in line for our MR2 newbuilding program is **S-1919** tbn Energy Achilles, expected delivery in September 2022.



Join us in welcoming M/T Energy Afrodite to our fleet with our best wishes for smooth and prosperous voyages to Captain Aleksandr Otrubennikov, Officers and crew on board!  kg

The Return of Posidonia Year 2022

Posidonia, the Home of Shipping has reopened its doors to a great reception from the global maritime community who will be hoping for them to never be shut again.

With **1,964 exhibiting companies from 88 countries and some 29,000 visitors from 103 countries and territories** who flooded the exhibition and conference rooms to their rims, this year's event set new benchmarks and standards for volume, size and quality that makes Posidonia organisers confident that potential for further growth will always be there. The number of overall participants, including exhibitors, visitors and press **exceeded the 40,000 people mark.**

With these fundamentals intact and even stronger compared to the 2018 event and with the absence of many Asian and mainly Chinese visitors who could not have attended this year's event due to Covid-19 related travel restrictions, the assumption of an even greater 2024 event is a credible one.

“Our challenge for this year was to resume the event and rediscover the momentum lost during the height of the pandemic. I think we did a pretty good job, to not only achieve both of our basic objectives for the event, but to also set the bar even higher for the future,” said **Theodore Vokos, Managing Director, Posidonia Exhibitions S.A.**

“The response and feedback we received from exhibitors, visitors, government officials and maritime stakeholders was overwhelmingly buoyant. The four-year gap brought even more energy and a renewed optimism everywhere you'd look at and all indications are that the industry will continue to support Posidonia for years to come.”



continued from page 1 “EST President Awarded by Maritime Economies”

The award ceremony took place during a luncheon held at the Armed Forces Officers Club in Athens, Greece, on the 8th of May 2022 on the occasion of Maritime Economies 10th anniversary.

Honorary awards were also awarded to other distinguished industry stakeholders, amongst whom were the Greek Minister of Maritime and Island Policy, Ioannis Plakiotakis, who was awarded for his overall work in the Greek Navy, the Cypriot Deputy Minister of Shipping, Mr Vassilios Demetriades, who was honoured for his contribution to the Cyprus Navy, and ret. BV Vice President Mr. Lambros Chachalis.



 kg

Social Improvement Initiative Team: 33rd Blood Donation!

Our own Social Improvement Initiative Team (S.I.I.T) had the pleasure to organize the 33rd consecutive Blood Donation at EST premises on the 3rd June 2022 in co-operation with Sotiria Hospital.

The S.I.I.T once more hosted a blood donation and managed to collect 10 units of blood due to our colleagues enthusiastic participation.

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.

 kg



What's New in the QHSEMS?

Tankers QHSEMS

1. ESTSA 806 "Controlled External Publications"-version 0.3
2. Tankers Forms Index –version 0.7
3. WIM, Part II, Section A-Safety & Health-version 0.4
4. WIM, Part III, Section D, Cargo Handling-version 0.6

New Uploads (Tankers)

- ESTSA 840 "Incidents Categorization and Reporting Matrix"
- Safety Label 4-Anchoring Duties
- Safety Label 5-Anchoring Duties
- SEEMP Part II (Energy Afrodite)
- Recovery of Persons (Energy Afrodite)
- MSMLP (Energy Afrodite)
- Biofouling & Biofouling Annex III (Energy Afrodite)
- Emergency Towing Booklet (Energy Afrodite)
- STS Plan-provisional (Energy Achilles)

Bulkers QHSEMS

1. Form 93 "Forms List for Dry Cargo Vessels"-version 0.7
2. Bulkers Operations Manual-version 0.6
3. Forms Manual Index-version 0.4
4. Form 84 "Deck Log Abstract" -version 0.2

New Uploads (Bulkers)

- Form 88 "Pre-Vetting Crew List"

- Form 60 "Critical Cyber Security Equipment"
- VGP (Dynamic Striker, Helvetia One, Magic Striker, Virtuous Striker)

Office QHSEMS

1. ESTSA 974 "Deck Junior Officers Interview Questionnaire"-version 0.3
2. ESTSA 975 "Engine Junior Officers Interview Questionnaire"-version 0.3

New Uploads (Office)

- Crew Management Manual-CH3-PG21-Disciplinary Rules and Procedures
- Crew Management Manual-CH3-PG22-Travel Policy and Security Rules
- ESTSA 974A "Chief Officer's Interview Questionnaire"
- ESTSA 974B "Master's Interview Questionnaire"
- ESTSA 975A "Second Engineer's Interview Questionnaire"
- ESTSA 975B "Chief Engineer's Interview Questionnaire"

Labels

- Lub Oil Sample Labels (All Vessels)

Reflective Learning

- Form 1250 - Q3Q4-2022 (All Bulkers)

