



ENTERPRISES  
SHIPPING &  
TRADING S.A.

# 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 D & A Policy **shall be immediately dismissed** and will be considered non-rehireable.

## George Sarris Featured in the "Personalities of Greek Shipping 2023" Publication



Mr. George Sarris / ESTSA President & Managing Director and Mr. Dionisis Politis / Editor of the Maritime Economies Newspaper

**E**nterprises Shipping & Trading President and Managing Director, George A. Sarris is featured among others in the Collector's Album "The Personalities of Greek Shipping 2023".

"Personalities of the Greek Shipping" is a lavish publication issued by the subscription-based, maritime newspaper "MARITIME ECONOMIES", featuring maritime professionals who have stood out in their field and have succeeded in

making Greek Shipping the first in the world.

With the presence of 150 shipping industry personalities, the album was presented during a reception carried out on Sunday June 18, 2023 in the Armed Forces Officers Club.

The participants in the Collector's Album received a copy in special packaging as well as a commemorative plaque for their contribution to the shipping industry.



# Russian Training Officers at EST Premises on 21-22 June 2023

**O**n 21-22 June 2023, our Russian Training Officers and Superintendents visited EST's premises.

At least once a year, Training Officers visit the office so as to exchange feedback on fleet's safety performance and undergo further training.

Due to the COVID-19 pandemic, such meetings could not be organized during the last couple of years, so we were more than happy to welcome them to our premises and receive their valuable feedback and insight on various matters.



From left to right: Mr. Wieslaw Zieba / Supt. Training Officer, Capt. Leonid Fedchishak / Training Manager, Ms Katerina Gemidopoulou / DPA Tankers-QHSE Manager, Mr. George Sarris / President-Managing Director, Capt. Sergey Miroshnikov / Training Officer, Mr. Victor Burlutskiy / Supt. Training Officer.

It is company's intention to organize a meeting with our Ukrainian Training Officers as well in the near future.

Training Officers are the main communication link to reinforce company's safety culture onboard the fleet and these meetings serve as a tool to keep them and the fleet aligned with EST's strategy.

The aim is to provide a safe working environment to our seamen and reliable business services to our clients.

The Training program was developed in order to cover those elements that may affect fleet's safety and operational performance and included:

- **Meeting with the Managing Director**
- **QHSE related matters**

1. Risk Assessment
2. Mental Health & well being
3. TMSA opportunities for improvement
4. TIES Main Objectives
5. Reflective Learning, LET, Resilience
6. Medicine on board, Medical Inventories
7. IDEA Project
8. QHSEMS – Nav Dynamics
9. Management of Change principles
10. Reporting requirements – Nav Dynamics
11. Company's culture, ethics and values – overview
12. Near Miss / Best Practices / Stop Work Authority
13. Management Review (QHSE KPIs)
14. PSC issues
15. Incidents
16. Internal Audits Common Findings

▪ **Vetting / Tankers Ops:**

1. SIRE 2.0 presentation
2. The Human Factor
3. Vetting issues (SIRE inspections, observations)
4. TMSA 3 (Key points)

Continue on page 3

continued from page 2 Russian Training Officers at EST Premises on 21-22 June 2023

5. Hot work (procedures)
6. Management Review (Tankers section)
7. Cargo operations matters (forms, audits)
8. Navigation matters (including ECDIS)
9. Maintenance
10. Mooring
11. Supt. Agenda

▪ **Ship Security related issues:**

1. Inspection / PSC issues
2. External – Internal Audits and other Inspections
3. Gangway control procedures / Gangway log book
4. Security Incidents (discussion of incidents)
5. SSAS (procedures of different types)
6. Filling System
7. Security Equipment
8. Security Supplies
9. Ship Security Plan / Ship Security Assessment
10. Piracy – Citadel – Security Measures – LIVEX Exercise
11. Piracy Drills (Lifejackets, citadel phone)
12. Armed Security Teams
13. General Instructions

▪ **Crew Management issues**

▪ **Energy & Environmental Developments SEEMP Part III, EEXI, Cii**



- **Cyber Security briefing & IT related issues on board**
- **Refresher training on Navision**

We would like to thank our Training Officers for their feedback and input on safety topics as well as on their valuable assistance to improve Safety Standards across the fleet and we are looking forward to our next meeting!

