



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 S.A. Cutting of the Vasilopita Cake

On 12th January 2023, the tradition of cutting the "Vasilopita" cake took place at Enterprises Shipping & Trading SA's premises.

It is a tradition in Greece, on New Year's Eve for family and friends to gather and cut a cake called "Vasilopita" which means Basil's cake referring to St. Basil (Vasileios) who is the Santa Clause in Greece. The head of the household cuts the cake, while making wishes for good health and luck.

Each "Vasilopita" has a coin inside, and whoever gets the piece with the coin is considered blessed with good luck for the whole year.

In EST SA, this was arranged in its premises. A piece of "Vasilopita" was set aside as always, representing the vessels and crew who couldn't be present at the celebration.

Ten employees found the "Vasilopita" coins and presents were offered to

[Continue on page 2](#)



Mrs Katia Restis and Mr. George Sarris



Mr. Victor Restis cutting the vasilopita cake

continued from page 1 “ EST S.A. Cutting of the Vasilopita Cake ”

each one of them by the company.

Taking this opportunity, we wish you all, once again, a Happy and Healthy New Year!

Ms Lia Karagianni and Ms Bella Politis to the left & Mr. Dimitris Drombonis to the right



Ms Katerina Gemidopoulou, Ms Evi Zachari, Ms Katerina Zampeli, Ms Dimitra Kousiouri, Ms Angeliki Panagiotarou, Ms Katerina Karousou, and Ms Elina Koukouli, in line to get their piece! (Left to right)



Ms Konstantina Georgala, one of the “Flouri” lucky winners



Ms Maria Zampeli, Ms Maria Vogiatzi, Captain Elias Kotzamanis, Ms Anastasia Argiriou, Mr. Elias Dimakopoulos, Captain Elias Chatzithomas (Left to Right)



Ms Anna Tsesseloglou, Ms Sofia Zogana & Captain Elias Kotzamanis



AMVER Awards

We are pleased to announce that our Company and Fleet were once more awarded by the USCG for the invaluable support to provide a worldwide safety network so as to assist in search and rescue operations and save lives.

Twenty five "Certificates of Merits" for the year 2021 were presented to ENTERPRISES at a ceremony hosted by the U.S. Coast Guard and the "International Propeller Club" held at the Intercontinental Hotel, Athens in December 2022.

Eligibility Requirements

- Vessels with at least 128 days on the Amver plot in a calendar year are eligible for an award.
- Vessels that have continuous participation in Amver before and after a shipyard and/or lay up period not exceeding two years may receive credit for these periods for the purpose of satisfying requirements for consecutive multiple year



Capt. T. Triantafylidis, Head of Tankers Ops receiving the AMVER Awards on behalf of EST S.A.

awards, if the owner or master submits a request to the Amver Maritime Relations Office within sixty days of the inactive period.

It has to be noted that EST vessels are voluntarily participating to AMVER program for over two decades!

As such, we take great pride in the professionalism and safety culture developed among our crew and we would like to congratulate all our officers and crews on their voluntary commitment and continuous support to the safety of life at sea!

kg

EST Receives the "Gold RME Award" 2022

It is with great pleasure to announce that Enterprises Shipping & Trading S.A. has once again been awarded with the "GOLD RESPONSIBLE MANAGEMENT EXCELLENCE AWARD" at the annual European Business Ethics Network awards ceremony which was held at "Kostis Palamas" Building of the National and Kapodistrian University of Athens, on 15 December 2022.

The GOLD RME Award was presented to EST by EBEN Greece President Anthony Gortzis. This great accomplishment is a result of the efforts made by all employees within the company, shore based and seagoing, to ensure social, cultural, economical and environmental sustainability.

The EBEN Model is a voluntary standard that provides guidelines to the companies that want to operate in a socially responsible, ethical and transparent manner.

ats



Mr. Vassilis Ferentouros, Operations Fleet Manager receiving the GOLD RME Award on behalf of EST S.A. by Mr. Antonis Gortzis, President of the EBEN Greece

Training Visit to m/v Jaguar Max by Office Employees

On the 23rd of December 2022, employees from Company's Spares Department were welcomed by the Captain and crew of M/V Jaguar Max during the vessel's port stay in Achladi, Greece.

The visit which was scheduled for training purposes, enabled the office employees to gain a clearer picture of vessel's operations and understand the impact that the assistance provided by the office has, on the seafarers' health & safety and on their day to day tasks.

M/V Jaguar Max had been scheduled for an annual survey at the same day, therefore the office employees also had the opportunity to be present during the inspection along with the Superintendent Engineers. Witnessing how the vessel's overall condition was being inspected by the BV Surveyor, they also gained valuable information regarding vessel's major machineries, which will help them understand key elements of their job.

