



ENTERPRISES  
SHIPPING &  
TRADING S.A.

# EST Newsletter



WEDNESDAY, 21 JUNE 2023  
VOLUME 17, ISSUE 192

## INSIDE THIS ISSUE:

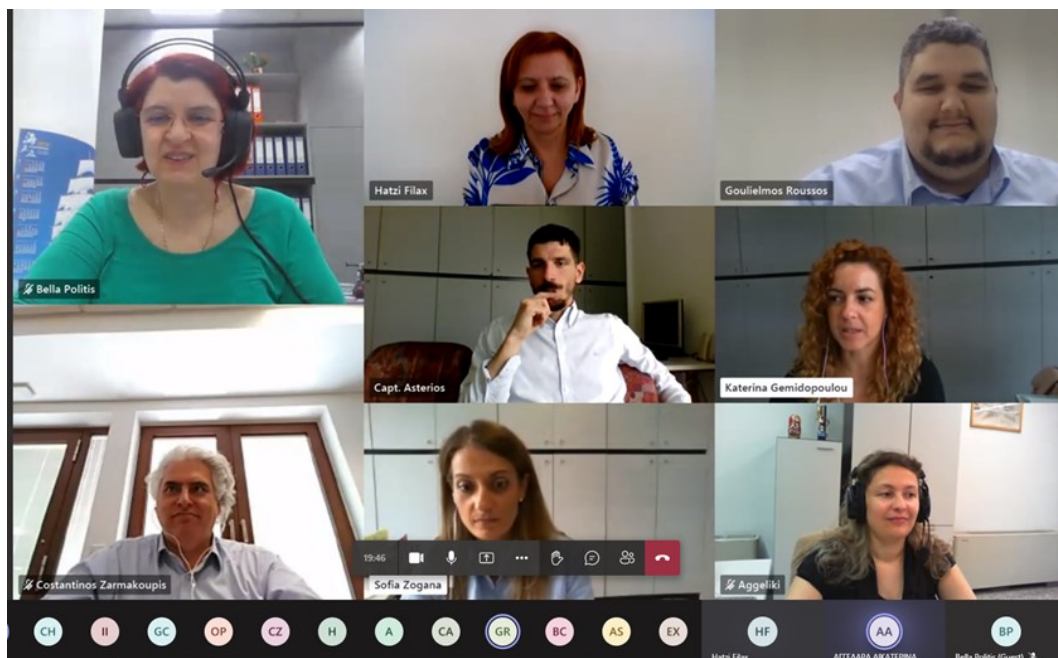
◆ "Train the Trainer" Course on 16 - 17 May 2023	1
◆ Maritime Partners in Safety: EST S.A. Participates in Athens Workshop	2
◆ Mariners Satisfaction Survey	3
◆ What's New in the QHSEMS?	3
◆ "Near Miss Rewarding" Program	4
◆ Best Practice Received by MT Energy Triumph	5
◆ "IDEA" Program: Thank You!	5
◆ Promoting Safety On Board - STAY SAFE...	6-7
◆ Ships with Zero PSC Defs.	8
◆ Important reminder	8
◆ IMCA Safety Flash: A Heavy Sheave Fell Over Causing an LTI	9
◆ Ballast Water Treatment/Management Systems Frequently Asked Questions	10
◆ Fumigation Fines on the Rise	11
◆ Mental Health Focus: How to deal with Impostor Syndrome	12-13
◆ Body Workout	14
◆ Spot the Differences & Crossword	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 D & A Policy **shall be immediately dismissed** and will be considered non-rehireable

## "Train the Trainer" Course



**A**s part of company's training program aimed at developing employees' skills, a "Train the Trainer" training course was conducted on 16 - 17/05/2023, facilitated by Mrs. Xatzi Skevofylaka, through Bureau Veritas.

The purpose of the Train the Trainer course is to equip trainers with specialized skills and techniques to enhance their ability to effectively train others.

The course covered various subjects, with an emphasis on contemporary educational practices. By the end of the

course, participants gained valuable insights and practical knowledge on how to utilize the contemporary model in adult education, apply effective teaching techniques, design and deliver engaging seminars with confidence and effectively maintain the interest of trainees throughout their training sessions.

EST is dedicated to providing opportunities that enable personal and professional growth through continuous training on board and ashore and encourage all employees to take full advantage of these opportunities and actively participate in shaping their professional journeys!



# Maritime Partners in Safety: EST S.A. Participates in Athens Workshop on 31/05/2023

## LEARNING AND IMPROVING IS VITAL



On May 31, 2023, Mr. Orestis Perilis / Vetting Manager and Capt. Asterios Molochas / Marine / Vetting Superintendent had the opportunity to participate in a thought-provoking workshop held in Athens, Greece. The Maritime Partners in Safety workshop focused on the crucial topic of "Causal Reasoning," which plays a vital role in our ongoing journey of learning and improvement.

can identify potential areas for improvement and implement effective preventive measures. This workshop served as a platform for sharing knowledge, experiences and best practices among maritime partners, fostering a collaborative approach to enhancing safety within the industry.

EST S.A. is committed to a **ZERO incidents** industry, prioritizing safety and striving for excellence.

