



EST Newsletter

WEDNESDAY, 25 OCTOBER 2023

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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.

EST SA Employees Participate in Greece Race for the Cure 2023



EST S.A employees and friends participated in this year's "Race for the Cure", one of the greatest socially impactful sport events in Greece and Europe, with the aim to raise awareness about breast cancer.

The event was organized by the Panhellenic Association of Women with Breast Cancer "Alma Zois", with the approval of Think Pink Europe in co-organization with the Culture, Sports and Youth Organization of the Municipality of Athens (OPANDA).

pality of Athens (OPANDA).

On Sunday, October 1st 2023, the forecourt of "Zappeion Megaron", the streets of Athens and every corner of Greece were filled with thousands of people who participated in the anniversary "Greece Race for the Cure", celebrating the 15 years of the event and conveying the message that together we are stronger than breast cancer.

Continue on page 2

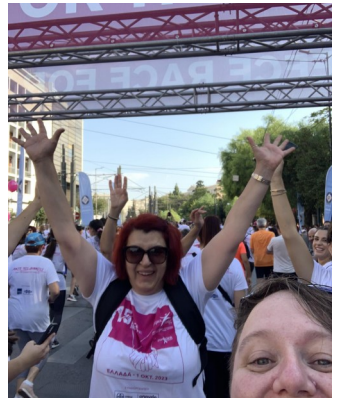
continued from page 1 “EST Employees Participate in Greece Race for the Cure 2023”

In total, about 44.000 people participated in the event. **EST S.A.'s team reached the number of 103 participants, becoming one of the teams with the largest participation rates in Greece and collecting 926 euros for the cause!**



Enterprises Shipping & Trading SA

We support **Panhellenic Association of Women with Breast Cancer "Alma Zois"**, Greece



Social Improvement Initiative Team: 35th Blood Donation!

The company's Social Improvement Initiative Team (S.I.I.T) had the pleasure to organize the 35th Blood Donation at our premises on 22nd September 2023 in co-operation with Sotiria Hospital.

The S.I.I.T once more hosted a blood donation and due to our colleagues enthusiastic participation managed to collect 15 units of blood!

Unfortunately, not all volunteers were able to complete the process and donate blood, as they were declined following a brief medical examination. It is worth reminding you that 10% of the blood collected is being used for children suffering from Mediterranean Anemia.

Benefits of Blood Donation:

- ✓ Stimulates Blood Cell Production
- ✓ Helps reduce the risk of heart attack and cancer
- ✓ Donation of blood, burns calories & helps in weight loss
- ✓ Helps to maintain a healthy liver
- ✓ Prevents Hemochromatosis and helps to maintain iron level

Most importantly:

- ✓ By donating blood you can save someone's life!

The Management and S.I.I.T would like to take this opportunity to sincerely thank all donors for their continued support since the implementation of the blood donation scheme over 15 years ago!

 ats



What's New in the QHSEMS?

Tankers QHSEMS

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. ESTSA 113 Enclosed Space Entry Permit-version 1.1 2. ESTSA 139 Management of Change Decision Checklist-version 0.2 3. ESTSA 151 Annual Emergency Response Drill Guideline-version 0.3 4. ESTSA 302 In Port Navigation Passage Plan-version 0.2 5. ESTSA 305 Pilot Card-version 0.2 6. ESTSA 312 Bridge Watch Schedule-version 0.2 7. ESTSA 414A Daily Work Planning Meeting-version 0.2 8. ESTSA 425 Bunkering Safety Check List-version 0.6 9. ESTSA 435 Certificate Status List-version 0.3 10. ESTSA 476A UMS Checklist-version 0.2 11. ESTSA 607 Medicine Chest Inventory (CHEM) -version 0.3 12. ESTSA 810 Cargo Ops Audit Checklist-version 0.2 13. ESTSA 824 Navigational Audit Checklist-version 0.6 14. ESTSA 825 Masters Navigational Audit Checklist-version 0.6 15. ESTSA 826 Mooring_Anchoring Audit Checklist-version 0.5 16. ESTSA 828 EMS Training Plan-version 0.2 17. ESTSA 840 Incidents Categorization and Reporting matrix-version 0.2 18. Tankers Form Index-version 0.11 19. PM 1 Intro_Mission Vision-version 0.5 20. PM Chapter 10_QSEMS Verification Review and Evaluation-version 0.5 21. WIM Part II Section A_Safety and Health- | <ol style="list-style-type: none"> version 0.6 22. WIM Part II Section D_Risk Assessment Risk Management-version 0.3 23. WIM Part III Section B_Navigation-version 0.12 24. WIM Part III Section D_Cargo Handling-version 0.9 25. WIM Part III Section F_Maintenance-version 0.4 26. WIM Part IV Section A_SHOREBASED Contingency Planning-version 0.12 27. WIM Part IV Section B_Shipboard Contingency Plan-version 0.4 28. WIM Part IV Section C_Contingency Plan Checklists-version 0.3 29. EMM_Section C_Bunker Management Plan-version 0.4 |
|--|--|