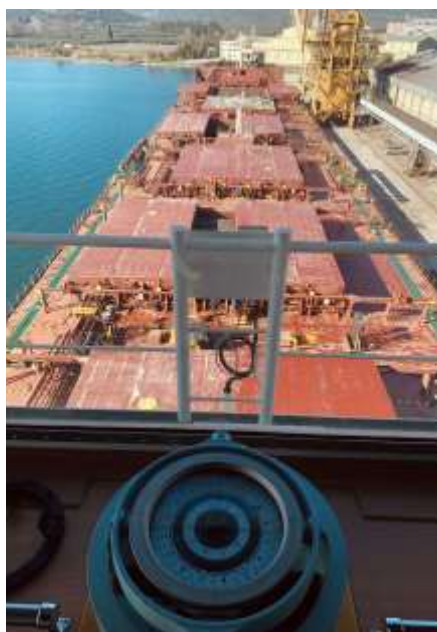
We would like to thank the Captain and the crew for their hospitality and time offered to demonstrate key components of their daily routine tasks and congratulate them for their ability to maintain the vessel at such high standards. As stated by the **attending BV Surveyor "Job very well done! Chief and Crew... the vessel is in excellent condition!"**



Ms Martha Lekka



Ms Anthea Sarri & Ms Martha Lekka



What's New in the QHSEMS?

Tankers QHSEMS

1. WIM, Part II, Section C, Firefighting-version 0.2

New Uploads (Tankers)

- VRP Change 31 (All Vessels)
- VRP Sister Vessel List (All Vessels)
- BWMP, Appendix 4, National Ballast Water Management Requirements (All Vessels)

Bulkers QHSEMS

1. Bulkers Operations Manual-version 0.8
2. WIM-Section G-Shorebased Contingency Plan-version 0.6

New Uploads (Tankers)

- NTVRP Core Change 21(All Vessels)
- NTVRP (Livorno)
- EU MRV Plan (Livorno)
- Recovery of Persons from the Water (Livorno)
- MSMPLMP (Livorno)
- SOPEP (Livorno)

Reflective Learning

- ESTSA 104a Reflective Learning Training Forms Q1Q2_2023

Safety Awareness Handbook

- QHSE Alert 10/22 "Adverse Feedback Received by Charterers"
- QHSE Alert 11/22 "AMSA Inspection"
- QHSE Alert 12/22 "Mooring Lines Parted During Mooring Ops"

- QHSE Alert Inventory
- Safety Update 01/23

GMS Client Advisories

- Client Advisory 22_22 "CARB_At Berth Regulation_Visit Information Reports"
- Client Advisory 01_23 "VGP Annual Reporting Requirement Reminder 2022 Calendar Year"
- GMS Client Advisory 02_2023 "California Air Resources Board_At Berth Regulation_Update Reporting"
- Client Advisory 03_23 "California Air Resources Board_At Berth Reg_New FAQ and Enforcement Update"
- Client Advisory 04_23 "Coast Guard Sector Houston_Galveston Regulated Facility"
- Client Advisory 05_23 "EPA Enforcement Alert_VGP"
- GMS List of Advisories

Technical Supporting Documents

- MobilServ Labels (Livorno)

Food Safety Management and HACCP

- Food Safety Management Plan and HACCP
- Annex III - Galley Training Procedures and EST

Office Manuals

- ESTSA 925 Statement of Applicability_SOA-version 0.2

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/T Energy Achilles - 4th Engineer Vladimir Moroz
- M/T Energy Champion - O/S Sergei Kolomeitsev
- M/V Puma Max - Captain Felixto Pecaoco



Hazard:
Unlabeled water bottle stored with chemicals

Risk:
Accidental poisoning / loss of life



Hazard:
CO2 extinguisher was found in place designated for foam extinguisher as per Safety plan.

Risk:
In case of emergency, the crew will not be able to effectively extinguish the fire at the area.



Hazard:
Inadequate warning signs/marks on deck that do not protect the crew entering the mooring area from the hidden dangers.

Risk:
Possible injury or even fatality to a crew member due to not being properly warned of the dangerous area.

Best Practice Received by m/t Energy Artemis

We would like to thank 2nd Officer A Davydov of m/t Energy Artemis 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.

Phosphorescent tape was used by the crew of mt Energy Artemis on the corners of all navigation panels as during the night due to the darkness, the crew moving around the space can hit themselves on the corners.

The tape which glows in the dark can improve safety on board by alerting the crew of their whereabouts.

It can especially protect new crew members or the pilot coming on board who are unfamiliar with the environment or those in a hurry they may be distracted without paying proper attention.



"IDEA" Program: m/v Furious, m/t Energy Afrodite, m/v Imperius, m/v 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/t Energy Afrodite
- m/v Imperius
- 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.