By analyzing the underlying causes of incidents, we



## PARTNERS IN SAFETY PROGRAMME 5-YEAR FOCUS

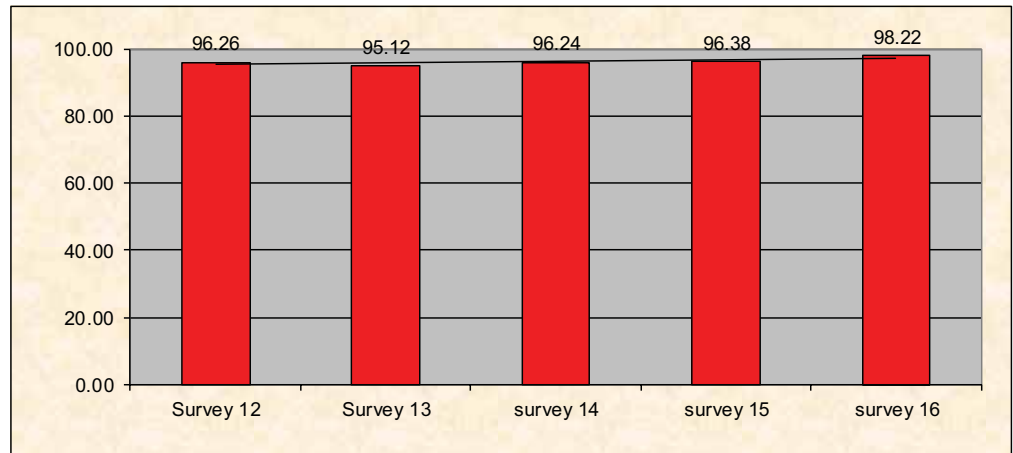


Underpinned by the four key pillars of Partners in Safety:



# Mariners Satisfaction Survey

We are pleased to announce the results of the "Mariners' Satisfaction Survey-Year 2022". The objective of the survey was to seek seafarers and shore based employees' opinion on company's performance so as to identify areas for improvement.



The total number of the questionnaires received by the vessels was 258 which represents a quite good sample of the Mariners' opinion. The results obtained from the Marines' Satisfaction Survey was 98.22%.

Although high scores were achieved on all areas, the survey also revealed "weak" areas such as "Company's effective problem solving",

"Communicating suggestions & opinions", "Company's social responsibility" and "Decision making".

On the other hand, "Understanding of Responsibilities", "Systematic training", "Company's processes" and "Company's achievement", were identified as "strong" areas.



## What's New in the QHSEMS?

### Tankers QHSEMS

1. ESTSA 802a Internal Audit Checklist-version 0.2

### New Uploads (Tankers)

- Drug and Alcohol Abuse Policy Statement
- LM 131 Safety practices for storage and use of Gas Welding and Cutting equipment
- Live Message Index
- ECDIS ISSUES 19 Navigating Near Drying Heights Understanding Risks and Precautions
- ECDIS Issues Index
- SIRE 2.0 Question Library\_Part 1\_Chapters 1 to 7
- SIRE 2.0 Question Library\_Part 2\_Chapters 8 to 12

### Bulkers QHSEMS

1. Policy Manual-version 0.2

2. WIM, Section C, Bridge and Deck Instructions, Appendix III, Navtor Services-version 0.2
3. FORM 75b In Port Navigation Passage Plan-version 0.2

### New Uploads (Bulkers)

- SORB Manual (All vessels)
- Ballast Water Management Plan (Imperius)

### Office QHSEMS

1. QHSE Office Job Descriptions-version 0.5

### GMS Client Advisories

- Client Advisory 15\_23 Ballast Water Treatment Management Systems FAQ
- List of Advisories

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.

The Near Misses rewarded this month are in line with the latest QHSE Safety Campaign focused on **Safe Mooring Operations!**

- MV Imperius - **Bosun Roderick D. Bello**
- MT Energy Afrodite - **A/B Denis Lisitsin**
- MV Divinus - **2nd Off I. Lychak**



## UNSAFE CONDITION



### Hazard:

Mooring rope not properly secured with U-bolt

### Risk:

Increased risk of mooring accident and/or personnel injury

## UNSAFE ACT



### Hazard:

During the BHC test, the AB was not in a safe position and distance from the jack.

### Risk:

Personal Injury

## UNSAFE CONDITION



### Hazard:

A mooring line stopper bracket was rusted and stuck.

### Risk:



Increased risk of accidents during mooring operations

# Best Practice Received by MT Energy Triumph

**W**e would like to thank **2nd Officer A. Gakaev of MT Energy Triumph** for providing us this Best Practice.

At EST S.A., we understand the significance of implementing Best Practices and firmly believe in the power of sharing knowledge and experiences within our fleet. As such, we kindly request you to share the Best Practice you are implementing onboard through our Near Miss software. This will enable us to disseminate your insights to the rest of the fleet, allowing them to benefit from your expertise and contribute to further enhancing our safety standards.

Furthermore, we would like to remind you that EST S.A. rewards the four most meaningful near misses, best practices, or ideas every month. Your contribution may have a significant impact and be recognized as one of the most valuable submissions.

BEFORE	Improved Labeling for Maneuvering Booklet:	AFTER
	<p>During a recent internal audit on the bridge of MT Energy Triumph in line with SIRE 2.0 requirements, it became evident that the maneuvering booklet, could not be located in a timely manner.</p> <p>The issue stemmed from the booklet's label not being clearly visible, causing unnecessary delays and potential safety concerns.</p>	

By creating new high-lighted labels and posting them on the folders, immediate and effortless identification was ensured. This simple yet effective solution has significantly enhanced the accessibility and availability of all ship's folders.

## “IDEA” Program: m/v Livorno



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:

- MV Livorno

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...