 ats

## Inspection and Maintenance of Hatch Covers Online Training

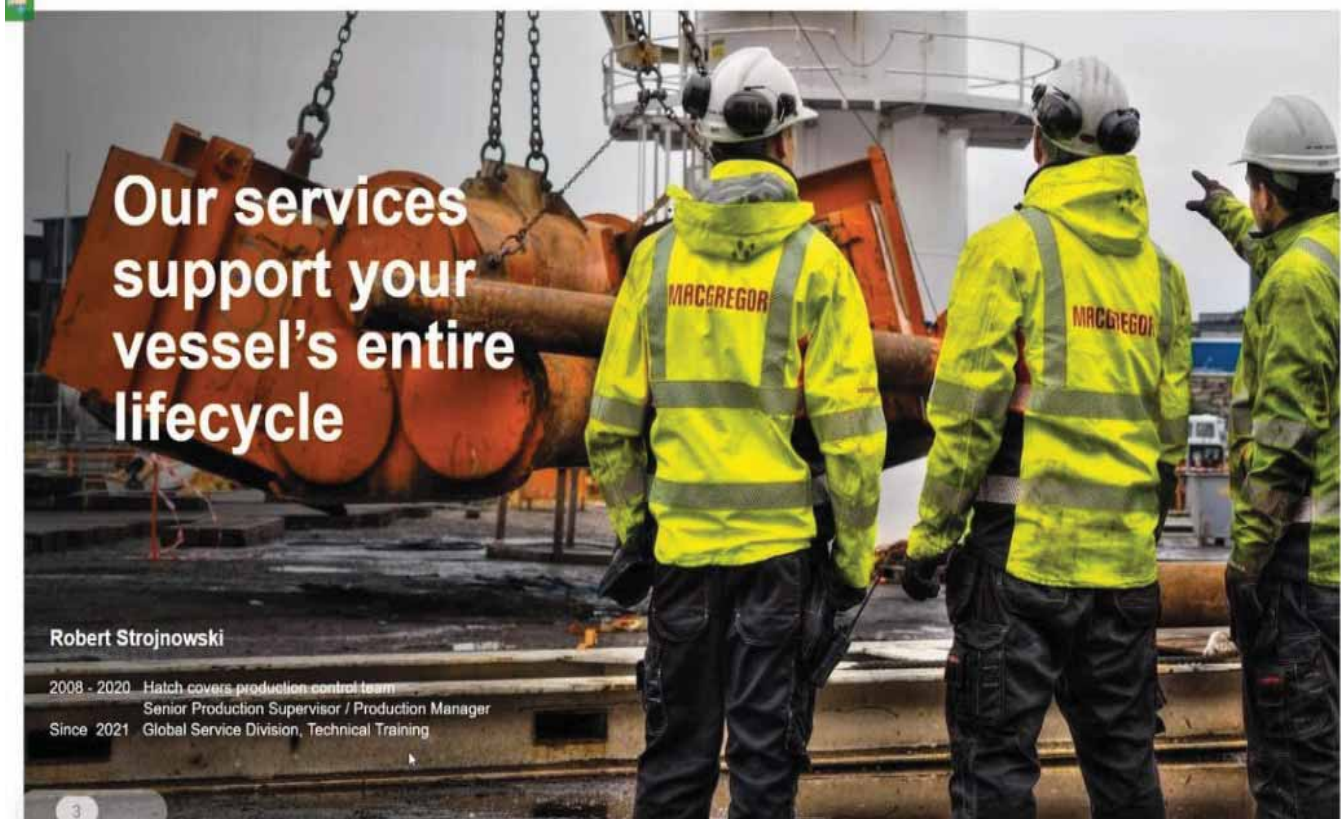
**O**n 29th of June 2023, a training webinar on the Inspection and Maintenance of Hatch Covers was arranged by the office to our Training Officers and Captains who were ashore at the time.

The training was provided by MacGregor and the purpose of the seminar was to refresh participants' knowledge on essential aspects of the proper operation and routine maintenance of the hatch covers and the exercise of due diligence to identify potential problems and defects proactively so as to

[Continue on page 4](#)



continued from page 3 Inspection and Maintenance Hatch Cover Online Training



prevent the need of excessive repairs.

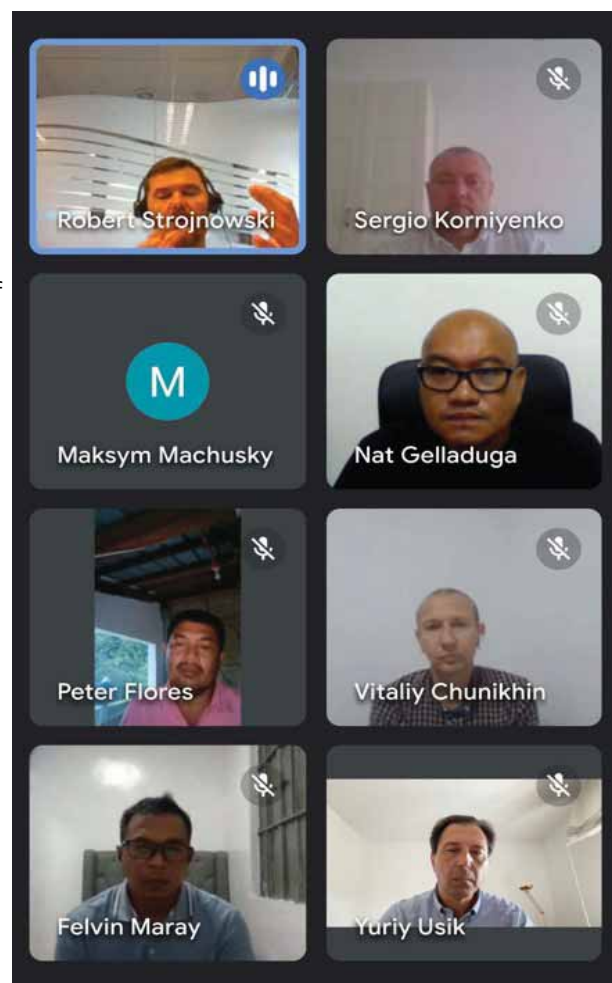
Upon successful completion of the webinar, relevant certification was given to attendees and training material was provided for internal use.

Hatch covers are important for the safety of the vessel, crew and cargo and are designed to cope with some of the most hostile environmental conditions known.

However, proper maintenance is required as the corrosive elements of seawater will affect hatch covers integrity which can result in cargo related claims caused by seawater entering the cargo holds through leaking hatch covers damaging the cargo.

Having assessed the above risks, the company decided to enrich the Training Officers' knowledge who in turn will provide training to the relevant crew during their attendances and issue certificates after completion of same.

By this way, company will fulfill Rightship's requirement for crew's training on the safe operation of hatch covers and in hatch cover inspection and maintenance.



