



### INSIDE THIS ISSUE:

- ◆ Naming Ceremony of MT Energy Achilles 1-3
- ◆ What's New in the QHSEMS? 3
- ◆ "Near Miss Rewarding" Program 4
- ◆ Best Practice Received by m/v Imperius 5
- ◆ "IDEA" Program: Thank You! 5
- ◆ Promoting Safety On Board - STAY SAFE... 6-7
- ◆ Ships with Zero PSC Defs. 8
- ◆ Important reminder 8
- ◆ Lessons Learned: Serious Personal Injury Caused by Fall 9
- ◆ Philippine Reiterates Ban on Single-use Plastics at All Ports 10
- ◆ EU to Extend Naval Presence in Gulf of Guinea Until 2024 11
- ◆ Port of Rotterdam Announces New Initiative in Favor of Noise Measurement 11
- ◆ Body Workout 12
- ◆ Palme d'Or-winning Film "Triangle of Sadness" 13
- ◆ Sudoku & Crossword 14
- ◆ News from Home 15
- ◆ News / Sports 16-18
- ◆ Vessels Under EST Management 19

### EST'S DRUG AND ALCOHOL POLICY - ZERO TOLERANCE

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

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

## EST Newbuilding Program: Naming Ceremony of MT Energy Achilles

**T**he Naming Ceremony of MT Energy Achilles (Hull # S-1919) took place on 22nd September 2022, at 13:30 LT at K-S Shipbuilding Ship-yards in Korea.

The proud Godmother, Ms. Eliza Restis performed the task of naming the ship at the ceremony that was attended by Mr. Victor Restis and his guests, during which Enterprises Shipping & Trading S.A. celebrated the delivery of yet another ECO MR2 tanker.



The 49,812 DWT oil / chemical tanker Energy Achilles, the last ship of the present newbuilding series, was successfully delivered to her new owners a few days later, on 27th September 2022.

[Continue in page 2](#)

continued from page 1 “EST Newbuilding Program: Naming Ceremony of MT Energy Achilles”

Once more, all parties involved co-operated seamlessly achieving a successful delivery and overcoming the adversities caused by the COVID-19 pandemic.

**Join us in welcoming M/T Energy Achilles to our fleet with our best wishes for smooth and prosperous voyages to Captain Oleg Grebelny, Officers and crew on board!**



*Mr. Victor Restis, EST Principal and his daughter Ms. Eliza Restis at the naming ceremony of MT Energy Achilles*



Continue in page 3

continued from page 1 “EST Newbuilding Program: Naming Ceremony of MT Energy Achilles”



## What's New in the QHSEMS?

### Tankers QHSEMS

1. WIM, Part II, Section D, Risk Assessment & Risk Management-v.0.2
2. ESTSA 218D “Valves Inspection Certificate”-v.0.2
3. Live Message Index-v.0.3

### New Uploads (Tankers)

- VRP Sister Vessel List
- VRP Core-Change 28
- VRP-Appendix I-COTP Zones 28
- Live Message 129 “LOP for Delay in Free Pratique”
- VRP (Energy Achilles)

### Bulkers QHSEMS

1. WIM, Section G “Shorebased Contingency Plan”-v.0.5
2. Form 1121 “Investigation and Root Cause Analysis Form”-v.0.2
3. Form 93 “Forms List for Dry Cargo Vessels”-v.0.8
4. Form Manual Index-v.0.5

### New Uploads (Bulkers)

- VGP (Dynamic Striker, Helvetia One, Virtuous Striker)

- NTVRP Core-Change 20
- NTVRP-Appendix I-COTP Zones 20
- NTVRP (m/v Dynamic Striker, m/v Helvetia One, m/v Virtuous Striker, m/v Colossus, m/v Citius, m/v Divinus, m/v Furious, m/v Braverus, m/v Magic Striker)
- Puma Max-MSMPLMP
- Puma Max-Emergency Towing Booklet

### Management Review

- Management Review Q2-2022 Preliminary, Tankers -Bulkers

### GMS Client Advisories

- Client Advisory 16-22 “New NOAD Schema Release Date-Tentatively”
- GMS-List of Advisories

### Office QHSEMS

1. ESTSA 930 “Action Required for Newbuilding Delivery”-v.03

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

**W**e are pleased to announce the seafarers entitled to \$100.00 reward this month.

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

- M/V Delphi Ranger - **Chief Officer Nacion Joel Sidlao**
- M/T Energy Afrodite - **Seaman Andrey Bezkorovainyi**
- M/V Jaguar Max - **Chief Officer Rancdy Agmata**