**T**he 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:

- ✓ Electrician M. Mylnyk of MV Colossus
- ✓ 2nd Eng. M. Kuznyetsov of MV Virtuous Striker
- ✓ 2nd Eng. D. Kharchenko of MT Energy Athena
- ✓ A/B M. M. Formacion on MV Jaguar Max
- ✓ Chief Off. D. Gakayev of MT Energy Commander
- ✓ Chief Off. A. Yerebakan on MV Gladiator
- ✓ Bosun R.D. Dela Cruz of MV Constantia

## UNSAFE CONDITION

### High Risk Fire Hazard



**What happened:** During the weekly test of the fire alarm system, it was found that a smoke detector had been isolated with tape.

**By isolating or covering a smoke detector, its ability to detect smoke and alert crew in the event of a fire is compromised.**

**This poses a significant fire hazard, as it increases the risk of delayed detection and response to a fire incident.**



## UNSAFE ACT

### Failure to wear proper PPE



**What happened:** During chemical cleaning of the fresh water generator, the engine crewmember was not wearing a face gas mask and protective rubber gloves.



**Failure to use the appropriate PPE increases the likelihood of direct exposure to the chemicals, leading to potential injuries or long-term health complications.**

## UNSAFE ACT

### Lack of Awareness



**What happened:** An A/B was taking sun bearings as part of his training to become a deck officer. It was noted that the cover of the gyro compass repeater was left on top of ship's railing.

The cover could potentially fall off the railing due to ship's movement or accidental contact, leading to it being lost overboard or damaged upon impact. If left exposed, it could lead to the malfunctioning or impairment of the gyro compass repeater.



## UNSAFE CONDITION

### Compromised Fire Safety



**What happened:** At the end of the working day, before transferring the Engine Room to UMS, a fire door leading from ER to the Steering Gear room was found fixed on metal hook.

**Securing a fire door on a metal hook hinders its ability to function as intended. In the event of a fire, the door may not close properly, allowing flames, heat, and smoke to spread to other areas of the vessel.**

Continue in page 7



## UNSAFE CONDITIONS

### QHSE Safety Campaign on Safe Mooring Practices



#### What happened:

During inspection of the mooring winches and windlasses, it was found that although the locking bar of the winch drum was secured, the lever arm was not in the engaged position. Further inspection revealed an excessive backlash of the lever arm due to deterioration of bonding point.

**When the lever arm is not in the engaged position or has excessive backlash, it can significantly impact the effectiveness and reliability of the mooring operations and lead to equipment failure or personnel injury.**



#### What happened:

During a port stay alongside, an unsafe condition was identified where a lock pin for the claw clutch of the mooring winch was found in an unsecured position.



- Potential Equipment Failure
- Increased Risk of Accidents and personnel injury
- Compromised Vessel Safety



**What happened:** During inspection, it was found that a mooring bollard on deck was not properly marked, indicating lower capacity compared to others on deck, to prevent use for tug operations.



#### What happened:

During inspection, it was discovered that the handle of the manipulator for the bow mooring winch was broken.

**This case highlights the importance of routine maintenance and inspections of mooring equipment as per Company's requirements.**



#### What happened:

During inspection it was found that the mooring stopper on the aft spring was in poor condition.

**Compromised mooring safety:** Inability of the stopper to securely hold the line can lead to line slippage, unexpected release, or even complete failure, jeopardizing the vessel's stability and the safety of personnel.



# 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	Colossus	Dmytro Grinchenko	17/05/2023	Newcastle	AUSTRALIA
2	Warrior	Kostyantyn Borets	11/05/2023	Santa Marta	COLOMBIA
3	Energy Ariadne	Igor Dzhioev	03/05/2023	Texas City	USA
4	Energy Centaur	Mark Safonichev	02/05/2023	Terneuzen	NETHERLANDS

## IMPORTANT REMINDER !

### USCG Detainable Deficiencies Overview

The recently issued 2022 USCG annual report, provides information on detainable deficiencies:

**Fire Safety:** Fire safety deficiencies continue to be a significant concern in the PSC program for the second consecutive year. Engine room oil accumulation was the most prominent issue, with over 70 deficiencies noted. Common problems included oil-soaked lagging, fuel leaks, excessive oil in the bilge, and open buckets filled with oily waste. In one instance, excessive oil leaks were discovered throughout all machinery spaces, with painted-over lagging used to hide the leaks. Firefighting equipment deficiencies were also recorded, such as water-mist nozzles covered with plastic and tape, a fire-extinguishing main control panel turned off, and a CO2 storage room secured with a padlock.

**Safety Management Systems (SMS):** SMS deficiencies increased slightly compared to the previous year. Deficiencies related to ship and equipment maintenance, reports of NCs, and deficiencies in shipboard operations were the most frequently cited categories. In one case, a ship was found to be non-compliant with relevant conventions, raising concerns about the vessel's SMS adequacy and implementation. Issues included an inoperable oily water separator system, non-functional fuel shutoff valves, multiple non-functional smoke detectors in

the engine room, and an inoperable rescue boat engine.

**LSA:** Detainable deficiencies related to lifesaving systems remained consistent with the previous year. Most frequently cited issues involved rescue boats, lifeboats, and the operational readiness of lifesaving appliances. Examples included severed steering gear linkage and corroded steering cables rendering rescue boats inoperable, as well as immersion suits with failed seams, broken zippers, and deteriorated rubber seals.

**MARPOL Annex I:** Deficiencies under this category increased significantly from 4 in the previous year to 22. Oil filtering equipment and oil discharge monitoring systems accounted for nearly half of the deficiencies. PSCOs observed systems exceeding the 15ppm limit without activation of valves to control overboard discharges. Corrosion buildup in overboard piping and evidence of illegal oil discharges overboard were also identified, including cases where whistleblowers provided video evidence of bypassing oil filtering equipment.