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 Dynamic Striker - **2nd Officer, Shepel Mykola**
- M/T Energy Commander - **Chief Officer, Arshak Petrosyan**
- M/V Puma Max - **Chief Officer, Mark Jester Din**



<p style="writing-mode: vertical-rl; transform: rotate(180deg);">UNSAFE ACT</p>		<p>Hazard: Standing in position close to line under tension during the mooring operation.</p> <p>Risk: Possible injury or even fatality from parted mooring line</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">UNSAFE ACT</p>		<p>Hazard: Wearing safety shoes larger in size</p> <p>Risk: Possible injury from tripping / slipping/ falling.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">NEAR MISS</p>		<p>Hazard: Entering an enclosed space using a cargo light with worn-out cable.</p> <p>Risk: Serious injury or fatality from sparks generated from using damaged cable when entering an enclosed space.</p>

List of HelpLine Services

If you are feeling stressed, low or need someone to talk to, do not hesitate to call the below dedicated helplines which are available for seafarers 24 hours per day, 7 days a week, 365 days per year where qualified people can hear you and consult you.

Mind Call's helpline:

Brought by North P&I Club

Staff are trained in counselling skills and offer emotional support. To access the helpline, you have the following options:

Call: +44 191 2353917,
 Email: contact@mindcall.org,
 WhatsApp: +44 7464 327451
 Website: www.mindcall.org



SeafarerHelp:

Call their free confidential multilingual helpline, day or night.

SMS: +44 (0)7624 818 405
 Call back request: +44 (0)207 323 2737
 Toll free hotline: 00 800 7323 2737
 Skype: [info-seafarerhelp.org](https://www.seafarerhelp.org)
 Live chat: www.seafarerhelp.org
 Email: help@seafarerhelp.org
 Call collect on: +44 (0) 207 323 2737
 Web: <https://seafarerhelp.org/en/help/feeling-low>



ISWAN for Seafarers app:

Download via Google Play or the App Store. Seafarers can download the ISWAN for Seafarers app for access to support from ISWAN's 24-hour helplines SeafarerHelp and Yacht Crew Help at the touch of a button. The app also offers offline access to all of ISWAN's mental and physical health resources, including self-help mental wellbeing guides.

SMS: +44 (0)762 481 8405
 Skype: [info-seafarerhelp.org](https://www.seafarerhelp.org)
 Live chat: www.seafarerhelp.org
 Email: help@seafarerhelp.org
 Call collect on +44 (0) 207 323 2737



Chat with a Chaplain:

icma.as/chat-with-a-chaplain

An online messenger service by the International Christian Maritime Association (ICMA), providing 24-hour holistic and spiritual support both for seafarers and their families wishing to speak to a port chaplain.



“IDEA” Program: m/vs Furious, Panther Max, 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 Furious
- m/v Panther Max
- 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.



MT Energy Commander: FLOTEX 22 Exercise with the Spanish Navy

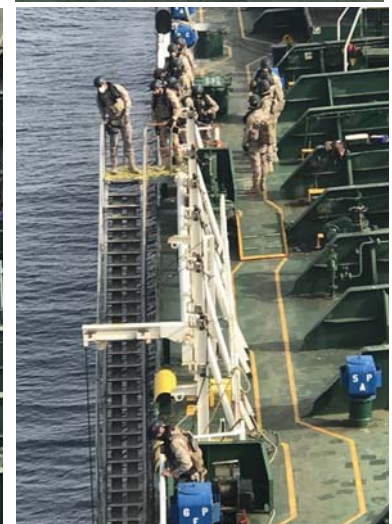


Our MT ENERGY COMMANDER has participated in Spanish Navy Exercise FLOTEX 22 performing a Maritime Security Exercise, on 18 June 2022. Scope of this exercise was to practice boardings with the vessels in order to train Spanish Navy seals, in the kind of missions that perform in areas as Somalia or the Gulf of Guinea.



The Maritime Security Exercise was consisted of the following:

- A Spanish Navy Boarding Team (BT) from a Spanish Navy Ships conducting a COOPERATIVE BOARDING, executed by boat.
- The BT boarded the ship and executed the following phases:
 - i. Securing the ship
 - ii. Meeting the Master and checking ship's document
 - iii. Search and inspection of ship's compartments.
- The Exercise evolved to a NON-COMPLIANT BOARDING, as certain opposition was simulated on board.
- The exercise lasted for approx. 3 hours, completed without any safety incident reported by either party.



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:


- Chief Off. S. Skripko of MT Energy Artemis
- 2nd Eng. D. Kharchenko of MT Energy Ariadne
- 3rd Off. Jason Bien S. Garzon of MV Panther Max
- Electrician V. Kolisnyk of MV Divinus
- 2nd Officer S. Shovkun of MT Energy Progress
- Cadet John Edward D. Paras of MV Taurus
- Bosun S. Moldovanov of MV Helvetia One
- 4th Engineer Lenard A. Tapel of MV Taurus

UNSAFE CONDITIONS


PPE not readily available at respective locations




What happened:
The paint store was not equipped with any of the personal protective equipment that are required by the Material Safety Data Sheets (MSDS).