New Uploads (Tankers)

- PM Chapter 23_UMS Operation
- ESTSA 216 Cargo Tanks Monitoring Log
- ESTSA 494 Critical Equipment Deactivation Reactivation Form
- ESTSA 540 Inventory of PPE
- LM 132 SIRE 2.0 Overview
- Live Message Index
- ESTSA - SIRE 2.0 Questions Library 1.0
- ESTSA - SIRE 2.0 Presentation Officers Seminars
- Vetting and Audit Observations_Q1 2022
- Vetting and Audit Observations_Q2_Q3_Q4 2022
- Vetting and Audit Observations_Q1 2023
- Vetting and Audit Observations_Q2 2023
- Vetting and Audits Observations_Q3 2023
- VRP Core_Change 34

continued from page 4 “What’s New in the QHSEMS?”

- VRP-Appendix I COTP Zones
- VRP (Energy Apollo, Energy Artemis, Energy Athena)
- IHM Manual (Energy Athena, Energy Ariadne, Energy Artemis)

Bulkers QHSEMS

1. FORM 41 Navigational Publications List-version 0.5
2. FORM 59 Annual Emergency Response Drill Guideline Chart-version 0.5
3. ESTSA-1127 MFAG-BHS-version 0.3
4. ESTSA-1127 MFAG-IOM-version 0.3
5. FORM 1146 Hot Work Class B Proposal-version 0.2
6. Policy Manual-version 0.3
7. WIM_Section D_Engine Room Instructions-version 0.2
8. Technical Circular 65-version 0.4

New Uploads (Bulkers)

- NTVRP Core_Change 24
- NTVRP Appendix I_COTP Zones_24
- NTVRP Sister Vessel List
- NTVRP (Constantia, Delphi Ranger, Divinus, Dynamic Striker, Heroic Striker, Livorno, Magic Striker)
- RightShip_Inspections_Ship_Questionnaire_RISQ_3_0

Office QHSEMS

1. QHSE Office_Recruitment of Shore Based Personnel-version 0.2
2. QHSE Office_Job Descriptions-version 0.6

Management Review

- Management Review_Q2 2023

Safety Awareness Handbook

- Port Info China_6
- Port Info China_7
- Port Info Index
- QHSE Alert 10_23 Alert Non Conformities Further to a Rightship Inspection
- QHSE Alert 11_23_Mooring Line Parted
- QHSE Alert 12_23_Inert Gas System Malfunction
- QHSE Alert 13_23 Finger Injury by Portable Blower
- QHSE Alert 14_23_Eye Injury During Lifeboat Maintenance
- QHSE Alerts inventory
- Best Practices
- Best Practice Index
- CLIP 03_2023_Personnel Transfer Incidents at Sea
- Safety Update_Issue 7_2023
- Safety Update Inventory

GMS Client Advisories

- GMS Arrivals Checklist_Tanker_30Aug2023
- GMS Arrivals Checklist_Tanker_30Aug2023_ChangeItems
- GMS Arrivals Checklist_NonTank_30Aug2023
- GMS Arrivals Checklist_NonTank_30Aug_ChangeItems
- Client Advisory 21_23_USCG Sector New Orleans MSIB Vol XXIII Issue 057
- 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

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.

- MT Energy Afrodite - **4th Engineer Viacheslav Gluschenko**
- MT Energy Artemis - **2nd Engineer V. Yun**
- MV Taurus - **Cadet Lance Allen R. Dacayana**



BEST PRACTICE



Hazard:
Disorderly storage of PPE in the Chemical Store Room

Risk:
Inability to locate the necessary PPE may discourage the crew from adhering to safety procedures

Best Practice:
A special PPE storage stand was fabricated by the crew for easy access when needed.

UNSAFE CONDITION



Hazard:
2 sets of EEBDs found empty in the engine room

Risk:
In the event of an emergency, this situation could potentially result in injury.

UNSAFE CONDITION



Hazard:
Expired Pyrotechnics stored in a wooden box at the Forecastle bosun store room

Risk:
Possible fire or explosion due to the high temperature that is being developed inside the bosun store room

Best Practice:
Storing expired pyrotechnics inside a metallic box into a cooler compartment onboard in order to be delivered ashore at first opportunity.

Best Practice Received by MV Citius

We would like to thank **the Captain Efren R. Canares of MV Citius** 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.



During PSC inspections, a deficiency can be issued to the vessel as the rubber matting may be missing in front of the electrical panel, even if the crew immediately arrange to return it back to its proper place at the presence of the PSCO.

The crew on mv Citius agreed to stencil a warning notice that reads "PLEASE RETURN THE RUBBER MATTING" just at the area where the mat should be located so as to be reminded of its absence and arrange accordingly for its placement.