These findings highlight the importance of addressing fire safety, improving safety management systems, maintaining lifesaving appliances, and complying with MARPOL Annex I regulations to ensure the safety and environmental integrity of ships.



# IMCA Safety Flash: A Heavy Sheave Fell Over Causing an LTI

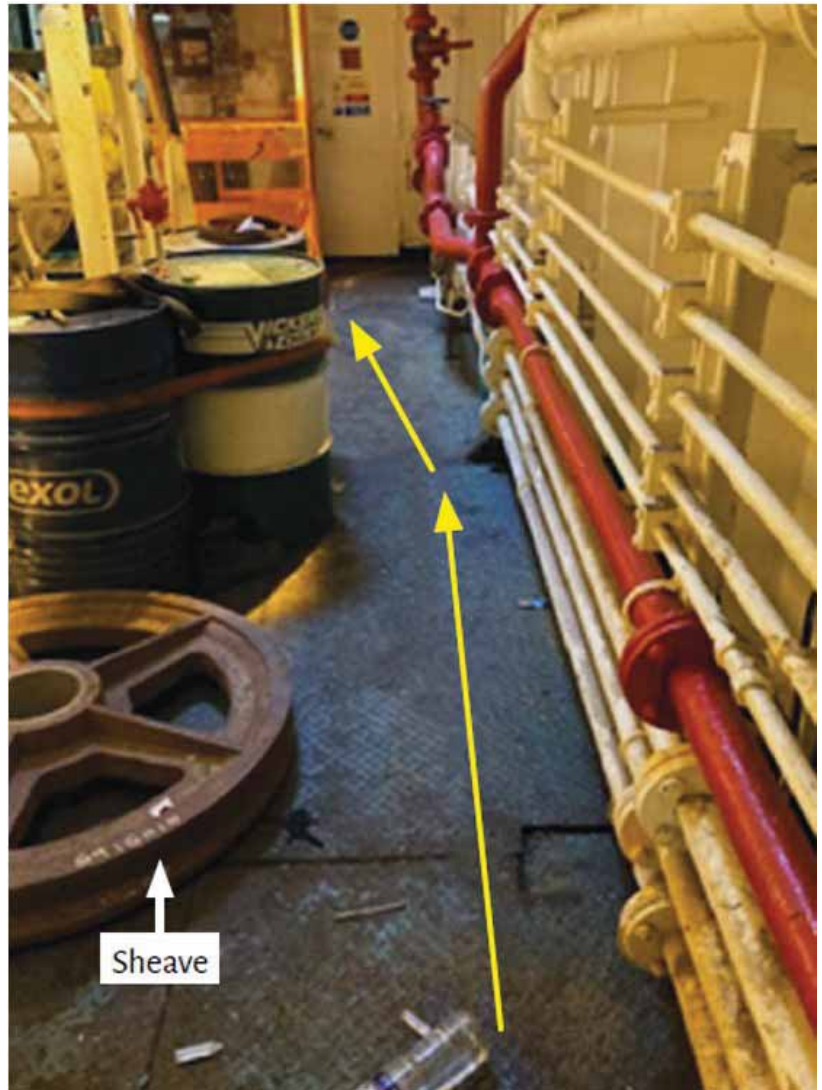
**A** bosun suffered a broken leg when a heavy sheave he was trying to manoeuvre, fell against him.

On a vessel going into port, crew were preparing to offload equipment. Very early in the morning, the bosun decided to prepare a 0.5t sheave, which was due to be lifted ashore. He removed the lashings that were securing the sheave vertically against some pipework and started to roll it toward the port side hatch in readiness for offload.

The bosun was manoeuvring the sheave past some oil drums when he lost control and the sheave toppled over, struck his thigh and then trapped him under its weight. With difficulty he managed to raise the alarm using his handheld radio. The crew mustered quickly, lifted the sheave off his leg and administered first aid. Once in port the bosun was taken to hospital with multiple fractures to his leg and was unable to return to work for several months.

## What went wrong

- The bosun worked alone;
- The sheave, half a ton and over 1m in diameter was not stowed in an authorized location;
- The crew had no lifting plan in place to move it across the space. The sheave was unwieldy and careful planning and thought would have been required before it could be moved safely, despite



it being easy to roll;

- The bosun was unaware of the weight of the sheave and had underestimated the risks and hazards involved in both its removal and relocation.

## Lessons

- Don't just "crack on" with a task rather than bother other people to get help – STOP and THINK;
- Have a clear, communicated and fully understood plan for moving an object of this size and weight.

[Source: safety4sea.com](http://safety4sea.com)

# Ballast Water Treatment/Management Systems Frequently Asked Questions

**T**his article summarizes the 4 most Frequently Asked Questions (FAQs) concerning the use of ballast water treatment/management systems (BWTS) when operating in waters of the U.S., as provided in the latest GMS Client Advisory that is available in the DM Library.

## 1. Uptake and Discharge of Ballast Water (BW) in the same USCG COTP Zone.

It is often asked if a vessel with a malfunctioning BWTS that takes on ballast water without being treated in the Mississippi River and then discharges that same untreated ballast water at another location on the river (in the same COTP Zone), does the exemption apply? The answer is no, the exemption does not apply. In almost every case, the vessel is not operating exclusively in the same COTP zone. Foreign vessels rarely operate exclusively in any single COTP zone because they enter the U.S. from foreign waters. **Even though the BW is from the same COTP Zone, it is not treated, and there is the potential that there has been comingling/contamination with BW from a location outside the COTP zone or with sediments contained in the tanks.** This scenario is most often experienced on the Mississippi River where BWTS often do not operate properly because of the large amounts of sediments present in the river water, but the same reasoning also applies to other COTP Zones.