**NEAR MISS**

**Hazard:**  
Entering an enclosed space without testing the atmosphere for dangerous gases / absence of oxygen.

**Risk:**  
Death or serious injury

**UNSAFE CONDITION**

**Hazard:**  
Public address announcer in silence.

**Risk:**  
The crew will not be warned in time of the emergency situation

**UNSAFE ACT**

**Hazard:**  
Crew member lowering heavy load inside the hold without wearing a safety harness.

**Risk:**  
Falling from height

# Best Practice Received by m/v Imperius

**W**e would like to thank **Chief Officer Felvin V. Maray** of m/v Imperius 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.



Messiness in our physical space, can have a negative impact on the way we think and feel, which can lead to feelings of restlessness, anxiety or even stress. In the same way, the various posters scattered around the vessel can have the same impact on those who live onboard which may result in a repelling feeling of not wanting to review the posters.

However, the various posters are meant to communicate important information among the crew and other 3rd party visitors and sometimes, this objective can not be met because of the chaotic placement of the posters.

The crew onboard mv Imperius decided to re-arrange the posters and display them in a more attractive way so as to capture the attention of the crew and other 3rd parties visiting the vessel to want to become familiar with the contents of the posters. Also, the posters were grouped by topic e.g Company's policies, emergency contacts etc., so as to guide the reader to the information of interest. In addition, remember that a tidy space provides a sense of a well-organized space which can impress external auditors / inspectors boarding the vessel.



## "IDEA" Program: m/vs Furious & Panther Max



We would like to thank once again the crew of the following vessels for submitting the last three months their IDEA as well as the Captains for supporting them to do so:

- m/v Furious
- m/v Panther Max

For those who are about to submit their ideas, please check our issue 133 for more information. Having in mind that all of us have good ideas for improving our job and the Company as a whole, we anticipate receiving the ideas from all ranks.



# Promoting Safety On Board - STAY SAFE...

The Near Misses and Best Practices that are received monthly from our ships provide a wealth of safety related information and lessons learnt. Not all can be published in this edition but will be used in future issues. Thank you for your participation!

In this month's issue, the contributors are:

- 2nd Off. A. Gontarev of MT Energy Centaur
- Chief Off. A. Popov of MT Energy Ariadne
- 2nd Eng. S. Gatsko of MT Energy Chancellor
- 2nd Eng. Karl A. Rendaje of MV Heroic Striker
- Chief Off. Peter S. Rabia of MV Taurus
- 2nd Eng. A. Kadantsev of MT Energy Athena
- Cadet Igor M. Torremoro of MV Olympius
- Chief Off. Igor Shatskov of MT Energy Apollo
- Chief Off. V. Sergiyenko of MV Alora
- 2nd Eng. E. Mitrofanov of MT Energy Commander

## UNSAFE CONDITION



**What happened:** Some of the fire hoses were secured to the coupling with only one long copper wire. As per best practice, the fire hoses must be secured to the couplings by three separate copper wires.

## UNSAFE ACT



### What happened:

During inspection of the galley, the Cook was seen carving a fish without wearing a protective chain glove.

## BEST PRACTICE



### What happened:

During a safety round in the E/R before UMS mode, it was found that after the inspection and overhauling of ejector pump STP the working place was left in unacceptable condition.

Tools and equipment used were not put back in place, deck not wiped and light had not been switched on.

## UNSAFE CONDITION FIRE HAZARD



### What happened:

Following inspection of the drier machine, it was found that the filter was clogged with dust and cloth fibres.

This could pose a fire hazard in case of overheating of the dryer machine.

Continue in page 7

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

### UNSAFE CONDITION Fire Hazard



**What happened:** The oven window glass had not been cleaned and accumulated dirt and cooking oil / fat residues. This could pose a fire / explosion hazard.

### UNSAFE ACT



**What happened:**

During day work, an E/R crewmember was seen improperly wearing a boiler suit.

### UNSAFE CONDITION



**What happened:** After placing a protective net in order to play basketball, the Crew forgot to take the net down and safely secure same. This could be a potential tripping hazard during a black out or an emergency on board.