P280: Wear protective gloved, protective clothing and eye of face protection.



What happened:
The protective eye shield had been broken in one of the grinding machines and not replaced. Also, proper PPE were not readily available.



NEAR MISS / UNSAFE ACT





What happened: During the replacement of a rubber gasket in cargo hold access manhole, the securing pin had not been properly placed.


Potential Loss: Crew serious injury from getting hit by the manhole cover or falling into the manhole.

Continue in page 9


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

UNSAFE CONDITION

Emergency Response




What happened:
The fire extinguisher was secured by bolt and nut.




Fire extinguishers may be secured by securing pins that can be easily removed in case of emergency.

UNSAFE CONDITION





What happened:
The main section of the isolation air valve on main deck was painted in blue colour instead of grey. It could therefore be mistaken for a water valve.




UNSAFE ACT

Unsafe working methods





What happened: A crewmember was trying to lift a heavy object using incorrect lifting techniques and without any assistance, as appropriate.

UNSAFE CONDITION



What happened:
During inspection it was found that the sink in the stevedore's toilet was clogged by fishing gear.





Loss potential:


- Overflow of the sink
- Damage to the ship's sewage drainage system.

UNSAFE ACTS


Failure to wear proper PPE

What happened:
During maintenance at the external part of the accommodation area, the assigned seaman was working without wearing a safety belt and a helmet. Although working at a small height, the seaman was close to the railing at the end of deck.



What happened:
A Cadet attempted to open the steam inlet valve without wearing protective gloves.



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	Imperius	Baltazar S. Carpio	06/05/2022	Manila	PHILIPPINES
2	Dynamic Striker	Vitaliy Skidanov	13/05/2022	Cartagena	SPAIN
3	Energy Ariadne	Igor Dzhioev	20/05/2022	Come By Chance	CANADA

IMPORTANT REMINDER!

During an Internal audit the following were observed:

- *Missing Bridge log book entries related to Engine Room operation under UMS condition and non-UMS condition (see attached Bridge/ ECR poster).*
- *In Bunkering Check List it was observed that Emergency & backup communication is not specified.*
- *Official Log Book was not closed after 12 months period.*
- *Records of SORB not properly completed / incorrect entries.*

▪ Please make sure that proper entries are made in relevant log books and check-lists.

▪ Record-keeping is of utmost importance as evidence that the vessel complies with international regulations and company's procedures.

▪ All entries should be made as soon as practicable after an event occurs so as not to be forgotten. If delayed, the vessel becomes vulnerable during PSC inspections and External audits.

▪ The Master must ensure that log books and check lists have been filled-in by responsible personnel and signed as necessary.



IMPORTANT REMINDER!

Australia – Mandatory biofouling management requirements as from 15th June 2022

The new regulation requires vessels to report information about biofouling management and vessel's voyage history in the past 12 months by submitting a ship's pre-arrival report to the Maritime Arrivals Reporting System. Please ensure that the following are available onboard:

- **Biofouling Management Plan** (available in the DM Library).
- **Biofouling Record Book**
- **Antifouling certificate**
- The most **recent underwater inspection** or **underwater cleaning report**.
- **Drydock Report Waste containers of white colour with red stripes marked "BIOLOGICAL WASTES"** at Garbage Collection Area properly secured with adequate covers.

For more information, please check again our email dated 31st May 2022.



Lessons learned: Pay Close Attention to Labels, Markings and Symbols



As the American Club informs, in a recent study of deficiencies cited in Club condition surveys, it was observed that the third most frequent defects found are associated with labeling, markings and symbols.

Marking, labeling and symbols are defined as shipboard items such as fluorescent markings for safe exit routes, fire safety appliances, vents, piping, machinery and equipment, safe working loads (SWLs) for mooring appliances and crane jibs, etc. In addition, there were notably missing and worn fluorescent stickers.

The importance of properly maintaining shipboard markings, labels, and symbols cannot be understated from the Human Element perspective by increasing intuitiveness, reduce training requirements and enhancing accurate performance.

Familiarization:

Good markings and labels assist seafarers at all knowledge and experience levels in the familiarization process.

Situational awareness:

During normal operations or in the event of an

emergency, good markings and labels help to identify hazards, reduce incidents of misidentification or misuse.

Lessons learned

- ✓ Pay close attention to the labels, markings and symbols onboard your ship.
- ✓ Do the labels, markings and symbols adequately communicate safety and environmental protection? Remember! Not all markings and labels are necessarily understood by all onboard, particular for new personnel aboard.
- ✓ Take action. Bring any discrepancies to the attention of the Master, Chief Engineer or DPA.
- ✓ If you feel labels, markings and symbols could be improved, be proactive and share your ideas with the Master, Chief Engineer or DPA.