Season's Greetings from M/V Imperius

We would like to thank Capt. Peter S. Flores, the Officers and Crew onboard m/v Imperius for their wishes and for sharing with us their Christmas decorations.



FROM: MASTER, OFFICERS AND CREW OF MV IMPERIUS

WITH SPECIAL THANKS TO CH. OFF. FELIX V. BARRAY FOR HIS CARICATURE IMAGE

SEASON'S GREETINGS FROM MV IMPERIUS

Wishes from M/V Olympius

We would like to thank Captain Zaldy A. Villafior, the Officers and the crew of m/v Olympius for their Christmas and New Year wishes!

To: The Management and Staff of ENTERPRISES SHIPPING & TRADING S.A.



FROM: MASTER, OFFICERS AND CREW OF MV OLYMPIUS

Christmas & New Year's Eve Celebrations Onboard M/V Puma Max

We would like to thank the Captain Captain Felixto A. Pecaoco, the Officers and the crew of m/v Puma Max for sharing with us the photos from their beautiful Christmas and New Year's Eve parties!



M/V Gladiator Celebrates Christmas and New Year

We would like to thank the Captain Gen-nadiy Berezin, the Officers and the crew of m/v Gladiator as well as Captain Ser-giy Korniyenko, for sharing with us the photos from their beautiful Christmas and New Year's Eve celebrations!



Training Officer Captain Sergiy Korniyenko along with crew members of m/v Gladiator had the opportunity to go ashore and visit the Mission to Seafarers center while at Amsterdam



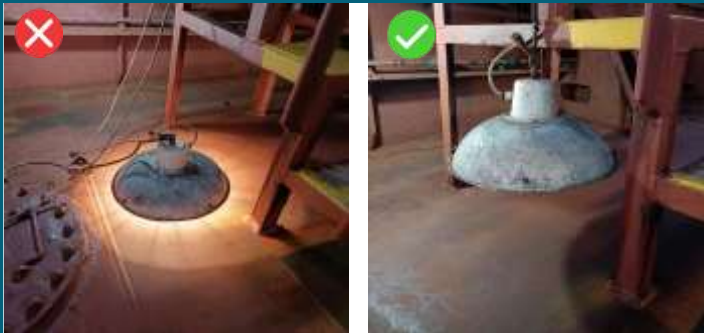
Promoting Safety On Board - STAY SAFE...

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. Orlando M. Danghil of MV Citius
- ✓ 2nd Eng. D. Fedorovsky of MV Braverus
- ✓ 2nd Off. M. Shepel of MV Gladiator
- ✓ 2nd Eng. I. Klenovy of MT Energy Artemis
- ✓ 2nd Eng. K. Khadzhiorov of MT Energy Triumph
- ✓ 2nd Off. V. Khomenko of MV Braverus
- ✓ Chief Off. K. Zhuma of MV Magic Striker
- ✓ 2nd Off. Y. Vladimir of MT Energy Ariadne

UNSAFE CONDITION Fire Hazard



What happened: The cargo light had been left unattended, switched on facing down on the main deck, posing a fire/explosion hazard.

UNSAFE CONDITION Poor housekeeping practices



What happened: Tools and materials left at the work-space on completion of the workday.

All tools to be kept in toolboxes, lockers or racks when not in use. After use place all tools in their appointed place.

UNSAFE CONDITION



What happened: A securing pin was missing at the bottom of the accommodation platform.



BEST PRACTICE



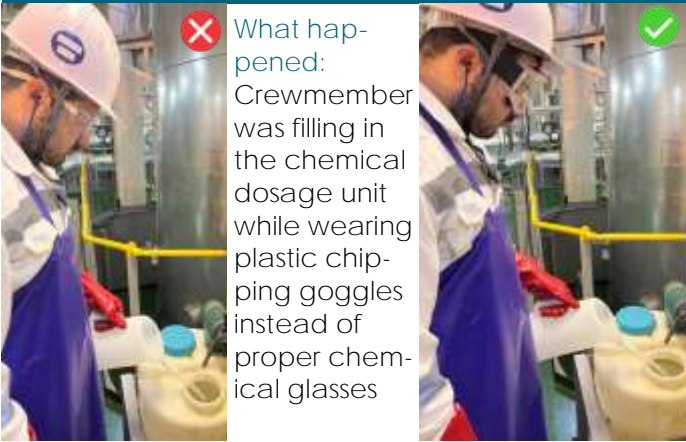
What happened: PPE were not properly stored at the Chemical Store Room.

A special storage stand ensures that all PPE are easy to find and use as appropriate.

Continue in page 12

continued from page 11 "Promoting Safety On Board - STAY SAFE..."