Irrespective of the above, the Master or operator may choose to seek permission to discharge untreated ballast water taken on and for discharge in the same COTP Zone if extenuating circumstances exist.

## 2. Operating the BWTS in USCG or IMO Mode – What is the Difference?

The United States is not a signatory to the IMO Ballast Water Management Convention, and ballast water discharges in the U.S. are regulated by the

USCG. The USCG regulations require organisms in ballast water to be dead prior to discharge (as opposed to “viable”). Some BWTS offer a USCG Mode setting that ensures compliance with this standard by providing additional treatment, such as higher UV intensity or longer treatment times. Vessels should use the USCG mode when treating ballast water if there is a possibility of discharging it into U.S. waters and make appropriate entries in the ballast water record book.

## 3. “No Discharge of Ballast Water” to Comply with USCG BW Regulations – Any hints?

If a ship is unable to process ballast water with the BWTS due to reasons such as high turbidity or insufficient salinity, it is permissible under U.S. regulations to bypass the treatment system and load untreated ballast water. However, this untreated ballast water must not be subsequently discharged within U.S. waters. Compliance with this option is allowed by the USCG regulation that prohibits discharging ballast water into Waters of the United States, defined as inland waters extending seaward out to 12 nautical miles from the U.S. Baseline.

## 4. California state requirements for water sourced in the same port or place vs. USCG Federal requirements – What is the difference?

California regulations do not require vessels to manage ballast water sourced and discharged at the same port within the Pacific Coast Region. However, USCG Federal regulations do not have such provisions for single port exceptions. Even in the same port, vessels must employ one of the ballast water management methods specified in 33 CFR 151.2025 to comply with Federal regulations. Therefore, treating ballast water is necessary in Californian ports to be compliant with Federal regulations, despite the exemption under California State regulations.

# Fumigation Fines on the Rise

**N**orthern European ports are imposing fines on vessels carrying grain for breaching fumigation rules.

Recent activity has been focused on Belgian and Dutch ports, in particular Amsterdam and Rotterdam, where there are strict requirements on residual fumigant gas levels in the holds prior to discharge.

Such ports require the attendance of a chemist upon vessel arrival to take readings from the cargo holds of the level of residual fumigant gases. Should measurements over 1ppm are found, then discharge will not be allowed to commence, and the vessel will need to ventilate to lower the residual gas levels. As we reported here, this can lead to delays, with NorthStandard's correspondent in the Netherlands, Dutch P&I Correspondents, reporting that this has in some cases taken up to three weeks.

## Monitoring on passage

Section 3.6 of the IMSBC Code requires vessels to consider the dangers posed to crew by in-transit fumigants in the event of gases leaking from the cargo hold. As such, the Code requires the crew to check gas concentrations throughout the passage, at a minimum of 8-hour intervals or as instructed by the fumigator in charge.

The Code states as a minimum the fol-



lowing areas should be considered:

- Accommodation
- Machinery spaces
- Areas designated for use in navigation of the ship
- Frequently visited working areas and stores, such as the forecastle head spaces, adjacent to cargo holds being subject to fumigation-in-transit

Special attention shall also be given to potential problem areas such as bilge and cargo line systems.

It is a requirement that gas concentration records are maintained throughout the passage.

## Risk of financial penalties

The appointed chemist may request a copy of the vessel's gas monitoring records when they board. If the vessel cannot produce these records, then the authorities could issue a fine for non-compliance with the IMSBC Code.

Vessels should therefore ensure they follow the requirements and best practice whenever carrying a cargo that undergoes fumigation in transit.



# Mental Health Focus:

## How to deal with Impostor Syndrome



**H**ave you ever felt that you don't deserve your success? Have you ever encountered the guilt of fraud, despite your career accomplishments? Has it crossed your mind that your success is just a matter of luck and that sooner or later, people will find out you are not as competent as they thought you were? If you answered yes to these questions, then you may have experienced Impostor Syndrome.

### What is the Impostor Syndrome?

Impostor Syndrome" describes a psychological pattern characterized by persistent feelings of inadequacy, self-doubt, and anxiety about being exposed as a fraud, although external evidence may suggest otherwise. Research from 2016 shows that nearly 70% of individuals will experience signs and symptoms of impostor phenomenon at least once in their life.

It affects both men and women, although studies suggest that women are more likely to experience it. Impostor Syndrome can lead to low self-esteem, anxiety, depression, and burnout, hurting work performance and job satisfaction.

Shipping employees may also experience Impostor Syndrome when promoted to higher positions or given new responsibilities. They may feel like they do not deserve the promotion or are incapable of handling the new duties.