Having these warning signs in place will significantly contribute to crew safety awareness, emphasizing the mandatory requirement for rubber matting to be in position for safety purposes. Apart from that, it becomes clear to the PSCOs the crew's commitment to follow safety procedures onboard.



"IDEA" Program



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 Magic Striker
- mv Livorno
- mv Citius
- mt Energy Apollo
- mt Energy Afrodite

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.



Sunday Gathering & World Maritime Day Celebration Onboard m/v Furious

We would like to thank the Captain Capt. Zaldy A. Villaflor, Chief Engr. Darwin Monville, the Officers and crew of m/v Furious for sharing with us the beautiful photos taken during a Sunday celebration, upon completion of a very successful cargo operation at Port Hedland, Australia.

The crew also grasped this opportunity to celebrate World Maritime Day 2023!

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!



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:

- ✓ TM Capt. L. Fedchishak of MT Energy Centaur
- ✓ 2nd Eng. Y. Klenga of MV Magic Striker
- ✓ Chief Eng. S. Yukhnenko of MT Energy Artemis
- ✓ Chief Off. V. Matyushenko of MV Virtuous Striker
- ✓ Chief Off. O. Pirogov of MV Gladiator
- ✓ 3rd Off. I. C. Guimbaolbot of MV Constantia
- ✓ El. Cadet J. A. Espejo Jr of MV Citius
- ✓ Chief Off. A. Galichin of MT Energy Chancellor
- ✓ Chief Off. N. L. Castroverde of MV Puma Max

NEAR MISS

Risk of Injury / damage



What happened:

An AB attempted to use an Air Jet Chisel for chipping on main deck, having the air actuator fixed with wire. When he was asked to stop, the air hose suddenly disconnected from the chisel due to not being properly tied. The air hose that was under pressure, started moving uncontrolled on the deck for some time until the AB closed the delivery air valve.



Risk of personal injury: The use of the chisel in an unsafe manner and the uncontrolled air hose movement could have resulted in injuries or accidents.

Safety Hazard: Uncontrolled air hose movement under pressure creates a hazard that poses risks to crew safety.

UNSAFE CONDITION

Delay in Emergency Response



What happened:

During an E/R inspection, the sound generator of fire alarm signals column in the E/R workshop was found to be blocked by a rug.



Alarm obstruction

Blocking the sound generator or signals column can prevent or muffle audible alerts or warning signals in the Engine Room

UNSAFE CONDITION

Fire / Explosion Hazard



What happened:

While preparing to test the fuel injection valve in the testing device, a crewmember attempted to start cutting a metal pipe nearby.



Performing metal cutting activities near the testing area can pose a significant fire hazard due to the generation of sparks. Sparks produced during metal cutting can ignite flammable materials or gases, leading to a fire or explosion.

Continue in page 10

continued from page 9 "Promoting Safety On Board - STAY SAFE..."

UNSAFE CONDITION

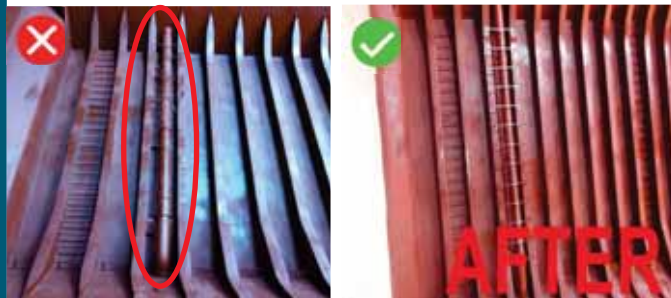


What happened: Blocked bilge well of de-watering system at the forecastle.
A blocked bilge well hampers the proper functioning of the de-watering system, hindering its ability to remove water effectively from the forecastle area.

UNSAFE CONDITION

What happened:

During hold inspection, several safety steel protection grates of the pipe air vent were found missing / deformed.



UNSAFE CONDITION PSC deficiency



What happened: The expiration date was not marked on the hydrostatic release unit of the inflatable life rafts.

PSC deficiency: Lack of an expiration date on the hydrostatic release unit poses a compliance issue. This oversight might prevent crew members from identifying replacement or servicing needs.

UNSAFE CONDITION

ATTENTION: Recent LTI case

What happened: A portable blower fan in the workshop was found without a protective cover for the fan.



Safety Hazard: Operating the blower fan without a protective cover exposes individuals to the rotating fan blades, increasing the risk of accidental injuries such as cuts or lacerations.

UNSAFE CONDITION Health & Hygiene Hazard



What happened: During weekly inspection, two boxes with spoiled lemons and oranges were found in the refrigerator chamber.

Food contamination: The presence of spoiled fruits in the refrigerator can contaminate other food stored in the same area.

Also note that spoiled food represents loss and waste of financial and environmental resources.