### UNSAFE CONDITION



**What happened:** One bottle of eye wash at the emergency eye wash station was found covered in dust.

**This could pose a grave risk of eye injury in case of use during an emergency.**

**It was later found out that the protective cover above the nozzle had been left in the open position and could not protect from contamination.**

It was later found out that the protective cover above the nozzle had been left in the open position and could not protect from contamination.

### UNSAFE CONDITIONS Slips, Trips, Falls



**What happened:** During preparation for inspection of top side WBT, the manhole on the main deck was left open for ventilation purposes. However no barrier or warning notice was placed.



**What happened:** During preparation to clean the low sea chest, it was noted that the catch frame on the floor deck had been removed without placing protective fencing.

# 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	Volodymyr Devyatyyarov	19/09/2022	Haifa	ISRAEL
2	Heroic Striker	Efren R. Canares	05/09/2022	Cristobal	PANAMA
3	Jaguar Max	Efren R. Alonzo	19/09/2022	Dhiba	SAUDI ARABIA

## IMPORTANT REMINDER!

### *QHSE System Controlled Documents*



We have recently observed cases where the company's controlled document procedures were not properly followed by the vessels.

The document control process should ensure that not only are the latest version of documents available, but they are also being used by the users. To achieve this, users should ensure that they are using the most recent revision by ***removing all previous versions from their location and deleting any digital documents saved on users' computers.***

In particular, we would like to highlight that company's forms that are obsolete cannot be accepted by the company and will also result in a non conformity during an ISM Audit carried-out onboard.

The crew should be reminded accordingly and understand that each form is developed with company policies and procedures in mind and any amended version is the result of a correction taken by the company either to improve a process or to meet new industry requirements. Therefore, compliance with the document control procedure is of great importance!

Please also be reminded that the latest versions of all QHSE controlled documents are available in the DM Library, which is considered as the only controlled version of the above manuals.





# Lessons Learned: Serious Personal Injury Caused by Fall

**I**MCA provides lessons learned after a crew member suffered a fall leading to concussion and other serious injuries.

## The Incident

A crew member suffered a fall leading to concussion and other serious injuries. The incident happened when he was single-handedly trying to hold and manoeuvre a drill tool into position for a certain task.

The movement of the vessel combined with slippery conditions underfoot meant that he lost control of the swinging tool, which caused him to fall onto the raised platform floor/deck. He suffered a concussion and sustained various soft tissue injuries.

## Probable Cause

- Risk seen as tolerable: the technique for doing this particular task had been determined and accepted by management beforehand;
- The task risk assessment and work instructions did not specifically include the methodology or address specific risks associated with this task;
- The potential implications of the mixed sea conditions (operating in marginal (but within defined working limits) sea state for drilling operations), damp equipment and slippery deck (due to foggy conditions) were not sufficiently considered or mitigated in the task risk assessment and planning;
- The movement of the vessel coupled together



er with the layout of the drill floor resulted in the crewman placing himself in the line of fire while performing this task;

## Lessons learned

- Update and review task risk assessments and procedures, and ensure personnel affected are properly briefed and instructed in the revised methods of doing the task;
- Engineering changes were made to the equipment used for this task, and to the task methodology;
- Equipment was installed to allow the drill tool to be manoeuvred and manipulated more easily, so that crew would be able to do this work on the drill tool with no lifting or dragging required, even when the vessel is heaving or rolling.

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

# Philippine Reiterates Ban on Single-use Plastics at All Ports

The Philippine Ports Authority (PPA) is reiterating its ban on all single-use plastics at all ports under its jurisdiction as it moves forward to sustainable port operations.

PPA Officer in Charge-General Manager Francisqui O. Mancile stressed that all port managers across its 25 Port Management Offices must strictly impose the directive.

“PPA already has an existing ban on single-use plastics. Since last year, we are not only banning the use and entry of such plastics in the ports but also in all facilities and offices under the agency.”

Mr. Mancile said, and explained that “while we do



not impose any fine or penalty to erring passengers, stakeholders, and employees, we are confiscating these kinds of materials for proper disposal.”

The directive PPA bans unnecessary use of single-use plastic products in government agencies and is seen as a major leap to reduce the use of single-plastic items from polluting waterways, kill marine life and further increase the country’s solid waste.

The ban includes plastic cups thinner than 0.2 millimeters, plastic drinking straws, plastic spoons, plastic forks, plastic knives, plastic coffee stirrers, and plastic labo and thinned-filmed sando bags thinner/lighter than 15 microns.