Source: <https://safety4sea.com/>

IMO Marine Environment Protection Committee (MEPC) 78 Brief

The IMO Marine Environment Protection Committee (MEPC) held its 78th session from June 6 to 10, 2022. An overview of the more significant issues progressed at this session are presented in this article:

Meeting Highlights:

- Finalization of guidelines for the EEXI, CII and SEEMP
- Consideration of revisions to the IMO GHG Strategy and future technical and market-based measures
- Approval of a new sulphur emission control area (SECA) expected to take effect from 1 July 2025, subject to final adoption at MEPC 79 in December 2022
- Adoption of amendments to MARPOL Annex I and the IBC Code on watertight doors
- Adoption of amendments to MARPOL Annex II on the Hazard Evaluation Procedure for chemical tanker products

- Extension of the ballast water experience building phase

Revision of the Initial IMO GHG Strategy

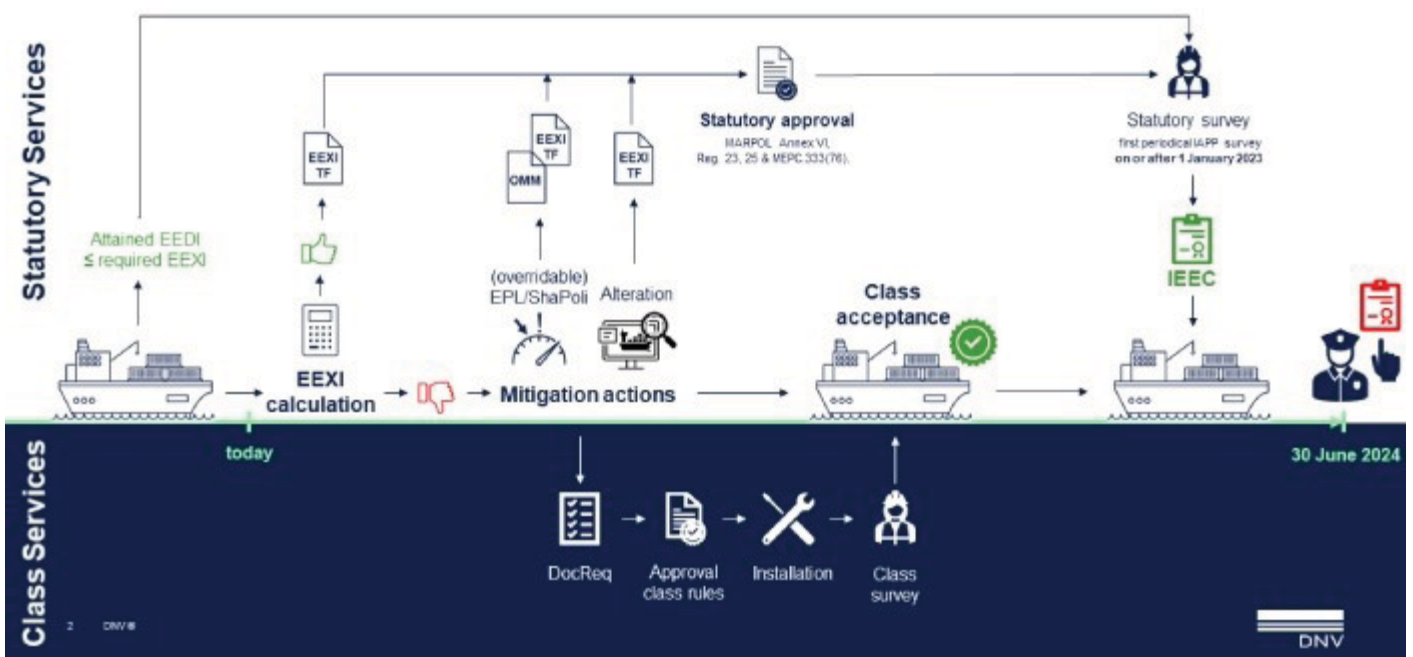
Although MEPC 78 failed to reach an agreement on more ambitious GHG targets, guidelines related to the EEXI, CII and SEEMP were finalized.

With these guidelines adopted, the **EEXI, CII and SEEMP Part III** are ready for implementation with the next steps for the industry being the following:

- ✓ The EEXI technical file needs to be approved before the first annual, intermediate or renewal IAPP survey or the initial IEE survey on or after 1 January 2023.
- ✓ **The SEEMP Part III needs to be approved and on board by 1 January 2023.**
- ✓ The first reporting of the CII based on 2023 data is due no later than 31 March 2024.



EEXI Process and Timeline



Monkeypox Outbreak

Monkeypox is a rare disease that is caused by infection with monkeypox virus. Its name is derived from its discovery in 1958 when outbreaks of a pox-like disease occurred in monkeys kept for research.