UNSAFE ACT Risk of Injury



What happened: The Cook was cutting meat without using a protective steel glove.

Failure to use proper PPE, such as a protective steel glove while cutting meat exposes crew to the risk of accidental cuts or injuries.

Ships with Zero PSC Deficiencies

We would like to congratulate the following Vessels & Crews for the successful PSC Inspections!

August

No.	Ship	Captain	Date	Port	Country
1	Alora	Sergiy Matiyashchenko	04/08/2023	Tolu	COLOMBIA
2	Energy Commander	Vasilii Baev	13/08/2023	Yanbu	SAUDI ARABIA
3	Energy Artemis	Aleksandr Otrubennikov	14/08/2023	Dublin	IRELAND
4	Imperius	Roy Yabo	17/08/2023	Cam Pha	VIETNAM
5	Panther Max	Ramel Sugon	24/08/2023	Koper	SLOVENIA
6	Energy Triumph	Vitaly Chernega	29/08/2023	Augusta	ITALY
7	Jaguar Max	Yolando Aronzado	30/08/2023	Flushing	NETHERLANDS

September

No.	Ship	Captain	Date	Port	Country
1	Energy Centaur	Andrey Sevryuk	29/09/2023	Negishi	JAPAN

IMPORTANT REMINDER !

Improper Waste Receptacles in the Accommodation

The following PSC deficiency was issued on board an under management vessel:
 “The waste receptacles on board are not compliant with SOLAS ChII-2 R4.2. Inner container not constructed of non-combustible material and receptacles have openings in the bottom.”

Non-Compliant Inner Container: The inner containers of the waste receptacles were not constructed of non-combustible material, violating SOLAS safety standards.

Openings in Receptacle Bottom: Certain receptacles had openings in the bottom, which contravene SOLAS regulations and may lead to environmental and safety hazards.



Please make sure that garba receptacles on board are made of non-combustible materials that meet SOLAS safety standards and are fitted with a cover.

Also ensure that there are not any openings at the bottom.



Fall From Pilot Ladder

A Chief Officer slipped and fell from a pilot ladder onto a lifeboat, suffering minor bruising. The incident occurred on a vessel which was coming to the end of ten days spent alongside in a shipyard. The crew were performing a last pre-departure mandatory drill, which was a man overboard recovery with the lifeboat afloat, combined with the periodic over-boarding sea trial of the lifeboat itself. A Pilot ladder has been rigged to join the lifeboat which was already lowered into the water. The Chief Officer climbed down the ladder, and as he did so it suddenly slid downward. He let go of the ladder immediately for fear of getting his hands caught between the sliding ladder and the hull and fell about 2m directly onto the lifeboat.

He was able to clamber safely back on board. The next morning, he reported small bruises on his chest: no medicines were prescribed, and he continued to work normally.

What was the cause

The Pilot Ladder was not properly secured.

Lessons learned

- ✓ **Work Preparation** – always rig the Pilot Ladder securely, ensuring that it is properly attached to the vessel's side and positioned at the correct distance from the waterline. The installation of the pilot ladder should be checked by an officer, who is responsible for ensuring it is correctly installed and complies with the required safety standards
- ✓ **Training Familiarization** – ensure the crew responsible for rigging and handling the Pilot Ladder are properly trained and familiar with the proper procedures for deploying, securing, and stowing the ladder.



Lifeboat



Person climbing down Pilot Ladder

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

SOLAS Amendments Coming into Force in 2024



The impending changes to the Safety of Life at Sea (SOLAS) Convention are scheduled to take effect on the first of January 2024, are anticipated to have a substantial effect on the marine sector. The significant improvements that will soon come into force are as follows:

Safe mooring operations

The latest SOLAS regulations aim to enhance mooring safety by introducing extra criteria for the choice, configuration, inspection, maintenance, and replacement of mooring equipment, which includes lines. It will be mandatory to furnish and maintain documentation related to the mooring arrangement's design and the selection of mooring equipment on board.

Amendments to Life-Saving Appliances

SOLAS Chapter III will introduce new requirements for life-saving appliances, including improved design and testing standards for lifeboats, rescue boats, and launching and embarkation appliances.

Ships using LNG as fuel

The International Code for Safety for Ships utilizing Gases or other Low-flashpoint Fuels (IGF Code) has undergone revisions to incorporate lessons learned since its adoption in 2017.

Modernization of the Global Maritime Distress and Safety System (GMDSS)

The GMDSS requirements have been updated to incorporate broader, non-specific criteria, independent of service providers. Additionally, obsolete system carriage requirements have been eliminated.

Watertight doors on cargo ships

The requirements to watertight doors in MARPOL Annex I, the Load Lines Convention, the IBC Code and the IGC Code have been amended to harmonise the consideration of watertight doors in damage stability calculations with the same in SOLAS.