### What causes Impostor Syndrome?

**Perfectionism:** Perfectionists tend to set extremely high standards and feel they must meet them every time.

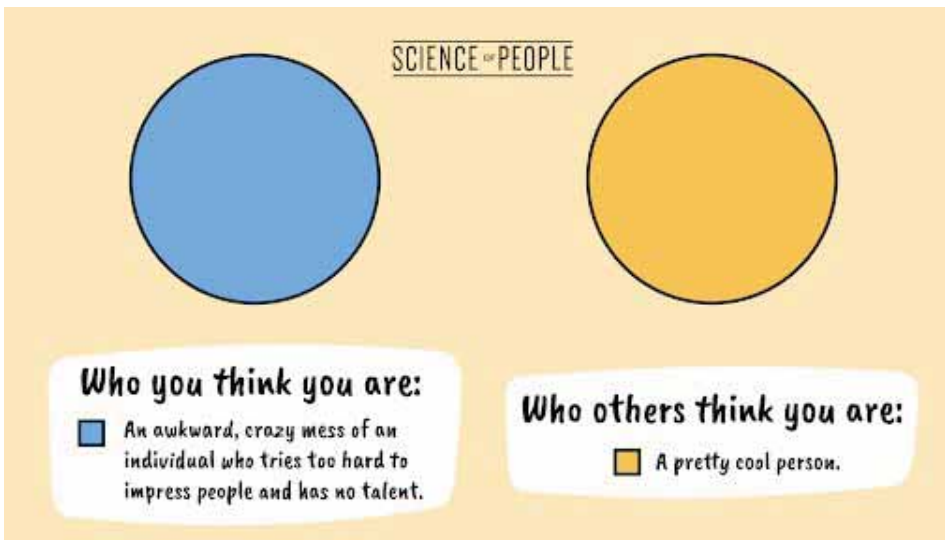
**Childhood experiences:** These can be carried throughout adulthood and significantly affect every aspect of life. If someone is convinced at an early stage that they are not good enough, they may also struggle with feelings of inadequacy and self-doubt at later stages of life.

**Social comparisons:** People who engage in frequent social comparisons tend to feel inadequate when they perceive others as more successful or competent than themselves.

**Attribution errors:** People who experience Impostor Syndrome tend to attribute their successes to external factors, such as luck or help from

Continue on page 13

continued from page 12 "Mental Health Focus: How to deal with Impostor Syndrome"



others, while attributing their failures to personal characteristics, such as lack of ability or effort.

**Workplace culture:** Toxic working environments are everywhere. A typical example of toxic culture cultivates competition or comparison, which can, in turn, contribute to Impostor Syndrome. For instance, if there is much pressure to achieve or be the best, employees may feel like they're not good enough if they don't meet these expectations. Similarly, if there is a lack of recognition or support, employees may doubt their abilities and feel not valued.

### How can Impostor Syndrome affect my work performance?

Impostor Syndrome can harm work performance in several ways, including:

- ✓ Procrastination
- ✓ Self-doubt
- ✓ Lack of confidence
- ✓ Burnout

### Tips to deal with Impostor Syndrome

**1. Reframe your thinking:** Instead of thinking of yourself as a fraud or impostor, think of yourself as a learner or beginner. This can pave the way to a growth mind-set which is a big step toward self-development.

**2. Recognize and acknowledge your accomplishments:** When you start to doubt yourself, take a mo-

ment to reflect on your past achievements. Write down a list of your accomplishments, big or small, and revisit them regularly to remind yourself of your capabilities.

**3. Change your self-talk:** How we talk to ourselves matters. If you notice negative self-talk creeping in, challenge it with positive affirmations. Instead of telling yourself "I am not good enough", tell yourself "I am capable and I deserve this success."

**4. Focus on growth, not perfection:** Don't get caught up in the idea of being perfect. Instead, focus on progress and development. Set realistic goals for yourself and celebrate small wins along the way.

**5. Seek support:** Talk to someone you trust about your feelings. Whether it's a friend, family member, or therapist, having someone to listen and offer support can make a big difference.

**6. Practice self-care:** Make time for activities that help you relax and recharge. Exercise, meditation, and spending time with loved ones are all great ways to practice self-care and reduce stress.

**7. Embrace failure:** Remember that failure is a natural part of the learning process. Don't let the fear of failure hold you back from taking risks and trying new things.

**8. Remember you are not alone:** Impostor Syndrome affects many people, even those who appear to have achieved all their career aspirations. Remembering that there are many people like you can help you embrace your thoughts and feel less isolated and more empowered to overcome your doubts.

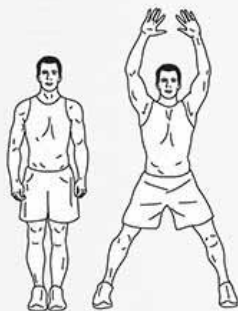
Source: [safety4sea.com](http://safety4sea.com)

## Body Workout

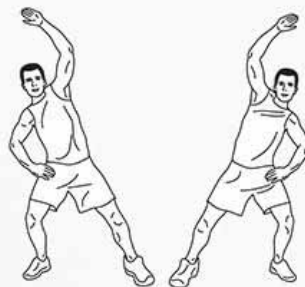
# SUMMER BLAST

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

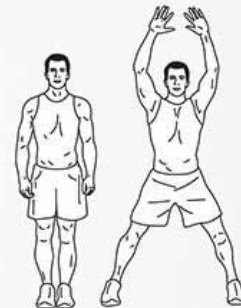
Level I 3 sets Level II 5 sets Level III 7 sets | 2 minutes rest