## What's New in the QHSEMS?

### New Uploads (Tankers)

- 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, Version 1.0
- SIRE 2.0 Question Library, Part 2, Chapters 8 to 12, Version 1.0

### Bulkers QHSEMS

1. WIM, Section G, Shorebased Contingency Plan-version 0.8
2. FORM 57a Regular Inspection and Maintenance of Loose Gear-version 0.2
3. FORM 1141 Fire Drill Record-version 0.3
4. FORMS MANUAL INDEX-version 0.6
5. Technical Manual-Circular 65-version 0.3

### New Uploads (Bulkers)

- SEEMP Part II (Heroic Striker)
- SEEMP Part III (Heroic Striker)
- Emergency Towing Booklet (Livorno, Warrior)
- SERS (Braverus, Livorno, Magic Striker, Taurus, Virtuous Striker)
- Form 64 Delivery Receipt IOM
- Form 65 Delivery Receipt BMA

### Information and Cyber Security

1. Information and Cyber Security Manual-version 0.2

### Reflective Learning\_LET\_Resilience

- ESTSA 104a Reflective Learning Training Forms Q3Q4\_2023 (Tankers)
- Form 1250a Reflective Learning Bulklers Q3Q4\_23 (Bulkers)

### Safety Awareness Handbook

- CLIP 02\_2023\_Fatality as a result of falling overboard
- QHSE Alert 08\_23\_Damage to Cargo Ascertained During Discharging Operations
- QHSE Alert 09\_23\_AB Sustained Serious Burns Onboard
- QHSE Alerts Inventory
- Safety Update\_Issue 4\_2023
- Safety Update\_Issue 5\_2023
- Safety Update Inventory

### Gallagher Marine Advisories

- Client Advisory\_16\_23\_Update\_EPA Enforcement Alert\_VGP
- GMS\_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 Citius - **Chief Officer Mark Jester C. Din**
- MV Constantia - **Seaman Cyndrex Paul R.**
- MT Energy Apollo - **2nd Officer Grinko Roman**



## UNSAFE CONDITION



### Hazard:

Rollers found stuck increasing mooring ropes tension

### Risk:

Serious injury from parted mooring rope

## UNSAFE ACT



### Hazard:

Walking over mooring lines

### Risk:

Serious Injury from unexpected breaking or jolt of mooring line

## UNSAFE ACT



### Hazard:

Incorrect and unsafe grab of line during mooring operation

### Risk:

Hand injury from strained mooring line

# Best Practice Received by MV Furious

**W**e would like to thank **Chief Officer Dionisio C. Babon** of **MV Furious** 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.



The crew on mv Furious fabricated a plastic compactor to reduce the aggregated volume of plastic onboard.

By doing so, the crew managed not only to reduce the volume from 2.5 barrels to 0.21 m3 saving space in the garbage room, but also to seriously involve all crew members in the proper segregation of garbage and commit to the protection of the environment.

Taking this opportunity, we would like to bring to your attention the fact that the company is gradually installing compactors onboard the vessels which will ease the process of handling garbage onboard especially when the vessel has long voyages and trades between ports with inadequate garbage reception facilities.

## “IDEA” Program: mv Citius, mt Energy Chancellor, mv Furious, mv 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 Citius
- MT Energy Chancellor
- MV Furious
- 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.

# MV Livorno International Seafarers' Day Celebration

**W**e would like to thank the Captain Jan Michael L.

Lara, the Officers and crew of m/v Livorno for sharing with us the beautiful photos taken while celebrating the International Seafarers' Day.

Please feel free to share with us any photos, in case any recreational activities or teambuilding gatherings take place onboard so that you can be featured in Company's monthly Newsletter!



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## MV Furious International Dateline Crossing

**W**e would like to thank Captain Zaldy A. Villalor, the Officers and crew of m/v Furious for sharing with us the photos taken during crossing International Dateline Position Lat. 47 – 24.9 N Long. 180 – 00.0 (just south of Alaska) on June 4th.



Since it was a beautiful Sunday afternoon, the crew celebrated International Dateline Baptism for the first time Seafarers who had not experienced passing I.D.L. the 180 degrees Meridian before.

# 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:

- ✓ Bosun V. Pyantkovsky of MV Braverus
- ✓ O/S M. Ivanchenko of MV Divinus
- ✓ 2nd Eng. D. Kidikidi of MT Energy Ariadne
- ✓ Electrician M. Mylnyk of MV Colossus
- ✓ El/Cadet J. A. Espejo Jr of MV Citius
- ✓ Bosun A. Prilipko of MT Energy Triumph
- ✓ A/B D. Lisitsin of MT Energy Afrodite
- ✓ Fitter A. Usachov of MV Delphi Ranger
- ✓ Chief Off. A. Yerebakan of MV Gladiator
- ✓ Messman R. Shcherbak of MT Energy Artemis

## UNSAFE CONDITIONS

### Risk of falling loads / personal injury



**What happened:** During cleaning of the ship's cargo holds and discharging of the cargo residues, the bosun found that the hoisting wire rope of the portable hoisting davit was broken on the pneumatic-driven winch drum.



**In addition to the risk of falling loads due to a potentially broken hoisting cable, this unsafe condition could also result to personnel injury and/or damage to the cargo holds/ship's equipment.**



BEFORE

**What happened:**

During cargo holds cleaning/washing operations, it was observed that the lifting wire of the sludge davit was damaged. Several strands were broken, and some were deformed.