Aside from this, PPA has also earlier partnered with the World Wide Fund for Nature (WWF)-Philippines on the same initiatives involving three PPA ports – the North Port, Port of Batangas, and Port of Cagayan de Oro – in a bid to reduce plastic leakage at the said ports by 50% by 2023.

The Maritime Industry Authority (MARINA) and the Philippine Coast Guard (PCG), which are also part of the three-pronged maritime sector of the Department of Transportation, also expressed readiness to impose similar initiatives in their areas of jurisdiction.

The PCG said they will levy heavy fines and penalties to their erring personnel who will be found violating the ban. At the same time, the MARINA will look into further strengthening the regulation imposed on local ships.

# EU to Extend Naval Presence in Gulf of Guinea Until 2024

The European Union (EU) has extended its naval presence in the Gulf of Guinea under the auspices of the Commercial Maritime Presence (CMP) until February 2024.

According to the Ambassador of France to Nigeria, Emmanuelle Blatman, the extension was to allow ECOWAS strengthen its anti-piracy mechanism to curtail pirate attacks against commercial vessels in the Gulf of Guinea.

The decision to extend the CMP scheme is coming on the heels of the successes recorded by the initiative that has reduced more than 80% of pirate attacks against commercial vessels in the Gulf of Guinea.

She further advised that the mechanism to be



deployed by ECOWAS must involve apprehension at sea, legal finish and imprisonment.

Moreover, Ms. Blatman stated that the introduction of new patterns, both innovative and economically viable, can only be achieved if maritime routes are secure, pointing out that these routes cover huge areas where seafarers and goods must be safe for trade to happen.



Industry

## Port of Rotterdam Announces New Initiative in Favor of Noise Measurement

Under the name ESI Noise, the Port of Rotterdam Authority will be giving vessels a financial discount if – on the basis of an internationally accepted standard – the amount of noise produced by the vessel when moored has been made transparent.

The incentive is in line with the Port of Rotterdam Authority's policy to develop the port sustainably in harmony with the environment. Seagoing vessels are currently only subject to noise requirements in terms of working conditions on board, but not in terms of noise production impacting the residential area and the environment. By means of the incentive based on ESI noise, the Port of Rotterdam Authority is drawing attention to the noise produced by vessels with regard to the surroundings.

As explained, the noise report must be drawn

up according to the international Neptunes protocol. The resulting score is adopted by the Environmental Ship Index (ESI). In Rotterdam, vessels can now receive a discount of €312.50 per visit up to a maximum of €1,250 per year for having an ESI noise report. This discount scheme will be valid in any event until the end of 2023.



In addition to the incentive scheme for individual ships based on ESI noise, the Port Authority, in collaboration with the Municipality of Rotterdam, the Province of Zuid-Holland and DCMR Rijnmond Environmental Service, will soon be starting a regional measurement programme regarding the noise of moored vessels in general.

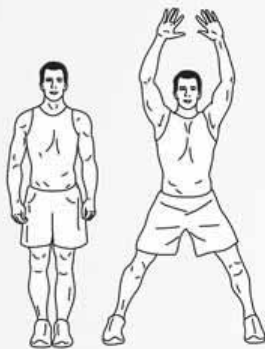


# Body Workout

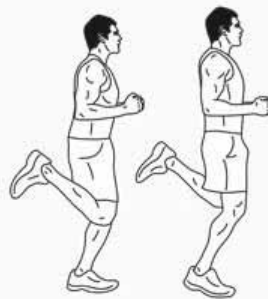
# Cardio Fix

DAREBEE WORKOUT @ [darebee.com](http://darebee.com)

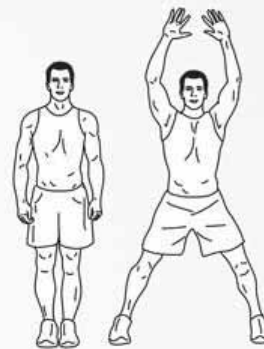
LEVEL I 3 sets LEVEL II 5 sets LEVEL III 7 sets REST up to 2 minutes



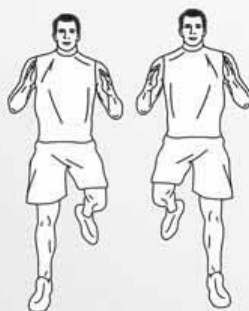
10 jumping jacks



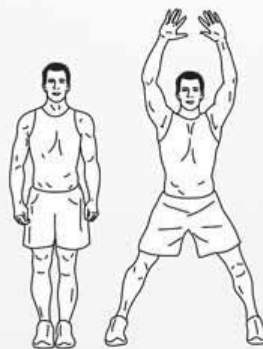
10 butt kicks



10 jumping jacks



10 side-to-side hops



10 jumping jacks



10 side-to-side hops

# Palme d'Or—winning Film “Triangle of Sadness”



**R**uben Östlund's latest Palme d'Or-winning satire explores hypocrisy, greed, and thirst for power amongst the idle rich (and the luxury-cruise industry).