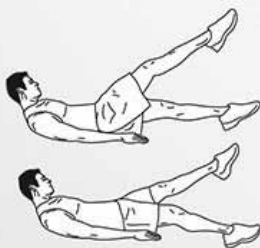
**20sec** jumping jacks



**20sec** side jacks



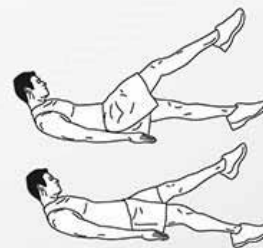
**20sec** jumping jacks



**20sec** flutter kicks



**20sec** sitting twists



**20sec** flutter kicks



## SPOT THE 8 DIFFERENCES:



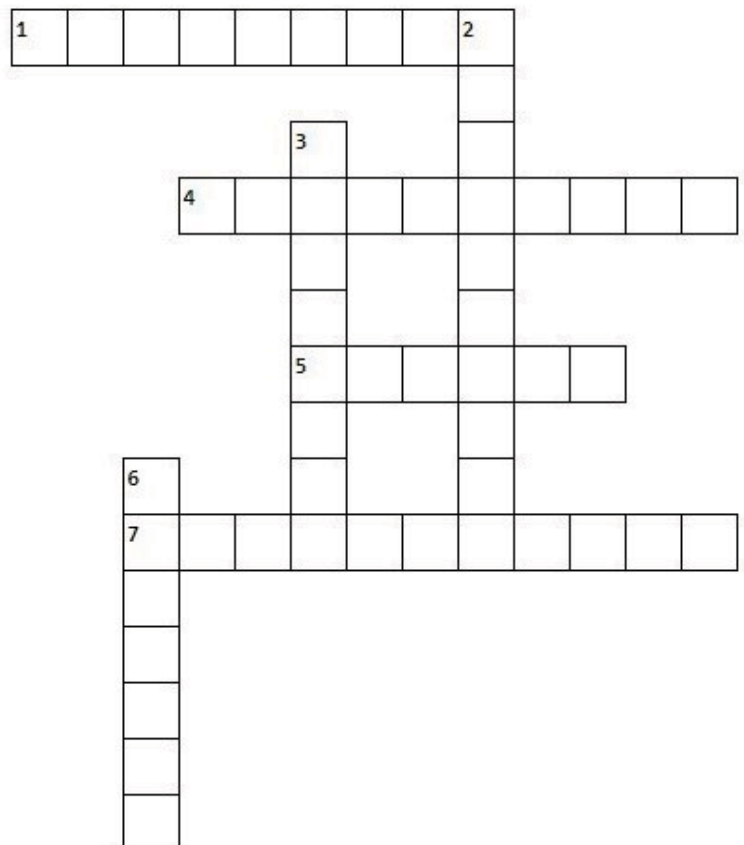
## EST Crossword:

### Across

1. If a ship is unable to process ballast water with the BWTS due to reasons such as high turbidity or insufficient salinity, it is permissible under U.S. regulations to bypass the treatment system and load \_\_\_\_ ballast water.
4. Northern European ports are imposing fines on vessels carrying grain for breaching \_\_\_\_ rules.
5. A bosun suffered a broken leg when a heavy \_\_\_\_ he was trying to manoeuvre, fell against him.
7. By analyzing the underlying causes of incidents, we can identify potential areas for \_\_\_\_ and implement effective preventive measures

### Down

2. The recently issued 2022 USCG annual report, provides information on \_\_\_\_ deficiencies.
3. a psychological pattern characterized by persistent feelings of inadequacy, self-doubt, and anxiety: \_\_\_\_ syndrome
6. A search and rescue operation is underway for a submersible touring the wreckage of the \_\_\_\_.



**Answers:**  
 Across: 1. untreated, 4. fumigation, 5. sheave, 7. improve-  
 ment  
 Down: 2. detainable, 3. impostor, 6. Titanic

## Amazon's Jeff Bezos to help Nasa return to Moon



The US space agency has enlisted a second billionaire to help it put astronauts back on the Moon. Nasa is already working with Elon Musk's SpaceX firm on a descent system based on its novel Starship rocket that will touch down as early as 2025. It has now also awarded Amazon.com founder Jeff Bezos a contract to build a landing craft to take a crew down to the lunar surface later this decade. His Blue Origin company will produce a more conventional-looking vehicle.

Mr Bezos will have assistance from some well established names in the American aerospace sector, including Lockheed Martin, Boeing, Draper and Astrobotic. Blue Origin secured the contract in a competition with Dynetics and Northrop Grumman.

Mr Bezos's company, which is based in Kent in the US State of Washington, will receive just over \$3.4bn (£2.7bn) from Nasa as part of the contract. And the firm will be spending "well north of \$3.4bn" of its own money on the project.

"We go to the Moon, to learn, to live, to invent, to create all these things to be successful at the Moon, to go to Mars," said agency Administrator Bill Nelson. "The great adventure of humankind pressing out into the cosmos is here. And this is a part of it."

## Heat, drought and fire: Europe's year of extremes in 2022 will not be a 'one-off,' new report finds

The climate crisis is taking an enormous toll on Europe, which was ravaged by extreme heat, drought, wildfires and glacier melt last year, a new analysis has concluded.

A joint report by the World Meteorological Organization and the European Union's Copernicus Climate Change Service found that last summer was the hottest on record for Europe and caused more than 16,000 excess deaths, according to the report.



"Unfortunately, this cannot be considered a one-off occurrence or an oddity of the climate," said Carlo Buontempo, the director of the Copernicus Climate Change Service, in a statement. He added that current understanding of the climate system "informs us that these kinds of events are part of a pattern that will make heat stress extremes more frequent and more intense across the region." Several countries, including the UK, Spain, Switzerland and Italy, saw their hottest years on record in 2022.

Europe is the fastest-warming continent in the world, according to the report, and has been warming twice as fast as the global average for the last four decades.

## Klimt's 'last masterpiece' poised to fetch \$80 million



The last portrait completed by Gustav Klimt is expected to fetch around \$80 million when it goes on sale in London later this month — the highest estimate ever given to an artwork at a European auction.