UNSAFE ACT Proper PPE not used



What happened:
Crewmember was filling in the chemical dosage unit while wearing plastic chipping goggles instead of proper chemical glasses

UNSAFE ACT



What happened:
A crewmember brought his own thermometer with his temperature already measured for the daily measuring of crew temperature.



Crew temperature shall be measured **ONLY using ship's** thermometers.

UNSAFE CONDITION Detainable Deficiency



What happened:
Fire flaps not closing properly.



Fire flaps and fire dumpers must be checked during weekly inspections to ensure they are properly closing.

UNSAFE CONDITION Fire Hazard



What happened:

The electrical water heater at the Officer's messroom was almost empty while still being plugged in.



During fire & safety rounds after the end of each watch, please make sure to check for such hazards in the accommodation spaces.

UNSAFE ACT Fire Hazard



What happened:

Access to fire box and fire extinguishers was obstructed due to runner wires that had been left on deck.



UNSAFE CONDITION



What happened:

The emergency radio sets were found with tangled cables after being used for a fire drill.



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	Alora	Igor Prysyazhnyuk	28/12/2022	Santa Marta	Colombia
2	Colossus	Oleksandr Korniyenko	02/12/2022	Ho Chi Minh	Vietnam
3	Delphi Ranger	Oleh Melnyk	14/12/2022	Douala	Cameroon
4	Furious	Joel B. Loquias	27/12/2022	San Nicolas	Peru
5	Jaguar Max	Nestor C. Alcantara	05/12/2022	Chornomorsk	Ukraine
6	Warrior	Kostyantyn Borets	14/12/2022	Montoir	France
7	Energy Achilles	Andrey Dvoretzkiy	05/12/2022	Adelaide	Australia
8	Energy Apollo	Leonid Savelyev	06/12/2022	Singapore	Singapore
9	Energy Commander	Yury Gnipel	19/12/2022	Yanbu	Saudi Arabia

IMPORTANT REMINDER !

PREVENTING MALARIA

According to World Health Organization (WHO), malaria is a life-threatening disease. In 2021, there were an estimated 247 million cases of malaria worldwide and the number of deaths was 619,000!

Considering the serious complications of the disease, the company provides the fleet with anti-malaria drugs. Anti-malaria drugs can help prevent as well as treat malaria. However, it is important to strictly adhere to the recommended dosages and the treatment periods prior to and after being in a malaria affected area.



■ Malaria transmission is not known to occur
■ Malaria transmission occurs in some places
■ Malaria transmission occurs throughout

In the event that you are notified of a port call in a malaria affected area, make sure to check ship's medicine chest to ensure that the proper QUANTITY and TYPE of anti-malaria drugs are available on board. If not, timely send your requisition to the Supply Dept. in order to be properly provided well in advance.



Lessons learned: Keep Emergency Escape Routes Free of Obstructions



As IMCA informs, a blocked emergency exit hatch incident proves to be “food for thought”, as in case someone was trapped inside there could have been serious consequences.

The incident

An engine room emergency exit hatch could not be opened. The emergency exit hatch providing egress from the engine room to the vessel's main deck on the starboard side at the stern, was found blocked during the Master's routine inspection/walkaround. The hatch could not be opened from the engine room compartment.

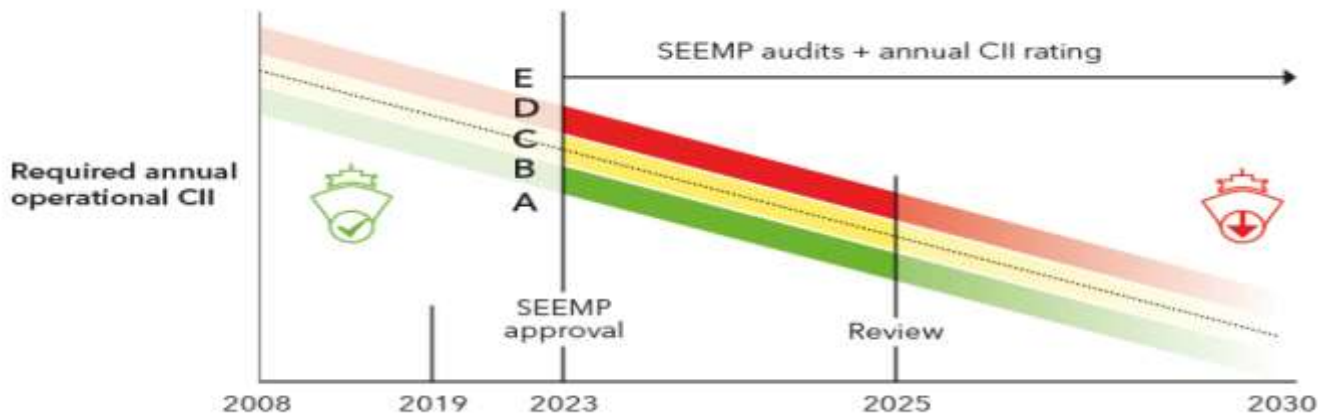
It was discovered that the hatch was blocked by wire ropes left on top of it during recent spooling works on the main deck area. These activities had been observed on deck, as part of anchor handling preparation process conducted by a contractor party. The used wires left on top of emergency hatch was not noticed by the deck crew.