AFTER

**Inspect lifting equipment at regular intervals and EACH time before use to ensure that all parts are in good condition.**

## UNSAFE CONDITIONS

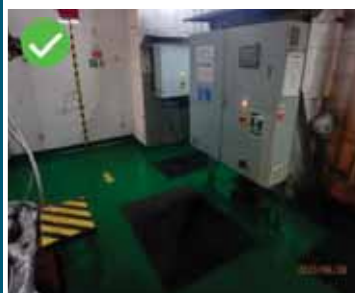
### Electrical Hazards



**What happened:**

Prior leaving the Engine Room, the duty engineer noticed that the electrical testing panel was under voltage.

**The electrical testing panel being under voltage poses a significant electrical hazard.**



**What happened:**

During morning inspection in the E/R, the rubber isolation mat that should be placed in front of the boiler control panel was missing.

**The rubber isolation mat serves as an electrical insulator, providing protection against electric shocks for personnel working on or near the boiler control panel. The missing mat can increase the risk of electrical hazards for the crew.**

continued from page 10 "Promoting Safety On Board - STAY SAFE..."

## UNSAFE CONDITION

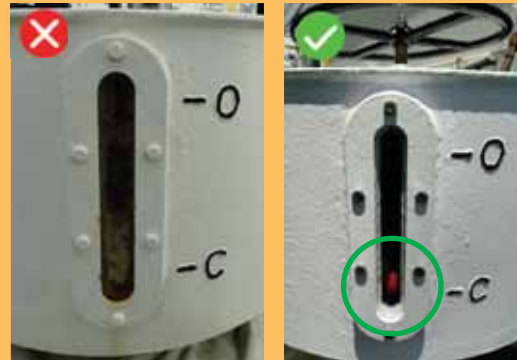
### Emergency Lighting



#### What happened:

The accommodation lighting fixture outside Deck B had been incorrectly marked as an emergency lighting.

## BEST PRACTICE

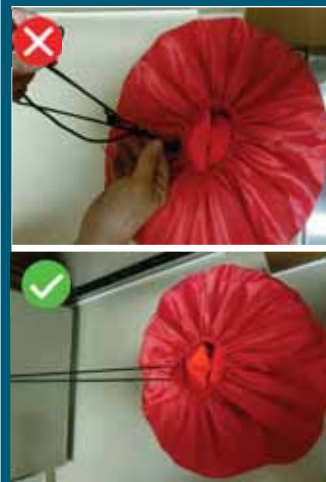


During maintenance of mushroom ventilation heads on monkey deck, it was observed that the open-

close indicator was not visible. Therefore, instead of wire mesh, transparent plexiglass was installed.

## UNSAFE CONDITION

### LSA not readily available



#### What happened:

During an abandon ship drill, the immersion suit bag could not be quickly opened, and the immersion suit could not be accessed promptly.

**Time is critical during emergencies, and any delay in accessing life-saving equipment can jeopardize the safety of the crew.**

## UNSAFE CONDITION

### Improper storage of empty cylinders



**What happened:** Empty cylinders were poorly lashed on deck.

**Poorly stored and inadequately lashed empty cylinders can pose a risk of falling overboard or onto the deck. Falling cylinders can cause injuries to crew members and damage to ship's structure/equipment.**



## UNSAFE CONDITION

#### What happened:

Knives in the galley were not properly stowed and separated as per food hygiene regulations.

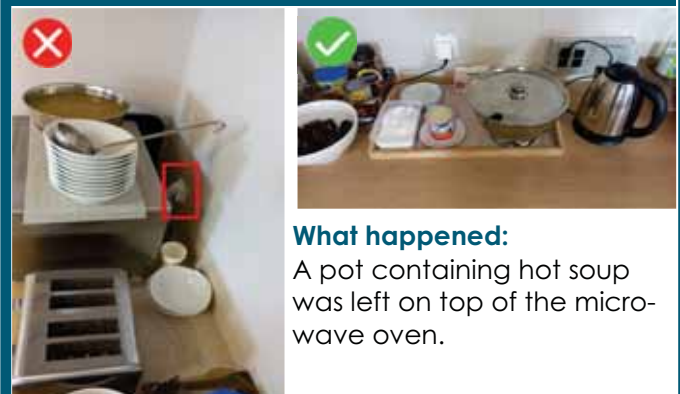


Use the correct colour cutting board and knife to prevent bacteria cross contamination

Raw meat	Red	Red knife
Cooked meat	Yellow	Yellow knife
Raw fish	Blue	Blue knife
Salad & fruit	Green	Green knife
Vegetables	Orange	Orange knife
Bakery & dairy	White	White knife

**Food Contamination: Improperly stowing and separating knives in the galley can lead to cross-contamination between different food items. This increases the risk of foodborne illnesses for the crew.**

## UNSAFE CONDITION



#### What happened:

A pot containing hot soup was left on top of the microwave oven.

**Leaving the pot of soup near electrical sockets poses a risk of spillage, which can result in short circuits, electric shocks, or damage to the electrical outlets and appliances.**

# 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	Delphi Ranger	YURIY ROGACH	06/06/2023	Gijon	SPAIN
2	Puma Max	FELIXTO PECAOCO	18/06/2023	Yanbu	SAUDI ARABIA
3	Imperius	ROY YABO	21/06/2023	Al Hidd	BAHRAIN
4	Jaguar Max	YOLANDO ARONZADO	30/06/2023	Mombasa	KENYA
5	Delphi Ranger	YURIY ROGACH	30/06/2023	Pointe Noire	CONGO

## IMPORTANT REMINDER !

### Centro Internazionale Radio Medico (C.I.R.M.)

We would like to remind you that Company's vessels can contact a dedicated team ashore in order to receive specific medical advice in case of a medical emergency onboard or in case medical advice for a crewmember is required.