Depicting an unidentified female subject, "Dame mit Fächer" (Lady with a Fan) was one of two paintings found at the Austrian artist's studio upon his death in 1918, according to Sotheby's auction house.

Announcing the sale

[Continue on page 17](#)



Continued from page 16

Wednesday, Sotheby's dubbed the portrait Klimt's "last masterpiece." The auction house's head of impressionist and modern art evening sales, Thomas Boyd Bowman, meanwhile described it as "stunning."

Started in 1917, "Dame mit Fächer" is rendered in Klimt's characteristically rich, expressive style. Like much of his output, it showcases the East Asian influences that shaped his work — not only in the fan held by his unknown sitter, but also the use of phoenix and lotus blossom motifs. The background's flattened perspective meanwhile evokes the Japanese wood-block prints that featured prominently in the painter's sizable Asian art collection.

### A search and rescue operation is underway for a submersible touring the wreckage of the Titanic



Officials are in a race against time to find a civilian submersible that had five people aboard after it went missing Sunday in the North Atlantic while voyaging to the wreckage of the Titanic.

The 21-foot vessel has four days of emergency capability, the leader of search and rescue efforts said Monday afternoon, as crews with the US and Canadian coast guards continued scouring the ocean's surface about 900 miles east of Cape Cod and used sonar to listen for sounds far below the water, which is up to 13,000 feet deep in the area.

The five people on board the vessel, which was on an expedition to view the Titanic wreckage, comprised one pilot and four "mission specialists," Rear Adm. John Mauger, commander of the US Coast Guard's First District, said Monday in a news conference. He didn't identify the five and said authorities still were in the process of contacting family members.

"We're working very closely at this point to make

sure that we're doing everything that we can do to locate the submersible and rescue those on board," Mauger said.

The Canadian research ship Polar Prince on Sunday notified the military branch it had lost contact with the underwater vessel, according to Coast Guard spokesperson Lt. Samantha Corcoran. In a tweet, the Coast Guard said the communication stopped approximately 1 hour, 45 minutes into the vessel's dive.

### Biggest plane deal in history: Airbus clinches massive order from India's IndiGo



Airbus has just landed the biggest-ever aircraft order in the history of commercial aviation.

The French aerospace giant announced Monday that budget Indian airline IndiGo had placed an order for 500 of its A320 planes, to be delivered between 2030 and 2035.

The deal sets "the record for the biggest single purchase agreement in the history of commercial aviation," Airbus (EADSY) said in a statement, and brings the total number of Airbus (EADSY) planes IndiGo has ordered to 1,330.

Founded in 2006, IndiGo is India's top airline by market share, according to its website. It flew 86 million customers in the last financial year.

Aviation companies are eager to capitalize on India's strong economy and its booming population, which may well translate into higher demand for air travel further down the line. In February, IndiGo's rival Air India ordered more than 470 jets from Airbus and Boeing (BA).

Tech companies have also got the memo, with some expanding production and opening new stores in the country in anticipation of huge growth in their pool of customers.



# Manchester City beat Inter Milan to win first Champions League

**T**he Manchester City have won the Champions League title for the first time by beating Inter Milan 1-0 in Istanbul's Ataturk Olympic Stadium, making them the second English team to complete the treble.

Spaniard Rodri struck in the 68th minute on Saturday to see the Premier League champions and FA Cup winners complete a treble of trophies this season.

While it is the first time City have won European football's biggest club competition, it is the third time Pep Guardiola has lifted the trophy as a coach.



City triumphed despite losing inspirational midfielder Kevin De Bruyne to an injury in the first half. Erling Haaland, scorer of 52 goals this season, went a fifth straight match without finding the net but City still had enough to edge out opponents who had never been expected to get this far in the first place. The victory means City finally achieved their ambition of reaching the summit of European football, 15 years after Abu Dhabi's ruling family transformed it into one of the richest teams in the world.

## Luka Modric hints at Croatia retirement after Nations League final heartbreak

**L**uka Modric says he has already made his mind up over his international future amid speculation he could retire from Croatia duty. The latest chance for the 37-year-old to lead his country to their first piece of major silverware came and went on Sunday night as they were beaten on penalties in the Nations League final.

Spain lifted the trophy after Dani Carvajal's winning spot-kick, which followed Modric scoring his penalty but Unai Simon saving both Lovro Majer and Bruno Petkovic's attempts.

Real Madrid veteran Modric will be nearing his 39th birthday at next summer's Euros, which could be the final tournament of his career given his contract at the Bernabeu also expires in the summer of 2024.

"I have decided my future," he told reporters.

"The choice is very clear in my mind, but I will not say or announce anything today."

Modric has

led Croatia to both the 2018 World Cup and this summer's Nations League finals but came out with only a silver medal in both games, while the small European nation also finished third at the recent World Cup in Qatar.

They next play Latvia and Armenia in Euro 2024 qualification in September, giving the former Tottenham man at least a few weeks to announce whether or not he will continue in the team.



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

## Affiliated vessel

	Vessel	Flag	Class
1	Good Hope Max	IOM	BV

## EST - New Building Orderbook

#	Hull Nr	Expected Delivery Date
1	5095	December 2024
2	5096	January 2025

## 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 &amp; 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:

**At:** Andreas Toumpakaris  
**ats:** Anna Tsesmologlou  
**bp:** Bella Politis  
**kg:** Katerina Gemidopoulou  
**sz:** Sofia Zogana  
**vp:** Vassilis Papaiaikovou