Since the first human case was reported in 1970, the vast majority of infections have been concentrated in the Democratic Republic of the Congo (DRC) and Nigeria. However, in recent months more cases are being reported in countries not normally associated with outbreaks.

Transmission

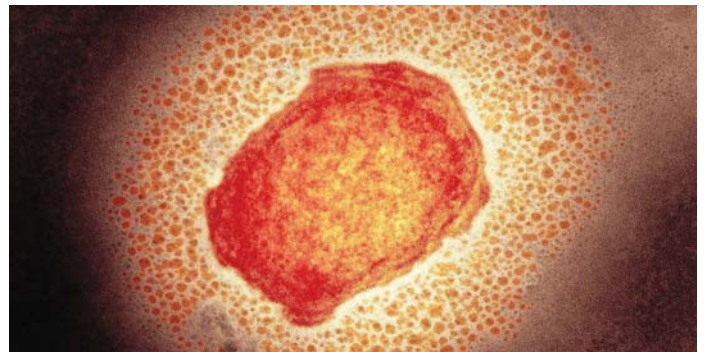
Monkeypox does not spread easily between people, but may occur through:

- ✓ contact with clothing or linens (such as bedding or towels) used by an infected person
- ✓ direct contact with monkeypox skin lesions or scabs
- ✓ coughing or sneezing of an individual with a monkeypox rash

The virus enters the body through broken skin (even if not visible), the respiratory tract, or the mucous membranes (eyes, nose, or mouth).

Spread of monkeypox may also occur when a person comes into close contact with an infected animal – rodents are believed to be the primary animal reservoir for transmission to humans.

The IMO has issued Circular Letter No.4575 “Multi-country monkeypox outbreak in non-endemic countries”, which comprises information and guidance on the monkeypox disease, based on recommendations developed by the World Health Organization (WHO). Included in this circular letter is the recommendation to “avoid intimate or sexual contact with someone with a localized anogenital rash and/or oral ulcers”. It further advises: “During the early phase of this outbreak while information is still being collected, it would be prudent to limit the number of sex partners, keep hands clean with water and soap or alcohol-based gels, and maintain respiratory etiquette and hand hygiene.”



Symptoms

According to the United States CDC, the incubation period (time from infection to symptoms) for monkeypox is usually 7–14 days but can range from 5–21 days.

The illness begins with:

- ✓ Fever
- ✓ Headache
- ✓ Muscle aches
- ✓ Backache
- ✓ Swollen lymph nodes
- ✓ Chills
- ✓ Exhaustion

Within 1 to 3 days (sometimes longer) after the appearance of fever, the patient develops a rash, often beginning on the face then spreading to other parts of the body.

Lesions progress through the following stages before falling off:

- ✓ Macules
- ✓ Papules
- ✓ Vesicles
- ✓ Pustules
- ✓ Scabs

The illness typically lasts for 2–4 weeks.

In Africa, monkeypox has been shown to cause death in as many as 1 in 10 persons who contract the disease. However, the United Kingdom guidance states that the illness is usually mild and most of those infected will recover within a few weeks without treatment.

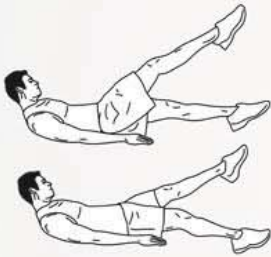
<https://www.nepia.com/>

Body Workout

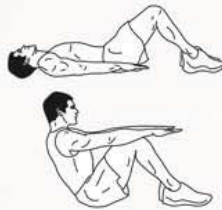
ab FORGE

DAREBEE WORKOUT © darebee.com

LEVEL I 3 sets LEVEL II 4 sets LEVEL III 5 sets REST up to 2 minutes



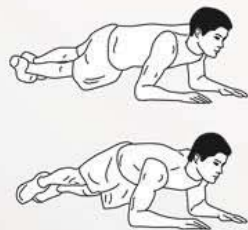
20 flutter kicks



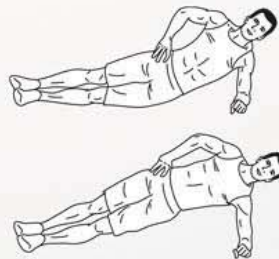
10 sit-ups



20 sitting twists



20 plank rolls



20 side bridges

Stranger Things 4



No one could have imagined that when Season 3 of *STRANGER THINGS* premiered on July 4, 2019, just half a year later the world would shut down over the COVID-19 virus. It's been three years since we last saw the entire gang and, boy oh boy, did it leave viewers with one hell of a cliffhanger.

It's been six months since the Battle of Starcourt, which brought terror and destruction to Hawkins. Struggling with the aftermath, our group of friends are separated for the first time – and navigating the complexities of high school hasn't made things any easier. In this most vulnerable time, a new and horrifying supernatural threat surfaces, presenting a gruesome mystery that, if solved, might finally put an end to the horrors of the Upside Down.