The Centro Internazionale Radio Medico (CIRM) is one of the most experienced centers worldwide in providing medical advice.

CIRM medical activity is provided for 24 hour a day and 365 days per year by doctors on duty working at CIRM headquarters. The doctor on duty receives the request of assistance and gives instructions for the case. If necessary, the doctor can get the opinion of consultants, specialists in the various branches of medicine, who are contacted for pathologies of notable complexity or demanding a particular specialization.

**It should be noted that the medical service of the C.I.R.M. is completely free of charge, but the shipping companies do support voluntarily the C.I.R.M. with some donation from time to time.**

You can contact the C.I.R.M. through the following ways:

Phone: (+39) – 0659290263

Email: [telesoccorso@cirm.it](mailto:telesoccorso@cirm.it)

All requests must carry the initials MEDRAD or DH-DOCTOR.



# Lessons learned: Crew Slipped on Stairway While Wearing Shoe Covers

A crewmember was making their way down a vessel staircase, wearing coveralls and safety boots with company approved shoe covers on.

While descending the stairs, the person slipped down approximately four steps on the staircase. The person had a firm grip hand on the handrail at the time of the incident and thereby, further slippage was prevented. The strain of preventing a worse fall caused muscular pain on the left side of the person's torso and their left shoulder.



## What went wrong

- The grip on the injured person's cloth shoe covers had worn away over time;
- The person had not removed the cloth shoe covers upon exiting the accommodation area.

## Lessons Learnt

- Wearing shoe covers on stairs presents a potential slip hazard, and they should be removed upon exiting areas (such as the accommodation) where they are required;
- Inspect shoe covers before use to check the grip – and replace as necessary.



*Safety shoe with reusable cloth shoe cover*



*Looking up stairs*



*Looking down stairs*

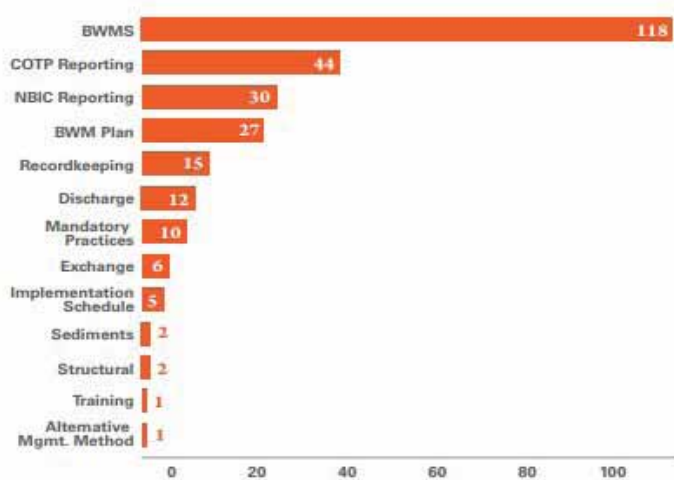
Source: <https://www.imca-int.com/safety-events/person-slipped-on-stairway-while-wearing-shoe-covers/>

# USCG PSC Report 2022: BWM Compliance Remains Challenging

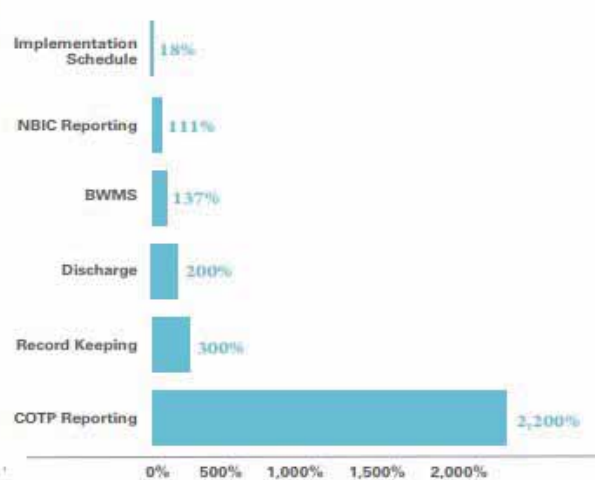
In its annual Port State Control (PSC) report for 2022 released in late April, the US Coast Guard noted that compliance with ballast water management regulations continues to be one of the most challenging issues faced by the maritime industry.

- **Implementation Schedule:** Deficiencies involve vessels that are past their compliance date and using an unapproved BWM method.
- **Mandatory Practices:** Deficiencies include failures to remove hull fouling organisms

2022 Ballast Water Deficiencies



Annual Trend in Ballast Water Deficiencies



In 2022, the Coast Guard issued 25% more deficiencies for noncompliance with the regulations over the previous year's numbers. The majority of the deficiencies were issued to vessels with inoperable systems, deficient ballast water management plans, and failing to report mandatory ballast water practices to the National Ballast Information Clearinghouse (NBIC) within specified timeframes, much like 2020 and 2021.

## Types of deficiencies

- **BWMS:** Deficiencies include both inoperable Coast Guard Type Approved systems and accepted Alternative Management Systems.
- **COTP Reporting:** Deficiencies are issued when a vessel fails to report an inoperable system to the USCG.
- **Discharge:** Deficiencies are issued when a vessel discharges non-compliant ballast water.

and marine growth as well as improper up-take of ballast water.

- **Structural:** Deficiencies record failures in ballast water tanks and associated piping.