Lessons learned

- ✓ Keep emergency escape routes free of obstructions and in a safe condition at all times;
- ✓ Better control of third-party activities onboard;
- ✓ Hold regular “cold eyes” or cross-departmental reviews and safety walkarounds. You may be surprised at what the cook will discover on a walk round the back deck, or what the third engineer will spot on a visit to the bridge wing;
- ✓ Imagine yourself in the position of the person who might be trapped by that stuck hatch. What can you do to make sure that never happens?

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

CII – Carbon Intensity Indicator Explained



The below Q&A by DNV provides some insight on the CII requirements that came into effect at the beginning of 2023.

Q: What is the CII and the CII rating scheme?

A: The Carbon Intensity Indicator (CII) is a measure of how efficiently a ship transports goods or passengers and is given in grams of CO₂ emitted per cargo-carrying capacity and nautical mile. The ship is then given an **annual rating ranging from A to E**, whereby the rating thresholds will become increasingly stringent towards 2030. The CII applies to all cargo, RoPax and cruise ships above 5,000 GT. The yearly CII is calculated based on reported IMO DCS data.

Q: How is the CII calculated?

A: The basic CII is calculated as CO₂ emitted per cargo-carrying capacity and nautical mile. The CII calculation will be further improved through correction factors in a separate guideline that will be developed next year.

For the time being, using actual cargo carried instead of capacity (i.e. the EEOI) can only be reported on a voluntary basis and not for the purpose of the CII rating.

What is AER/cgDist?

For different ship segments, the CII is based on different ways of measuring the carbon footprint of the transport work. The Annual Efficiency Ratio (AER) and capacity gross ton distance (cgDist) are

two such CII using different units. AER (emission per dwt-mile) is used for segments where the cargo is weight critical, and cgDist (emissions per gross ton-miles) for volume-critical cargo.

Q: What is the difference between the EEXI and the CII?

A: The EEXI is a one-time certification equivalent to the EEDI (Energy Efficiency Design Index) phase 2 or 3 concerning design parameters of the vessels. The CII is an operational indicator and will be assessed annually from 2023 with yearly stricter emission limits. The EEXI and CII are applicable to the same ship types.

The difference is that CII ratings will apply to ships 5,000 GT and above regardless of propulsion type.

What is the relation between the CII and the SEEMP?

A strengthening of the SEEMP (enhanced SEEMP) to include mandatory content is a part of the CII regulation. The intention is to ensure continuous improvement of energy efficiency and lower carbon intensity. The enhanced SEEMP shall include an implementation plan on how to achieve the CII targets, and it will also be subject to approval and company audits. For ships that achieve a D rating for three consecutive years or an E rating in a single year, a corrective action plan needs to be developed as part of the SEEMP and approved.

ICC IMB's Annual Report

The ICC IMB's annual report recorded 115 incidents of piracy and armed robbery against ships in 2022 – compared to 132 in 2021 – with half of them occurring in Southeast Asian waters, particularly in the Singapore Straits, where incidents continue to rise.



Perpetrators were successful in gaining access to vessels in 95% of the reported incidents broken down as 107 vessels boarded, two vessels hijacked, five attempted attacks and one vessel fired upon. In many cases vessels were either anchored or steaming when boarded, with nearly all the incidents occurring during the hours of darkness.

Caution urged in the Gulf of Guinea

The continued and much needed reduction is attributed to an overall decrease of piratical activity in in the highly risky waters of the Gulf of Guinea – down from 35 incidents in 2021 to 19 in 2022. Sustained efforts are however needed to ensure the continued safety of seafarers in the Gulf of Guinea region, which remains dangerous as evidenced by two incidents in the last quarter of 2022.

Masters are also strongly encouraged to follow industry Best Management Practice recommendations in these waters thus the instructions received from ISPS dpt.

Incidents on the rise in the Singapore Straits

A third of all incidents reported globally in 2022 have been in the Singapore Straits with underway vessels successfully boarded in all 38 incidents. The majority of vessels boarded were over 50,000 DWT, including six laden vessels over 150,000 DWT. While

these are considered low level opportunistic crimes and fall under the definition of armed robbery, crews continue to be at risk. In the 38 reported incidents, two crew were threatened and four were taken hostage for the duration of the incident. It has also been reported that in at least three incidents a gun was used to threaten the



crew.