[Source: Britannia P&I](#)

Stay SEAFiT: Time for Social Media Detox



Leisure time onboard is precious for seafarers, as work can be demanding and stressful. Engaging in meaningful activities, hobbies, or simply relaxing can be more rewarding and rejuvenating than scrolling through social media. Disconnecting from social media enables them to fully enjoy and make the most of their free time.

Key benefits for seafarers: Offline is the new luxury!

1. Quality leisure time
2. Crew bonding
3. Reduced distractions
4. Privacy and security
5. Enhanced connection with the environment
6. Coping with stress

10 things to do in your free time

Instead of scrolling down on Instagram, Tik Tok or other applications, here are some different activities that seafarers can do in their free time while onboard:

#1 Reading: Bring books, magazines, or e-readers to enjoy reading during leisure hours.

#2 Writing: Keep journals, write letters, or even work on creative writing projects during your free time.

#3 Art and Crafts: Engage in creative activities like drawing, painting, or crafting.

#4 Music and Instruments: Playing musical instruments, singing, listening to music are source of relaxation and entertainment.

#5 Exercise and Fitness:

EST ships are equipped with gyms or exercise areas where seafarers can work out to stay fit and healthy.

#6 Movies and TV Shows: Watching movies or TV shows in common areas or in your cabin can be a popular way to unwind.

#7 Get social: Building relationships with fellow crew members through conversations, games, or shared meals is essential.

#8 Learn a new skill: Use your free time to learn a new language, develop your skills, or explore other educational pursuits.

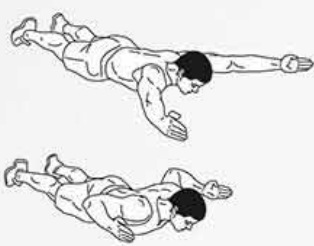
#9 Cooking and baking: Preparing meals for the crew provides an opportunity to learn and share culinary skills from various cultures.

#10 Photography: Capturing the scenic views, ship operations, and life at sea through photography can be a fulfilling hobby.

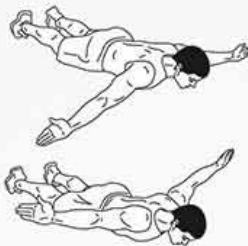
Body Workout

FALLBACK

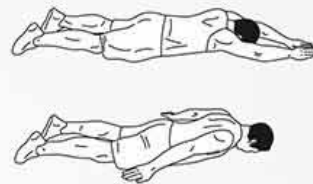
DAREBEE WORKOUT © darebee.com



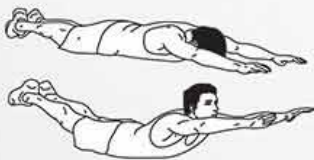
10 W-extensions
3 sets in total
20 sec rest in between



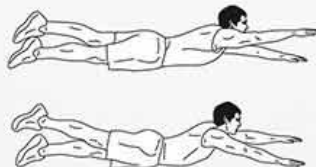
10 prone reverse fly
3 sets in total
20 sec rest in between



10 reverse angels
3 sets in total
20 sec rest in between



10 superman extensions
3 sets in total
20 sec rest in between



10 swimmers
3 sets in total
20 sec rest in between



60 seconds
stretch

Oppenheimer Review – Christopher Nolan’s Volatile Biopic is a Towering Achievement

It's billed as a biopic of theoretical physicist J Robert Oppenheimer, named the “father of the atomic bomb”.

Oppenheimer is a dense period piece, playing out in a tangle of timelines. It brings together courtroom drama, romantic liaisons, laboratory epiphanies and lecture hall personality cults. But perhaps more than all of this, Oppenheimer is the ultimate monster movie.



Cillian Murphy's Oppenheimer is an atomic-age Frankenstein, a man captivated by the boundless possibilities of science, realising too late that his creation has a limitless capacity for destruction. Ultimately, however, the monster in this story is not Oppenheimer's invention but the appetite for annihilation that it unleashes in mankind. It's a realisation that plays out, in Oppenheimer's hollow, haunted face as the film unfolds. **Murphy's far-seeing ice-chip eyes have never been put to better use.**

In fact, Murphy's physicality as a whole is one of the most potent weapons at the film's disposal. He seems impossibly slight, a theoretical idea of a man in contrast to the robust certainties of the military figures he works alongside.