On the positive side, the Coast Guard is seeing an increased trend of vessels reporting their inoperable systems prior to arrival.

When a ship reaches its mandatory compliance date, it must comply with the provisions in Title 33 Part 151 in order to trade in the United States. While the United States is not signatory to the Ballast Water Convention, the Coast Guard ensures foreign vessels are in compliance with U.S. ballast water laws and regulations in order to further protect their waterways from the threat of invasive species.

Source: <https://safety4sea.com/uscg-psc-report-2022-bwm-compliance-remains-challenging/>

# IMB Piracy Report: January-June 2023

**I**MB raises concern on resurgence of maritime piracy and armed robbery in Gulf of Guinea in 2023 mid-year report

The ICC International Maritime Bureau (IMB) has raised concern on the resurgence of reported incidents in the Gulf of Guinea waters and the increase in incidents in the Singapore Straits in its mid-year report for 2023.

Sixty-five incidents of piracy and armed robbery against ships were recorded in the first half of 2023, an increase from 58 incidents for the same period in 2022. Of the 65 incidents reported, 57 vessels were boarded, four had attempted attacks, two were hijacked and two were fired upon. Perpetrators successfully boarded 90% of targeted vessels. Violence towards crew continues with 36 taken hostage, 14 kidnapped, three threatened, two injured and one assaulted.

## Mounting concerns for crew in the Gulf of Guinea

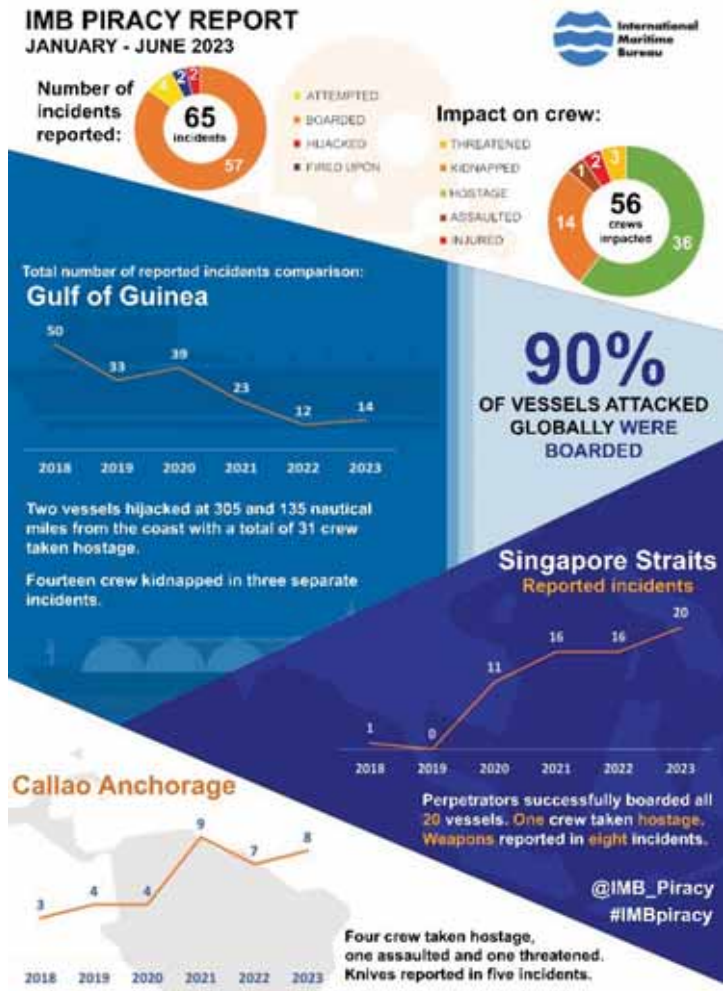
The Gulf of Guinea witnessed a concerning surge in maritime incidents between Q1 and Q2 of 2023, with five incidents in the first quarter and nine in the second quarter. Out of these, 12 were classified as armed robberies and two as piracy, predominantly targeting anchored vessels in the region.

Fourteen crew were kidnapped, of which eight crew members were taken from vessels anchored within territorial waters. Additionally, in two separate hijackings, 31 crew members were held hostage, communication and navigation equipment were destroyed, and partial cargoes were stolen. One of these incidents also involved the abduction of six crew members.

The IMB warns of the rise of incidents and violence on crew, highlighting the urgent need for measures to address the safety and security of innocent seafarers.

## Rising risks in Singapore Straits

While considered low level opportunistic crimes, often large vessels transiting through the Singapore Straits remain targeted and boarded, with a significant 25% increase in reported incidents compared to the same period last year in these congested waters. The IMB expresses concern and has



requested that littoral states allocate the required resources to address these crimes as crew members continue to be at risk with weapons reported in at least eight incidents.

## Reduction of incidents in the Indonesian archipelagic region

The Indonesian archipelagic region has shown a sustained decrease in reported incidents compared to years preceding 2020, with seven incidents reported, primarily involving anchored or berthed vessels. Crew members remain at risk, with instances of threats and knives reported.

## South and Central America account for 14% of global incidents

In South and Central American ports, which accounted for 14% of global incidents, there were 13 reported incidents, including attempted boardings, hostage situations, and crew assaults and threats at Callao Anchorage in Peru, Colombia, Macapa Anchorage in Brazil, and Panama.

# Stay SEAFiT:

## How to Maintain Good Personal Hygiene Onboard

**P**ersonal hygiene are behaviors that must be practiced in daily life, starting from morning to sleep time to protect our health. The food we eat, how we maintain our physical cleanliness, physical activity, and safe sexual relationships all have a significant impact on keeping excellent physical health.