The IMB Piracy Reporting Centre also believes there is a degree of underreporting as well as late reporting of incidents from these waters and encourages Masters to report all incidents as early as possible so that local authorities are able to identify, investigate and apprehend the perpetrators.

Incidents reported in the Indonesian archipelago remain at relatively low levels thanks to the continued efforts of the Indonesian Marine Police.

Threat subsists in South America

Despite a noticeable decrease in the number of reported incidents in Central and South American waters, ports in Brazil, Guyana, Peru, Venezuela, Mexico and Haiti continue to be affected by the crime of armed robbery. The reduction is partially attributed to the decrease in reported incidents in Callao anchorage in Peru which saw a 33% de-



A Man Called Otto Review — Tom Hanks Goes Grumpy in Remake of Quirky Swedish Yarn



Seven years ago, a frankly peculiar, quirky dramedy-heartwarmer from Sweden appeared: *A Man Called Ove*, based on the bestselling novel by Fredrik Backman. It was about a grumpy old widower who snaps at everyone on his street – officiously enforcing the Neighbourhood-Watch-type rules about parking and recycling – and keeps on trying to take his own life. These attempts are continually thwarted when he spots some local outside his house breaking some bylaw and Ove can't resist rushing out to remonstrate. But a nerdy, sweet-natured young couple move in next door and insist on befriending Ove, and their artless friendship relieves Ove's repressed sadness and affords him redemption. Ove was played in the original by Rolf Lassgård and now by Tom Hanks – renamed Otto – in this Hollywood remake from screenwriter David Magee and director Marc Forster.

Hanks's performance amplifies and colourises the original curmudgeon, and his star-quality soups up the drama and makes a clearer sense of the backstory, yet the very fact of it being Hanks means that we never for a moment believe that he really is going to be that nasty (or that unhappy) for long. Soon, the lovable Hanks will surely reappear, and it duly does as the sad story of his late wife emerges in sucrose flashback – although she is always a bland

cipher, not a convincing person. Finally, of course, Otto is going to be absolutely adorable. With his fierce short haircut and blank, open face he looks very familiar. Not grump, but Gump.

But just as with the original, the real problems come with those wacky unsuccessful attempts to kill himself; they represent the same jarring and baffling tonal misjudgement. Newspapers are very restricted about what they can describe on this subject; not so the cinema, which is (rightly) afforded artistic freedom. But the scenes with Hanks buying the means from a hardware store, arguing about the change with the manager, then unhilariously having to abandon his plan in order to tell someone off ... it's not serious enough to do justice to the subject, not dark enough for scabrous black comedy, or funny enough for comedy of any sort, being weirdly sentimental from the outset.

Otherwise, the movie follows the form of the original pretty faithfully, although the gay teenage boy that Ove helps in the first film is now trans. Hanks carries the film with his personality and his easy address to the camera, but this oddity of a film never quite comes to life.

SPOT THE DIFFERENCES:



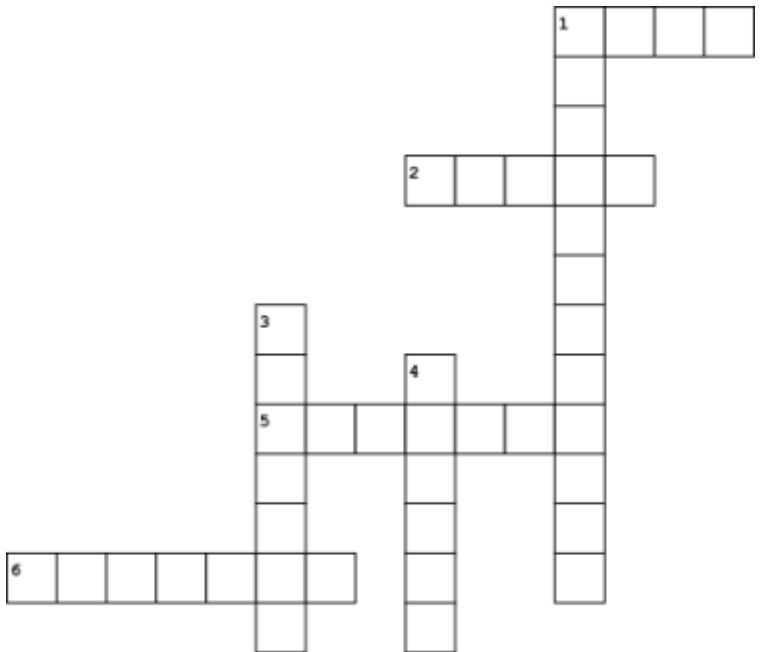
EST Crossword:

Across

- 1. A man called ___ Tom Hank's new movie
- 2. Name of the Air Line company that rolls out free Wi-Fi
- 5. Port where the training visit on Jaguar Max took place
- 6. The ICC IMB's annual report recorded 115 incidents of piracy and armed ___

Down

- 1. Emergency escape routes should be free of ___
- 3. The Carbon Intensity Indicator (CII) is a ___ of how efficiently a ship transports goods or passengers
- 4. Each "Vasilopita" has one inside



Answers:
 Across: 1. Otto, 2. Delta, 5. Achladi, 6. robbery
 Down: 1. obstructions, 3. measure, 4. flour

Rains, floods claim 17 lives in first 2 weeks of 2023



Rains, floods and landslides during the first two weeks of 2023 due to various weather systems have so far claimed the lives of 17 people in several regions of the country, disaster officials said yesterday.

Apart from the fatalities, two other people remain missing in Borongan, Eastern Samar, based on the update given by National Disaster Risk Reduction and Management Council (NDRRMC).

Four of the latest additions to the death toll were from the towns of Baroy and Tubod in Lanao del Norte, including an eight-year-old girl and a six-year-old boy.

The Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) said the rains that caused flooding in many parts of the country since the start of the year have been caused by the combined effects of low-pressure areas, the northeast monsoon and the shear line. No typhoon has entered the Philippine area of responsibility this year, but these weather disturbances have brought torrential rains in Luzon, the Visayas and Mindanao.

The 17 deaths attributed to bad weather in the first two weeks of 2023 are separate from the 52 who died in weather-related events during Christmas week last month. At present, the estimated worth of damage to agriculture stands at more than P252.6 million while damage to infrastructure has reached P165.7 million. The NDRRMC reported a total of 121,950 families or 523,991 persons have been adversely affected, including 13,238 families or 70,617 displaced residents now being housed at 123 evacuation centers.

CAAP eyes air traffic management system upgrade after New Year's day fiasco

The Civil Aviation Authority of the Philippines (CAAP) on Wednesday asked for



congressional support in its plans to upgrade the Ninoy Aquino International Airport's air traffic management system which malfunctioned on New Year's day and affected over 56,000 passengers.

During the House transportation panel hearing, CAAP acting director general Manuel Antonio Tamayo said they will proceed with their plans "to avoid this kind of circumstance from occurring again."

The plans for the Communications, Navigation, and Surveillance/Air Traffic Management (CNS-ATM) include:

immediately restore and enhance the CNS-ATM to its original design before the incident; procurement of the Ultimate Fallback System which is considered a system upgrade; construction of an Independent Back-up for the current CNS-ATM; and; hire a third-party contractor to provide oversight.

"Nevertheless, we will be needing the help and assistance of this honorable committee in making these plans come into reality. This is of course to provide better service to our fellow Filipinos and our country, which may further boost our tourism industry," Tamayo added.

He earlier told the Senate inquiry that the air traffic system of NAIA is already due for upgrading since 2020, but this upgrade has been delayed due to a dispute involving claims between contractor Thales and the Department of Transportation.

Tamayo also apologized for the agency's differing statements on what caused the air traffic management system malfunction last January 1 that resulted in Philippine airspace shutdown.

Elon Musk trial: Prospective jurors call him narcissistic, smart



(BBC) Mr Musk, who is being sued by Tesla shareholders arguing he manipulated the firm's share price, has said he cannot get a fair trial in San Francisco. He wanted the trial to take place in Texas - where he has moved Tesla's headquarters - but that was rejected.

The case centres on 2018 tweets, saying that he would take Tesla private. US regulators removed Mr Musk as Tesla chairman because of the posts. On 7 August 2018, he tweeted that he had "funding secured" to take the carmaker private in what would be a \$72bn buyout. In a second tweet, Musk added that "investor support is confirmed," and that the deal was only awaiting a vote by shareholders. No such deal went ahead.

Injury-hit Rafael Nadal knocked out of the Australian Open by Mackenzie McDonald



(CNN) Rafael Nadal's Australian Open title defense came to a premature end on Wednesday as he lost 4-6 4-6 5-7 against American Mackenzie McDonald in the second round.

The 36-year-old Nadal struggled with a left hip injury throughout the match and needed treatment during the second set on Rod Laver Arena. He managed to finish the match, eventually going

down to McDonald in two hours and 32 minutes for his earliest exit from a grand slam since the 2016 Australian Open.

"I didn't want to retire [as] the defending champion here. I didn't want to leave the court with a retirement," Nadal told reporters.