A satirist and provocateur, Swedish auteur Ruben Östlund — two-time winner of the Cannes' Palme d'Or — relishes the controversial aspects of his work. He once joked that he was thrilled Sweden's divorce rate skyrocketed after the release of his best-known film, *Force Majeure*. His latest, *Triangle of Sadness*, for which he won his second Palme, may be his most provocative work yet; it's certainly his fiercest and funniest.

The first of the film's three chapters follows models Carl (Harris Dickinson) and Yaya (Charlbi Dean). Untroubled by self-awareness or decorum, they can barely get through dinner without going for each other's throats. In the second chapter, the couple embarks on a luxury cruise — a ship of self-destructive fools who believe themselves invincible due to their money and power. The captain (Woody Harrelson) leads as privileged and wasted

a life as his passengers, yet espouses, ad nauseum, the virtues of Marxism. In one grotesquely baroque (and hilarious) scene, he gets blind drunk and argues about Marx, over the ship's PA, with the perma-drunk Russian businessman Dimitry (Zlatko Burić, from the *Pusher* trilogy), as the boat is beset by turbulent waters and the passengers collectively toss their very expensive cookies.

If the earlier chapters suggest classic social critiques such as Luis Bunuel's *The Exterminating Angel*, the incendiary final chapter recalls apocalyptic visions like Jean-Luc Godard's *Weekend* or Ingmar Bergman's *Shame*. It expands the scope of the film, exposing how our addiction to comfort and, especially, power over one another lays waste to common sense and the last vestiges of altruism. A troubling, gleefully misanthropic social satire, *Triangle of Sadness* will, like *Force Majeure*, spark endless debate — and no doubt wreak havoc on the cruise industry.



## Pres. Marcos scraps mandatory use of face mask outdoors



President Ferdinand “Bongbong” Marcos Jr. on Monday approved the recommendation of the Inter-Agency Task Force for the Management and Emerging Infectious Diseases (IATF-EID) on the optional use of face masks outdoors.

The President's Office issued Executive Order No. 3 in response to the improving COVID-19 situation, highlighted by a steady decline in new cases and primarily attributed to the success of the country's intensified vaccination campaign.

Amid the removal of the mandatory face mask policy, the public is still strongly advised to follow minimum safety protocols, such as frequent hand washing for added safety.

According to EO 3, face masks should be continuously worn in indoor private or public establishments, including in public transportation by land, air, or sea, and in outdoor settings where physical distancing can't be maintained.

The President's order will take effect immediately upon its publication in the Official Gazette or in a newspaper of general circulation.

## Manila Bay cleanup held on International Coastal Cleanup Day

Hundreds of volunteers joined a mass cleanup drive along the coast of Manila Bay to mark International Coastal Cleanup Day on Saturday, 17 Sept. 2022.

Volunteers and government workers, including hundreds of coast guard personnel, collected sachets, rubber slippers and other non-biodegradable

waste that have been washed in the Manila Bay, a 60-km (37-mile) semi-enclosed estuary facing the South China Sea.



"This initiative will help make our coastal area in Manila Bay better so that our tourists and visitors will see the beauty of the bay," college student Kendrick Lopez, 18, told reporters during the cleanup drive.

Waters along the Manila Bay, famous for its idyllic sunsets, are heavily polluted by oil, grease and trash from nearby residential areas and ports. But it is the world's top polluter when it comes to releasing plastic waste into the ocean, accounting for roughly a third the total, according to an April 2022 report by the University of Oxford's Our World in Data, a scientific online publication.

The International Coastal Cleanup Day is held every third Saturday of September to raise awareness of the growing garbage problems affecting coastlines around the world.

## House of Representatives okays SIM card registration bill

The House of Representatives on Wednesday approved on second reading a measure requiring the registration of all postpaid and prepaid mobile phone subscriber identity module (SIM) cards.