The version of Oppenheimer that we see on screen at any given time is a marker, an indication of which timeline we are currently inhabiting. Insights into his early academic career are punctuated by glimpses of a later humiliating security clearance hearing that picked over every aspect of his life; the development of the bomb – the so-

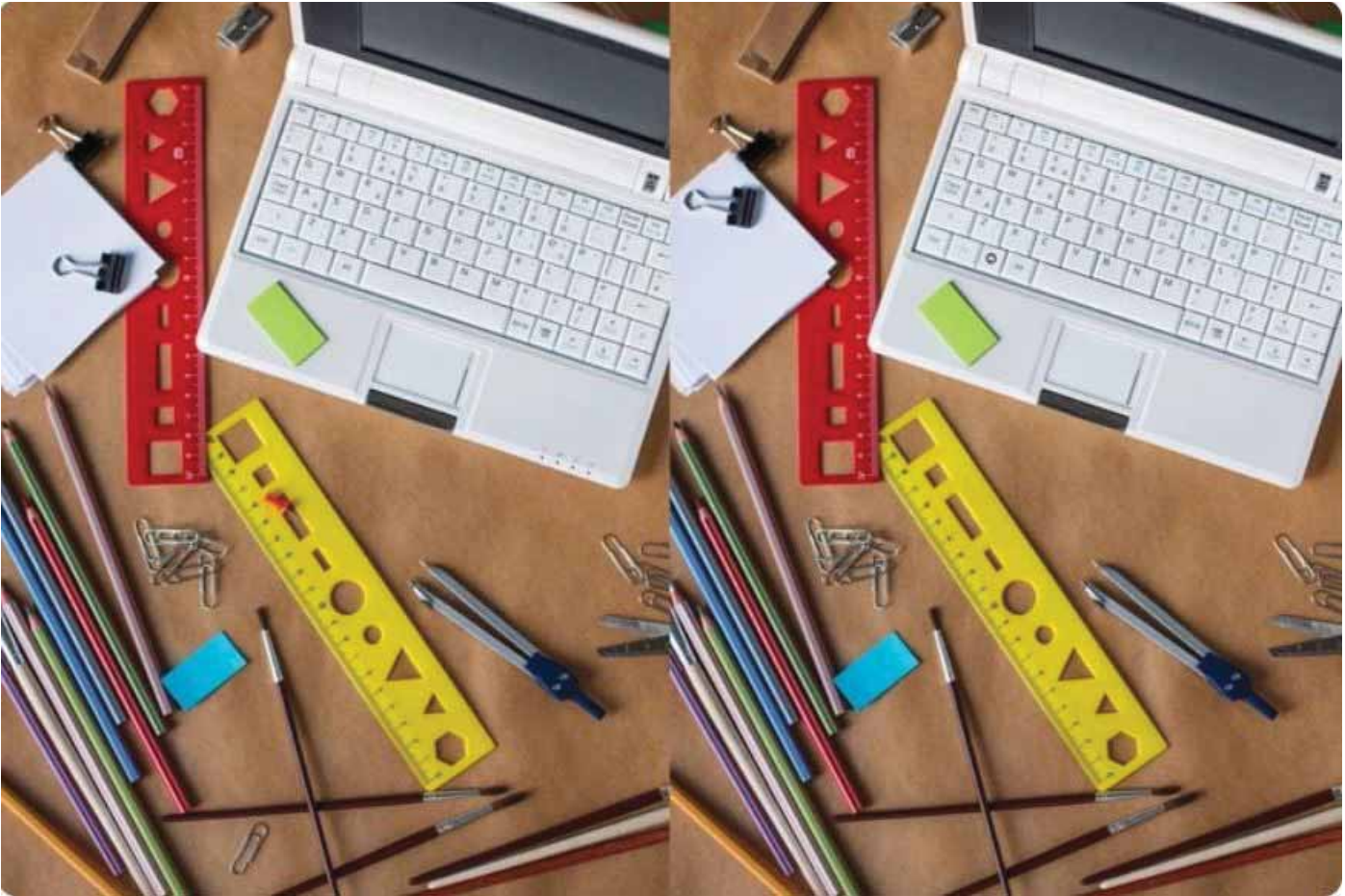
called Manhattan Project – is cut together with another hearing, this time in the Senate, to establish whether Oppenheimer's former colleague Lewis Strauss should be appointed in a federal government role.

It's a knotty mesh of a structure. Time in Oppenheimer doesn't feel entirely linear – there are moments, in particular a pivotal encounter with Albert Einstein, that seem unmoored from the rest of the film. Nolan's films frequently require a couple of viewings to unravel fully, and Oppenheimer is no exception.

There's no shortage of scenes of furious blackboard scribbling, the accepted cinematic signifier of scientific genius. But more interesting are the abstract moments; it's as though we are venturing into the heart of the atom itself.