Personal hygiene is intimately involved with health. Lack of personal hygiene can lead to parasites, worms, scabies, blisters, tooth decay, diarrhea, and dysentery. Cleanliness is a major factor in preventing all of these illnesses.

### Creating a personal hygiene routine

If you want to improve your personal hygiene, the following strategies might be helpful:

#### ✓ Set reminders

Set a reminder on your phone to never forget to do things like shower or teeth brushing

#### ✓ Use signs

Hang a reminder in the bathroom to wash your hands after using the toilet.

#### ✓ Practice makes perfect

Add a new hygiene habit and make it your priority. Practice it for a week or two.



### 7 healthy habits for your personal hygiene

#### #1 Shower Hygiene

Showering with soap helps rinse away dead skin cells, bacteria, and oils.

#### #2 Hand Hygiene

Wash your hands when you handle food, before you eat, if you handle garbage.

#### #3 Nail Hygiene

Trim your nails regularly and avoid biting.

#### #4 Teeth Hygiene

Brush at least twice a day for 2 minutes, floss between your teeth daily.

#### #5 Toilet Hygiene

Wash your hands after you use the restroom.

#### #6 Sickness Hygiene

Cover your mouth and nose when sneezing.

#### #7 Space Hygiene

Keep your room and clothes clean and organized.

**Keep in mind:** Poor personal hygiene habits can lead to some minor side effects, like body odor and greasy skin as to more troublesome or even serious issues! Your self-esteem may also be impacted by poor hygiene practices. You can gain confidence and a sense of satisfaction in your appearance by feeling and looking respectable.

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

## Body Workout

# FULLBODY RENDER

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

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



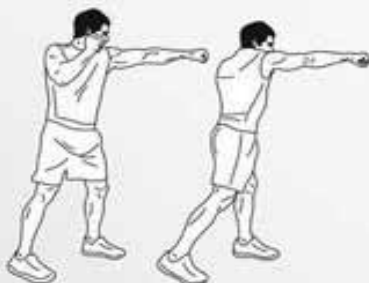
**40** squats



**40** lunges



**20** push-ups



**40** punches



**20** sit-ups



**20** leg raises

## SPOT THE 8 DIFFERENCES:



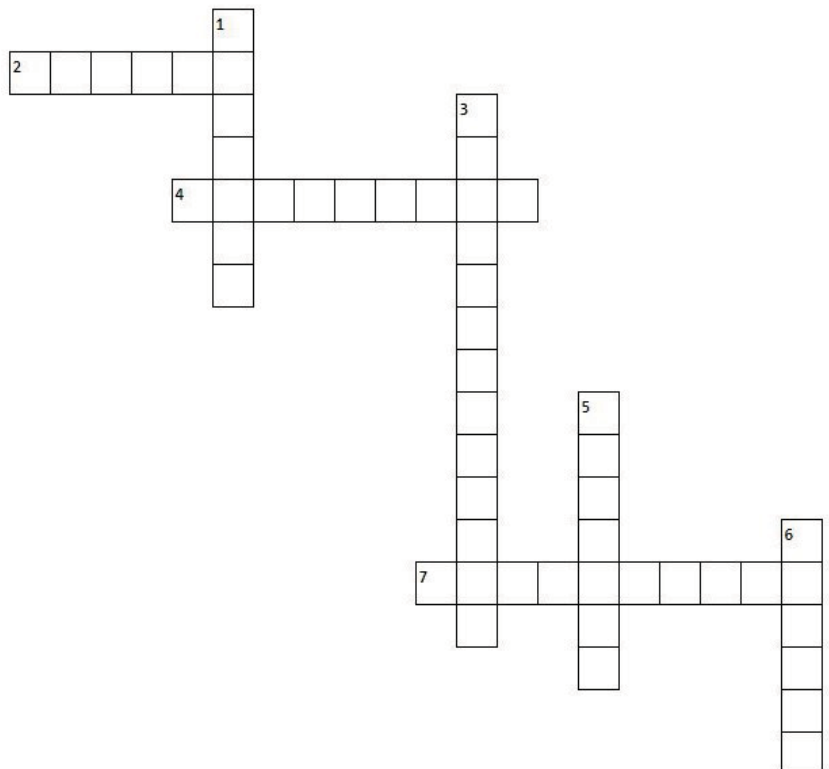
## EST Crossword:

### Across

2. The Centro Internazionale Radio \_\_\_\_ (CIRM) is one of the most experienced centers worldwide in providing medical advice.
4. Celebrated onboard Livorno: International \_\_\_\_ Day.
7. The ICC International Maritime Bureau (IMB) has raised concern on the \_\_\_\_ of reported incidents in the Gulf of Guinea waters and the increase in incidents in the Singapore Straits in its mid-year report for 2023.

### Down

1. "Climate change is out of control", as an unofficial analysis of data showed that average world temperatures in the seven days were the \_\_\_\_ week on record.
3. "\_\_\_\_ of Greek Shipping 2023". Name of the Album Mr. Sarris was featured in.
5. Last name of the 2023 Wimbledon Championship
6. Personal hygiene are behaviors that must be practiced in daily life, starting from morning to sleep time to protect our \_\_\_\_.