During the plenary session, the chamber passed through voice voting House Bill 14, which is aimed at preventing the proliferation of mobile phone scams, data breaches, and assist law enforcement agencies in resolving crimes involving the use of mobile phone units.

## Britain bids farewell to Queen Elizabeth with an outpouring of emotion



Britain bid farewell to Queen Elizabeth II on Monday with a majestic funeral steeped in tradition and a send-off reflective of the broad popularity she managed to retain over her remarkable seven-decade reign.

Royal family members and dignitaries gathered at Westminster Abbey for a somber service. Presidents, prime ministers, princes and princesses, and other public figures sat side-by-side to pay their last respects – a testament to her far-reaching appeal and deft diplomacy.

Tens of thousands of people flocked to streets around Westminster Abbey and along the 25-mile procession route from central London to Windsor, hoping to catch a glimpse of the sovereign's flag-draped coffin as it traveled by hearse to her final resting place.

In the third and last procession of the day, the Queen's coffin was taken past throngs of well-wishers lining the Long Walk to Windsor Castle for her committal service and burial at St. George's Chapel, where she was separated from the crown for the final time.

Later in the evening, she was interred together with her husband of 73 years, the Duke of Edinburgh, in the King George VI Memorial Chapel.

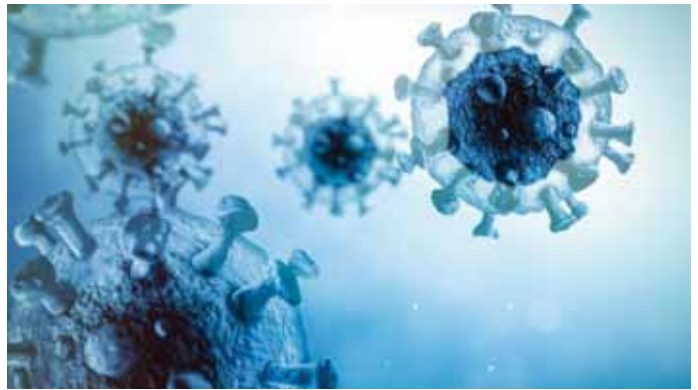
Though the death of Queen Elizabeth, Britain's longest-reigning monarch, had been anticipated and carefully planned for for years – funeral arrangements, codenamed "Operation London Bridge," were long the subject of speculation – the magnitude of this moment of mourning and the public outpouring of emotion has still caught many off guard. Even for those who are not fans of the royal family, her death marks the end of an era, a shift in the national landscape.

## China approves inhaled Covid vaccine

China has become the first country to approve an inhaled Covid vaccine. Made by CanSino, it has similar ingredients to its injected vaccine, using a harmless adenovirus as a carrier for the genetic code that teaches the body how to fight Covid. Inhaled as a fine mist, Convidecia Air can provide good protection after just one breath, the company says.

Other researchers, including teams in the UK and the US, have been investigating nasal spray vaccines.

Scientists say these may give added immunity in the lining of the nose and upper airways, where Covid typically enters the body.



The National Medical Products Administration of China granted CanSino approval for its inhaled vaccine to be used as a booster dose.

## IHG hack: 'Vindictive' couple deleted hotel chain data for fun

Hackers have told the BBC they carried out a destructive cyber-attack against Holiday Inn owner Intercontinental Hotels Group (IHG) "for fun". Describing themselves as a couple from Vietnam, they say they first tried a ransomware attack, then delet-



Continue on page 17



Continue from page 16

ed large amounts of data when they were foiled. They accessed the FTSE 100 firm's databases thanks to an easily found and weak password, Qwerty1234.

UK-based IHG operates 6,000 hotels around the world, including the Holiday Inn, Crowne Plaza and Regent brands.

On Monday last week, customers reported widespread problems with booking and check-in. For 24 hours IHG responded to complaints on social media by saying that the company was "undergoing system maintenance".

The hackers, calling themselves TeaPea, contacted the BBC on the encrypted messaging app, Telegram, providing screenshots as evidence that they had carried out the hack. "Our attack was originally planned to be a ransomware but the company's IT team kept isolating servers before we had a chance to deploy it, so we thought to have some fun [sic]. We did a wiper attack instead," one of the hackers said. A wiper attack is a form of cyber-attack that irreversibly destroys data, documents and files.