Equally inventive is the way the sets seem to quake at moments of tension. **Oppenheimer's world is literally rocked by the shockwaves of the reaction that has been set in motion.**

SPOT THE 5 DIFFERENCES:



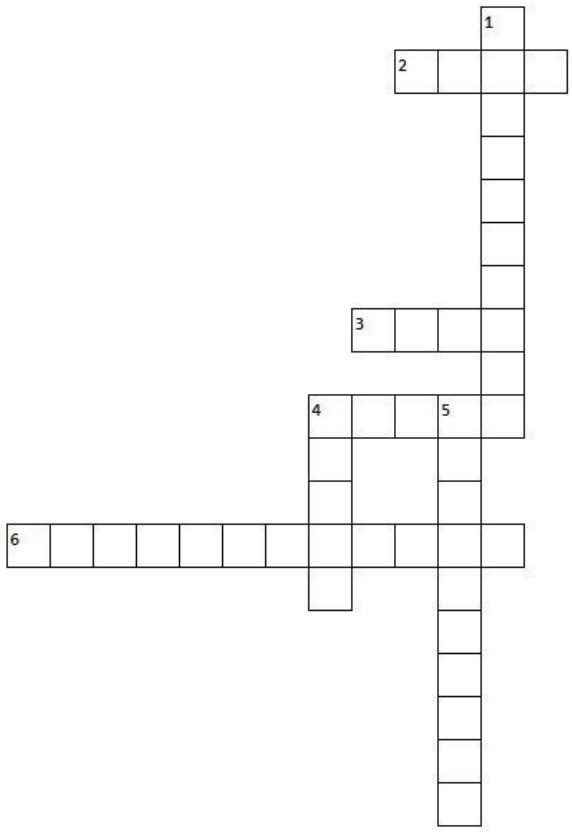
EST Crossword:

Across

- 2. The event against breast cancer: Greece Race for the ____
- 3. Name of the world's oldest dog
- 4. Director of Oppenheimer movie
- 6. Engaging in meaningful activities, hobbies, or simply relaxing can be more rewarding and ____ than scrolling through social media

Down

- 1. Blood donation stimulates blood cell ____
- 4. New virus outbreak in Kerala, India
- 5. Coming into force in 2024: SOLAS ____



Answers:
 Across: 2. cure, 3. Bobi, 4. Nolan, 6. rejuvenating
 Down: 1. production, 3. Nipah, 5. amendments

The United EU stops short of calling for ceasefire in Gaza ahead of UN vote as Gaza crisis escalates

European Union leaders have stopped short of calling for a ceasefire in Gaza, instead appealing for humanitarian “pauses” to provide aid, as the UN warned its operations were being “paralyzed” by Israel’s bombardment of the besieged enclave.



The communique, released after meetings Thursday in Brussels, follows several failed attempts by the UN Security Council to pass a resolution on the Israel-Hamas war, with member states preparing to vote on another draft resolution – this time put forward by Jordan on behalf of Arab states – on Friday. Jordan’s Foreign Minister Ayman Safadi told diplomats gathered at the United Nations Assembly Hall that “collective punishment is not self-defense.” The resolution calls for a “cessation of hostilities,” the release of hostages, and the rejection of “any attempts at forced transfer of the Palestinian civilian population.”

More than 2 million people trapped in Gaza are living through a deepening humanitarian crisis, hastened by daily airstrikes and an Israeli blockade of life-saving fuel. Israel says Hamas is stockpiling fuel for its own use and has called on the militant Palestinian group that governs Gaza to share it. Health services have been crippled by power shortages and hundreds of thousands of civilians have been forced to flee their homes amid the bombing.

Israeli strikes have killed more than 6,850 people in Gaza, including thousands of children, since October 7, according to figures released Thursday by the Palestinian Ministry of Health in Ramallah, drawn from sources in the Hamas-controlled enclave.

Pressure is building on the international community to persuade Israel to allow desperately needed aid into Gaza; the United Nations and several countries in the region have called for an immediate ceasefire, while others advocate for a “humanitarian pause” in fighting.

Indian authorities rush to contain a deadly Nipah virus outbreak in Kerala



A state in southern India is taking measures to contain an outbreak of the Nipah virus after two people died from the rare and often deadly disease, shutting schools and testing hundreds to prevent its spread.

Kerala’s chief minister Pinarayi Vijayan said the virus has been detected in the state’s Kozhikode district, urging residents to exercise caution and follow the health department’s safety guidelines.

Two people have died from the virus, he said in a statement Wednesday, the state’s fourth outbreak since 2018. “We should not be afraid, but face this situation with caution,” Vijayan wrote on social media.

Nipah is a zoonotic virus transmitted from animals to humans, according to the World Health Organization (WHO). However, it can also be transmitted through contaminated food or directly between people.

Infection with the virus can cause mild to severe disease, according to the US Centers for Disease Control and Prevention (CDC). Symptoms often begin with a headache and drowsiness but can quickly transform into a coma within a matter of days, the CDC says. It can also cause acute respiratory syndrome – where the lungs cannot get

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Continued from page 18 enough oxygen to the body – and fatal encephalitis, an inflammation of the brain.

Google DeepMind AI speeds up search for disease genes



Google's AI firm DeepMind has used artificial intelligence to identify changes in human DNA that might cause diseases.