"It's better like this at the end. I lost, nothing to say, congratulate [my] opponent. That's the sport at the same time - just try your best until the end."

China's population is shrinking. The impact will be felt around the world



China's population has fallen for the first time since 1961. The nation's birth rate, which has been declining for years, has hit a record low, with 6.77 births per 1,000 people.

China's population in 2022 - 1.4118 billion - has fallen by 850,000 from 2021. But seven years after scrapping the one-child policy, it has entered what one official described as an "era of negative population growth".

The one-child policy, introduced in 1979, aimed to slow population growth, but it also led to forced abortions and a reportedly skewed gender ratio from the 1980s onwards.

The demographic crisis in the long run may shrink China's labour force and increase the burden on healthcare.

Delta Air Lines is rolling out free WI-FI

CNN, JAN. 23, Delta Air Lines is rolling out free Wi-Fi



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to most of its planes beginning February 1. Passengers will need to be a member of its free SkyMiles loyalty program to access the on-board internet.

Pelé, 'The King of Soccer,' Dead at 82



Guardian, DEC. 23. , Brazilian virtuoso Pelé, whose captivating skill and athleticism ensured he was universally regarded as one of football's greatest players, has died at the age of 82.

Pelé, who had a colon tumour removed last year, was readmitted to Albert Einstein hospital in São Paulo in recent days with general swelling amid deteriorating health. He was then moved to palliative care.

Brazil's all-time record scorer won three World Cups as a player, in 1958, 1962 and 1970, over a 14-year international career that included 72 goals in 92 appearances for Brazil.

Nicknamed "The Black Pearl" and "The King", Pelé was one of only three players to have scored in four World Cups - and scored a world record 1,281 goals in 1,363 games.

Beyoncé Criticized by fans after live show return in Dubai



(BBC) Beyoncé has held her first live performance in

five years after headlining a private concert in Dubai.

The US megastar performed in front of 1,500 people to mark the opening of luxury hotel Atlantis The Royal.

But while many fans were thrilled to see her return, others have questioned the star's decision to perform in a country where homosexuality is illegal. Her latest album, Renaissance, has been widely celebrated for "honouring black queer culture" and taking inspiration from LGBT icons.

It's left some fans uncomfortable that the singer would make her live return in a nation which doesn't recognise LGBT rights.

Avengers star Jeremy Renner broke over 30 bones in snow plough accident



(BBC) Hollywood actor Jeremy Renner has said he broke more than 30 bones in his body when he was accidentally run over by a snow plough on New Year's Day.

Giving an update on his recovery, the Avengers actor shared a powerful message on Instagram and said the incident had been a "tragedy for my entire family" but had transformed into "uniting actionable love".

Boy joins Mensa after teaching himself to read at the age of two

(BBC) A four-year-old boy has been accepted as Britain's youngest Mensa member, after teaching himself to read as a toddler.

Teddy, from Somerset, England, learned to read at just 26-months-old, according to his family. Now he can count to 100 in six non-native languages, including Mandarin. Mensa accepts people who score at the 98th percentile or higher on an approved intelligence test.



Australian Open 2023: Who Can Stop Novak Djokovic Winning Record-extending 10th Title?

Nine-time champion Novak Djokovic steamrolled another opponent as he beat Tommy Paul to set up an Australian Open final against Stefanos Tsitsipas.

Serbia's Djokovic, 35, overcame a wobble in the opening set, re-establishing his authority to earn a 7-5 6-1 6-2 victory over the American.

Tsitsipas, 24, has another chance to land his first Grand Slam title after beating Russian Karen Khachanov. Greek third seed Tsitsipas won 7-6 (7-2) 6-4 6-7 (6-8) 6-3 against Khachanov.

[Tsitsipas lost to Djokovic in the 2021 French Open final and now has the opportunity to avenge that loss in his first appearance in the Australian Open showpiece.](#)

But to lift the trophy on Sunday, he must become the first player to beat Djokovic at Melbourne Park since 2018!

Djokovic, who beat Paul to set a new landmark of 27 consecutive wins, is aiming for a record-extending 10th title which would equal Rafael Nadal's tally of 22 major men's titles.

Tsitsipas, will become the world number one if he wins the title. At a tournament with a hard-court surface on which he thrives, and in a city where



he is warmly backed by its large Greek population, Tsitsipas has long appeared destined for success at the Australian Open.

"I feel blessed for the fact I'm able to play tennis at this level and for many years I've wanted to put Greek tennis on the map - Maria [Sakkari] and I have done that, I think," Tsitsipas said.

"Coming from a small country like Greece I feel so grateful I get support like this.

"I never thought I would be treated so well here so I'm extremely happy I'm in the final now - let's see what happens."

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

Affiliated vessels

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

Calling all our seamen onboard:

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



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