The hackers are showing no remorse about the disruption they have caused the company and its customers. "We don't feel guilty, really. We prefer to have a legal job here in Vietnam but the wage is average \$300 per month. I'm sure our hack won't hurt the company a lot." The hackers say no customer data was stolen but they do have some corporate data, including email records.

### Valery Polyakov, record-breaking Russian cosmonaut, dead at 80

Cosmonaut Valery Vladimirovich Polyakov, who holds the record for the longest single stay in space, has died at age 80, Russian space agency Roscosmos announced Monday.

Born on April 27, 1942, the Russian cosmonaut lived and worked in space for a record 437 days in one

stint – orbiting Earth aboard the Mir space station more than 7,000 times between January 8, 1994 and March 22, 1995.

Polyakov undertook two space expeditions during his career, with a total duration of 678 days and 16 hours, according to Roscosmos.

"His research helped prove that the human body is ready for flights not only to near-Earth orbit, but also to deep space," Roscosmos said in a statement, adding: "We express our deep condolences to the relatives and friends of Valery Vladimirovich.@"

### iPhone 14: Indian man flies to Dubai to buy Apple gadget early

A man from the southern Indian state of Kerala travelled thousands of miles to Dubai to buy the latest iPhone, hours before it went on sale in



India. Dheeraj Palliyil flew abroad to buy the iPhone 14 Pro last week in a bid to become one of the first few in the world to own the new phone. He spent 40,000 rupees (\$500; £439) on his tickets, and another 129,000 rupees to buy the new model.

The iPhone is arguably one of the most coveted smartphones in the world. Over the years, fans have gone to great lengths to buy its latest models - many also consider owning the phone to be a status symbol. But Mr Palliyil, 28, is no stranger to the hype - this is the fourth time that he has travelled to Dubai just to buy the phone ahead of others. Mr Palliyil, a cinematographer and a businessman, says he has always been a technology enthusiast and is greatly inspired by Steve Jobs, the former CEO of Apple who died in 2011. "This is my way of commemorating his work," he adds.



# Spain claim FIBA EuroBasket 2022 Crown



Spain returned to the top of Europe as they captured the FIBA EuroBasket 2022 crown with an 88-76 victory over France.

Juancho Hernangomez connected on seven three-pointers to score 27 points to guide Spain to their fourth continental title after 2009, 2011 and 2015. It was Spain's 14th top-three finish in EuroBasket history. France, who have reached the podium 10 times, finished second for a third time.

Willy Hernangomez of Spain was voted the TISSOT Most Valuable Player, averaging 17.2 points and 6.9 rebounds in the tournament. Joining him on the TISSOT All-Star Five were Spanish teammate Lorenzo Brown, Dennis Schroder of Germany, Greece's Giannis Antetokounmpo and Rudy Gobert of France.



Germany claimed the third spot on the podium after winning the Third Place Game 82-69 over Poland for their first bronze medal and third overall after the title in 1993 and second place in 2005.

The final standings of the FIBA EuroBasket 2022 are as follows:

1. Spain
2. France
3. Germany
4. Poland
5. Greece
6. Slovenia
7. Finland
8. Italy
9. Serbia
10. Turkey
11. Ukraine
12. Croatia
13. Montenegro
14. Belgium
15. Lithuania
16. Czech Republic
17. Israel
18. Bosnia and Herzegovina
19. Estonia
20. Bulgaria
21. Georgia
22. Netherlands
23. Hungary
24. Great Britain

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

### Affiliated vessels

	Vessel	Flag	Class
1	Good Hope Max	IOM	BV
2	Victorius	IOM	BV

### Calling all our seamen onboard:

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

If you'd like to be featured in the next issue, please email [ism@ensh.com](mailto:ism@ensh.com).



### Enterprises Shipping & Trading S.A.

11, Poseidonos Avenue, Elliniko,  
GR 167 77, Athens.

Tel: 0030 210 8910111  
Fax: 0030 210 8945716  
E-mail: [ism@ensh.com](mailto:ism@ensh.com)  
[www.ests.gr](http://www.ests.gr)

### Editing Team:

**ats:** Anna Tsesmologlou  
**bp:** Bella Politis  
**kg:** Katerina Gemidopoulou  
**sz:** Sofia Zogana

Thanking contributors to this issue:

Engr. Ricardo (Ricky) N. Galvez Jr. /  
**Philsafe Marine Services Inc.**