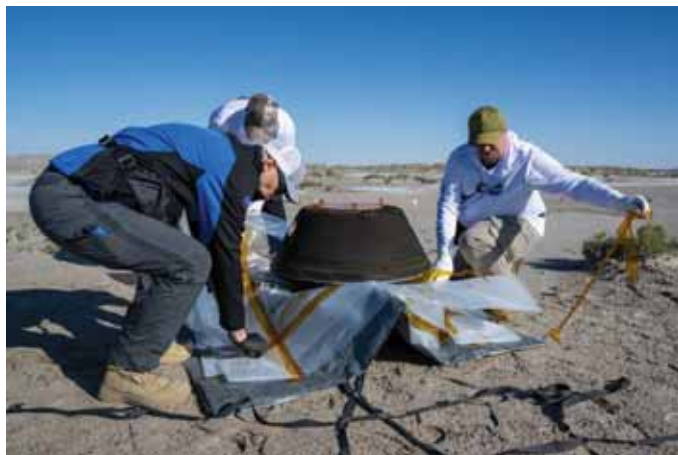
The researchers believe they have pinpointed 89% of all the key mutations.

The development is expected to speed up diagnosis and help in the search for better treatments.

A leading independent scientist told BBC News that the work was "a big step forward".

Prof Ewan Birney, deputy director general of the European Molecular Biology Laboratory, said: "It will help clinical researchers prioritise where to look to find areas that could cause disease."

Osiris-Rex: Nasa confirms return of asteroid Benu samples



Dusty samples from the "most dangerous known rock in the Solar System" have been brought to Earth.

The American space agency Nasa landed the materials in a capsule that came down in the West Desert of Utah state.

The samples had been scooped up from the surface of asteroid Benu in 2020 by the Osiris-Rex spacecraft.

Nasa wants to learn more about the mountainous object, not least because it has an outside chance of hitting our planet in the next 300 years.

But more than this, the samples are likely to provide fresh insights into the formation of the Solar System 4.6 billion years ago and possibly even how life got started on our world.

Bobi, the world's oldest dog ever, dies aged 31



Bobi, the world's oldest dog ever, has died after reaching the almost inconceivable age of 31 years and 165 days, said Guinness World Records (GWR) on Monday.

His death at an animal hospital on Friday was initially announced by veterinarian Dr. Karen Becker.

She wrote on Facebook that "despite outliving every dog in history, his 11,478 days on earth would never be enough, for those who loved him."

There were many secrets to Bobi's extraordinary old age, his owner Leonel Costa told GWR in February. He always roamed freely, without a leash or chain, lived in a "calm, peaceful" environment and ate human food soaked in water to remove seasonings, Costa said.

He spent his whole life in Conqueiros, a small Portuguese village about 150 kilometers north of the capital Lisbon, often wandering around with cats.

Laver Cup: Team World Defeat Team Europe to Retain Trophy



Team World thrashed Team Europe 13-2 to win the Laver Cup for a second successive year in Vancouver.

Americans Ben Shelton and Frances Tiafoe beat Poland's Hubert Hurkacz and Russia's Andrey Rublev 7-6 (7-4) 7-6 (7-5) in the doubles to triumph.

Team World dominated the tournament and only

needed to win the doubles match to secure the trophy.

Norwegian Casper Ruud's win over American Tommy Paul on Saturday sealed Europe's only points. With the winner being the first team to reach 13 points, Team World were on track after day one having won all four matches before Americans Taylor Fritz and Tiafoe both won in straight sets on Saturday and Felix Auger-Aliassime, of Canada, and Shelton added a doubles win to carry a 10-2 lead into the final day.

"We stepped up and I thought all the guys played great," said Team World captain John McEnroe. "This was a special year for us. I know they're going to come back strong but I'll take two in a row any day. And I'm starting to think is it possible for three in a row!"

Mercedes' Sao Paulo Grand Prix performance was their "worst weekend in 13 years", says team

Lewis Hamilton finished eighth after an uncompetitive race while teammate George Russell retired from 11th because his engine was about to fail. Wolff said Mercedes' lack of pace was "baffling" and "unacceptable".

"We will have a fundamentally different car next year and this confirms that is the right thing to do," Wolff said.

The worst result of Mercedes' season came at the end of a week that started with the announcement that chief technical officer Mike Elliott was leaving the team.

Elliott was ultimately responsible for the radical and unique design direction Mercedes chose in 2022, and which they stuck with in 2023 against Hamilton's wishes.



After returning to Formula 1 in 2010 as a constructor, Mercedes won every drivers' championship from 2014-2020 and the constructors' title from 2014-2021. However, they have won only one race in the past two seasons.

	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				EST - New Building Orderbook		
	Vessel	Flag	Class	#	Hull Nr	Expected Delivery Date
1	Good Hope Max	IOM	BV	1	5095 tbn Energy Delos	December 2024
				2	5096 tbn Energy Dione	January 2025

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



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