The series wastes no time in showing where our beloved characters are now after the devastating events that took place at the end of Season 3.

As the viewer, we are seeing all the characters, indi-

vidually, come into their own for the first time resulting in each of them having to confront their own truth and/or their own past.

The visuals, per usual, are eye-popping and electrifying. The Duffer Brothers have no issue conjuring up the look and feel of the '80s with notable set pieces, period-accurate clothing, and the music. In some ways, it feels incredibly grounded and realistic, at least up until when the Duffer Brothers start introducing more abstract imagery. The most notable is a grandfather clock that reveals itself to certain people in a very unique way.

And it is here where the series really shines. The Duffer Brothers have introduced more horror elements in *STRANGER THINGS 4* than in any of the previous seasons. Instead of the focus being on Demogorgons, we meet a new villain, Vecna, who brings about a new sort of terror and horror unseen before. By the end of episode one, viewers will get a taste of how far *STRANGERS THINGS 4* is willing to push the envelope. Just like with the Harry Potter franchise, each season of *STRANGER THINGS* got progressively darker, with this season being the darkest yet.

STRANGER THINGS 4 also takes on hot-button issues such as bullying, drugs, and dangerous stereotypes outside of the supernatural elements. *STRANGER THINGS* has always had a close relationship with D&D. D&D was how the gang came together initially. But now we are seeing how that game has been shoved into the spotlight as something dangerous and Satanic. Since this takes place in 1986, it's no surprise that the writers have begun to introduce the crumbs of hysteria surrounding the Satanic Panic era.

Overall, *STRANGER THINGS 4* is going to be a favorite for a lot of horror fans. This season is bigger, scarier, and darker than its predecessors. Our characters may be going down separate paths but, as has been the case previously, they all come back together to help fight against something far more dangerous than they could have ever expected. The Duffer Brothers have created a love letter to the horror genre and, considering how much darker this season is, we can only imagine what the final season will bring us.

SUDOKU:

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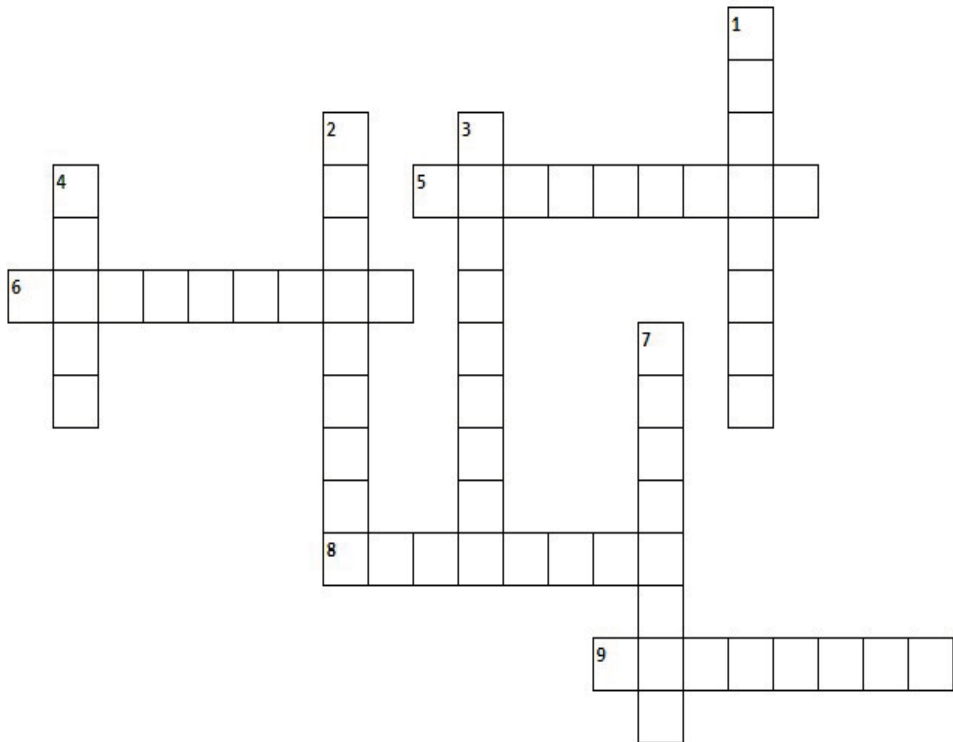
EST Crossword:

Across

- 5. a rare disease that is caused by infection with monkeypox virus
- 6. The Exercise evolved to a NON-__ BOARDING
- 8. __ Things 4 has just been released from Netflix
- 9. Revision of the Initial IMO GHG __ occurred during MEPC 78

Down

- 1. Energy __: the name of EST latest delivery
- 2. EST President has been awarded by Maritime __
- 3. The name of the biggest international shipping exhibition
- 4. Donating __ saves lives
- 7. MT Energy Commander participated in a Maritime __ Exercise



Answers:
 Across: 5. monkeypox, 6. compliant, 8. Stranger, 9. strategy
 Down: 1. Afrodite, 2. Economies, 3. Posidonía, 4. Blood, 7. Security

Philippines, Norway eye wind power project



NORWAY is open to expanding its investments in renewable energy with the Philippines, particularly offshore wind power, under the administration of President-elect Ferdinand "Bongbong" Marcos Jr. This commitment was made during the meeting of Norwegian Ambassador to the Philippines Bjorn Jahnsen with Marcos at the latter's headquarters in Mandaluyong City. Speaking to reporters after the meeting, Jahnsen said he mentioned to Marcos the offshore wind energy that could provide job opportunities for Filipinos.