**Answers:**  
Across: 2. Medico, 4. Seafarers, 7. resurgence  
Down: 1. Hottest, 3. Personalities, 5. Alcaraz, 6. health

## 'Strongest' Dutch summer storm kills one, scrambles flights



**The Netherlands was battered by the strongest summer storm on record on Wednesday, killing one person and throwing international air and rail travel into chaos.**

Amsterdam's Schiphol Airport, one of Europe's busiest hubs, cancelled 400 flights after Storm Poly brought howling winds and driving rain. Eurostar trains from Amsterdam to London and high-speed services to the German cities were also called off. Destructive gusts hammered the North Sea coast, downing trees and prompting Dutch authorities to warn people to stay at home. Unfortunately, a 51-year-old woman was killed when a tree fell on her car, while motorways were blocked by fallen trees and toppled trucks.

The Dutch meteorological service issued its highest "code red" warning for four northern regions, meaning severe disruption was possible. Normally, the Dutch storm season is normally from October to April, which reflects the weather disturbances due to the ecological crisis.

## UN says climate change 'out of control' after likely hottest week on record

**After record breaking days on the first week of July, unofficial analysis shows the world may have seen its hottest seven days in a row!**

"Climate change is out of control", as an unofficial analysis of data showed that average world temperatures in the seven days were the hottest week on

record. The average global air temperature was 17.18C on Tuesday of 4<sup>th</sup> July, surpassing the record



17.01C reached on Monday. For the seven-day period, the daily average temperature was .04C, higher than any week in 44 years of record-keeping. Nevertheless, scientists agree they indicate climate change is reaching uncharted territory and that the increased heat from anthropogenic global heating combined with the return of El Niño would lead to more record-breaking temperatures. According to experts, chances are that the month of July will be the warmest ever. Various parts of the world have been experiencing heat waves. Unfortunately, global warming is obvious at both poles and threatens the region's wildlife as well as driving ice melt that raises sea levels.

## Madonna Still too Sick to Get Out Of Bed... Opening Tour Dates Uncertain

Madonna is not out of the woods after being hospitalized for a serious bacterial infection. She's still bedridden and people

around her think she's in no shape to kick off her world tour. Madonna was too sick to even get out of her bed at her New York City apartment, where she's been recovering since end of June, when she was released from the hospital following a multiday stay. When Madonna



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was taken to the hospital with a serious bacterial infection, she was protesting the decision to send her there. Madonna was dealing with a fever for more than a month leading up to her hospitalization, keeping it a secret from everyone. According to sources, she was afraid if she sought medical care, it might jeopardize the tour, which she's been working so hard to prepare for and posting behind the scenes shots of. This delay made the infection far worse.

### What would net-zero shipping look like?

**The International Maritime Organization has set a net-zero goal "by or around 2050". What is needed to reach this?**

Reducing maritime emissions rapidly in the next



three decades will require new regulations, infrastructure and fuels. But what might green shipping of the future look like?

### Wind-powered ships

The shipping industry can reduce its reliance on fossil fuels by turning to an ancient technology: sails. Wind propulsion is considered one of the most promising energy sources available for the rapid decarbonisation of shipping. Swedish company Oceanbird has built a prototype ship with four rigid sails. Wind power not only propels the ship forward but also aids its manoeuvrability and agility on the water. One of the biggest challenges is encouraging governments and investors to adopt wind propulsion and retrofit ships, while wind propulsion is still

early-stage.

### Handbag 'smaller than a grain of salt' sells for over \$63,000



A minuscule handbag measuring just 657 by 222 by 700 microns (or less than 0.03 inches wide) sold for over \$63,000 at an online auction Wednesday. Barely visible to the human eye, the fluorescent yellowish-green bag is based on a popular Louis Vuitton design — though it is the work of a New York art collective, not the luxury label itself. Dubbing its diminutive creation "Microscopic Handbag," the Brooklyn-based group MSCHF claims the bag is narrow enough to pass through the eye of a needle and is smaller than a grain of sea salt (though that may depend on how coarse you like your salt).



# Wimbledon 2023

The 2023 Wimbledon Championships have come to an end with Carlos Alcaraz and Markéta Vondroušová becoming the latest winners of the iconic grass tournament singles events in England.

Alcaraz, who entered the competition as the No. 1 seed in the gentlemen's draw, got past No. 2 Novak Djokovic in the final by a score of 1-6, 7-6 (8-6), 6-1, 3-6, 6-4. That was not an easy task, as the Serbian veteran was riding a 34-winning streak at Wimbledon and had not lost at the All England Club since 2017.

Their meeting on Sunday lasted four hours and 42 minutes. It was a short-awaited rematch from the French Open semifinal last month when Djokovic came out victorious in four sets. Alcaraz had struggled with cramps at Roland-Garros, but the 20-year-old stayed solid at the All England Club to claim the second Grand Slam title of his young career.

On the women's side, Markéta Vondroušová became the first unseeded woman to win the Wimbledon singles title with a 6-4, 6-4 victory over No. 6 seed Ons Jabeur. It's only the second WTA tour win for Vondroušová -- her first since 2017 -- who'll move to No. 10 in the WTA rankings with the win. Jabeur, meanwhile is the runner up at Wimbledon for a second straight year, and has lost all three of her career Grand Slam finals.

Djokovic didn't walk away with a trophy, but the 23-time Grand Slam champion was still able to add more achievements to his already impressive resume at Wimbledon. With his second-round victory against Jordan Thompson, Djokovic became one of only three players in tennis history with 350 wins in Grand Slam singles matches -- joining Serena Williams and Rafael Nadal.

After taking down No. 7 Andrey Rublev in Tuesday's quarterfinals, Djokovic reached a major semifinal for the 46th time in his career, tying Roger Federer's all-time men's record.



	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	IOM	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 tbn Energy Delos	December 2024
2	5096 tbn Energy Dione	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).



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