"Norway has made investments in the Philippines in renewable energy and more companies and more investments will come in the coming years — offshore wind, floating solar and also hydro. So that's the plan for the future for Norway and the Philippines — really to increase our imprint on renewable energy in the country," Jahnsen said during a press briefing.

If the Philippines successfully develops the sector, Jahnsen said some 50,000 "good-paying" jobs may be created in the country.

However, the diplomat said this may need an adjustment in the country's current policies. "The World Bank talks about up to 50,000 jobs, good-paying jobs for Filipinos if you are successful in developing this new sector," Jahnsen said. "That requires some adjustments and policies on the Filipino side.

Time to accelerate transition to clean, renewable energy Offshore wind, the envoy said, is "the best wind resource in the Philippines," adding that Norway has been developing this project.

The Norwegian Embassy in Manila has said that Norway is a world-leading player in renewable energy and is a committed partner to achieve the Philip-

pin's goal of 75 percent reduction in greenhouse gas emissions from a 2020 baseline by 2030. "This is a great opportunity for the Philippines. As you know, the country is growing in economy and energy consumption is increasing, so offshore wind is really one of your best bets for the future," Jahnsen said.

Aside from energy, Jahnsen and Marcos also discussed maritime issues. He said that Norwegian tall ship Statsraad Lehmkühl will dock in Manila in October this year. The envoy invited Marcos to attend and speak at the October conference about renewable energy. The two-day event will be called the "Norway-Philippines Maritime and Energy Conference — Creating Currents Together" where world-leading Norwegian and Filipino companies from the maritime and energy sectors will present solutions to pressing issues.

Alert Level 2 in NCR 'unlikely'

A POSSIBLE escalation to Alert Level 2 in the National Capital Region (NCR) is unlikely even if cas-



es have slowly increased, according to the Department of Health (DoH), clarifying an earlier statement it made last June 13. The Inter-Agency Task Force for the Management of Infectious Diseases (IATF) has also ruled to keep the Alert Level 1 status in Metro Manila for the remainder of June, Malacañang said.

Health Undersecretary Maria Rosario Vergeire said that despite an increase in the number of cases in Metro Manila, there is no need for the DoH to put the region under Alert Level 2.

For it to be under Alert Level 2, it should have an equivalent of 818 cases per day for a two-week period. The current average of the region is at 170 cases per day in the past two weeks. "We are not seeing a faster rate of increase for us to escalate soon...[but] we need to closely monitor [this] because nothing is certain," Vergeire said.

Shipwreck The Gloucester hailed most important since Mary Rose

The discovery of a shipwrecked warship that sank while carrying a future King has been hailed the most important maritime find since the Mary Rose.



The Gloucester ran aground off the coast of Great Yarmouth, Norfolk, in 1682, nearly killing the Duke of York, who became King James II of England.

The find, which was discovered by divers in 2007, has only just been revealed due to security reasons. Maritime expert Prof Claire Jowitt said it was of "international importance".

The Gloucester's exact whereabouts were a mystery until it was discovered 15 years ago half-buried in the seabed 28 miles (45km) out to sea, having sunk while navigating treacherous sandbanks.

The disaster, in which hundreds of passengers and crew died, threatened to change the course of history. However, the then Duke of York fled the sinking ship with moments to spare and went on to become the Catholic heir to the Protestant throne in an era marked by religious and political unrest.

Prof Jowitt, an authority on maritime cultural history and based at Norwich's University of East Anglia (UEA), said: "Because of the circumstances of its sinking, this can be claimed as the single most significant historic maritime discovery since the raising of the Mary Rose in 1982.

Europe's 'largest ever' predator dinosaur found on Isle of Wight

Remains of Europe's largest ever land-based predator dinosaur have been discovered on the Isle of Wight, scientists say.

Palaeontologists at the University of Southampton



identified the remains, which measured more than 32ft (10m) long and lived 125 million years ago.

The prehistoric bones belonged to a two-legged, crocodile-faced, predatory spinosaurid dinosaur.

"This was a huge animal, exceeding 10m in length and probably several tonnes in weight," PhD student Mr Barker said. "Judging from some of the dimensions, it appears to represent one of the largest predatory dinosaurs ever found in Europe - maybe even the biggest yet known."

European Airline ordered a fleet of electricity and helium powered airships



The interiors are rather more glamorous than typical airplane cabins, with some seats facing each other and transparent walls giving views of the countryside below.

As the quest for less environmentally damaging aviation continues, one Spanish airline has thrown its hat into the ring by ordering new hybrid airships.

Held aloft by helium and powered electricity, they will seat 100 passengers, and typically fly 300-400 kilometers (186-249 miles). Don't expect a lightning-fast flight, however -- the maximum speed will be 80 mph (129 kph).

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Microsoft retires Internet Explorer after 27 years

Microsoft is finally retiring the consumer version of the browser which launched in 1995.

By 2004, it had cornered 95% of the market but faster browsers such as Google Chrome and Firefox, and



smartphones with pre-installed browsers meant IE no longer dominated the market.

Users who want to stick with Microsoft are being directed to Microsoft Edge, launched in 2015, alongside Windows 10.

Swimming world body bans transgender athletes from women's elite events



Swimming's world governing body, Fina, has voted to stop transgender athletes from competing in women's elite races if they have gone through any part of the process of male puberty.

Transgender competitors will have to complete their transition by the age of 12 in order to be able to compete in women's competitions, under the policy.

In March, American Lia Thomas became the first known transgender swimmer to win the highest US national college title with victory in the women's 500-yard freestyle. She has since broken records for her university swimming team.

EU deal will force iPhones to use USB-C charger by 2024

The EU has paved the way for all smartphones to be legally required to use a USB-C port for charging, a move that could be a headache for Apple, whose iPhone is the only main brand smartphone without this type of connection.

The common charger will be 'a reality in Europe' according to the European parliament.



A 4-day work week is gaining ground

Thousands of employees across 70 companies in Britain started the first day of a four-day workweek on Monday, a pilot program that is the latest test in the decades-long quest to scale back workers' hours while they earn the same amount of pay. The program in Britain follows similar efforts in other countries, including Iceland, New Zealand, Scotland and the United States, where companies have embraced greater flexibility in work hours as more people worked remotely and adjusted their schedules during the pandemic.

After the pandemic, people want a work-life balance," Joe Ryle, the campaign director for the 4 Day Week Campaign, said in an interview.



French Open Results 2022

World No.1 Iga Swiatek defeated Coco Gauff in Saturday's final as the Polish star continued her incredible unbeaten streak.

The 21-year-old entered the match on the back of a 34-match winning run and extended that streak to match Venus Williams' long-standing 21st-century record of 35.

Gauff, just 18, was gracious in defeat in her first major final, battling back tears as she paid tribute to Swiatek following her 6-1 6-3 win.

In the men's draw, Rafael Nadal won his 14th French Open crown 24 hours later and his 22nd Grand Slam with a straight sets victory over Casper Ruud.

It was the Norwegian's first final appearance at a Grand Slam after he defeated Marin Cilic in four sets in his semi-final but he had few answers to Nadal on Sunday as the Spaniard won 6-3 6-3 6-0.

At 36 years of age Nadal is the oldest French Open champion in history.



	Vessel	Flag	Class		Vessel	Flag	Class
1	Alora	BMA	BV	20	Energy Panther	IOM	DNV
2	Braverus	IOM	BV	21	Energy Patriot	IOM	DNV
3	Citius	IOM	BV	22	Energy Progress	IOM	DNV
4	Colossus	IOM	BV	23	Energy Puma	IOM	DNV
5	Constantia	IOM	BV	24	Energy Triumph	IOM	DNV
6	Delphi Ranger	BMA	BV	25	Furious	IOM	BV
7	Divinus	IOM	BV	26	Gladiator	BMA	BV
8	Dynamic Striker	IOM	BV	27	Helvetia One	IOM	BV
9	Energy Afrodite	IOM	BV	28	Heroic Striker	BMA	BV
10	Energy Apollo	IOM	BV	29	Imperius	IOM	BV
11	Energy Ariadne	IOM	BV	30	Jaguar Max	BMA	BV
12	Energy Artemis	IOM	BV	31	Magic Striker	IOM	BV
13	Energy Athena	IOM	BV	32	Olympius	IOM	BV
14	Energy Centaur	IOM	DNV	33	Panther Max	BMA	BV
15	Energy Centurion	IOM	DNV	34	Puma Max	BMA	BV
16	Energy Challenger	IOM	DNV	35	Taurus	IOM	BV
17	Energy Champion	IOM	DNV	36	Virtuous Striker	IOM	BV
18	Energy Chancellor	IOM	DNV	37	Warrior	BMA	BV
19	Energy Commander	IOM	DNV				

Affiliated vessels

EST - New Building Orderbook

1	Good Hope Max	IOM	BV
2	Victorius	IOM	BV

#	Hull Nr	Name	Expected Delivery Date
1	S-1919	Energy Achilles	Sept. 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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