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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.

## In memoriam-Captain Elias Kotzamanis

It is with profound sadness that we announce the passing of Captain Elias Kotzamanis on 02/12/2023, at the age of seventy-seven.

Captain Elias held the position of the Operations Director since 2016. He initially joined the company as a Captain on various EST vessels and he was later on transitioned to the office bringing with him his sea-going experience, contributing to our company for 34 years in total.

Captain Elias having been an integral part of our company, will be remembered not only for his role as the Operation Director, but also for his kindness and the genuine care he extended to all of us including our families.



His dedication to the company throughout the years had set a unique example of good leadership, with a primary concern to promote unity, extracting the best from everyone so as to ensure the smooth running of the vessels, prioritizing the well-being of those onboard, sorting out problems by making swift decisions.

Available 24/7, the first to arrive and the last to leave the office, with a remarkable ethos, earned our respect and trust inevitably.

The void space left by his passing will be felt by all, not only as a respected professional but also as parental figure for many of us. We hope to honor his memory by upholding the values and standards he had set, continuing to offer our best, contributing to the vessels and the people onboard and the company in overall.

Our thoughts and condolences are with his family during this difficult time.

May he rest in peace.

ENTERPRISES SHIPPING AND TRADING S.A.

continued from page 1



Captain Elias Kotzamanis and Operations department a few years back

# M/V Furious Awarded for SAR Operations



Mr. Christoforos Bissias, Company Security Officer, receiving the award on behalf of EST S.A.

It is with great pride to announce that our vessel M/V Furious was awarded during the 21st National Maritime Search and Rescue Board meeting, which was held on 12 October 2023 at Kolkata, India.

The aim of this award is to recognize the efforts of merchant vessels engaged in SAR operations and encourage the maritime fraternity for providing their whole hearted support in SAR efforts, contributing towards safety of life at sea.

M/V Furious was awarded in the merchant vessel category, further to the SAR operation which took place on 26-27 April 23, resulting in saving the lives of 10 Indi-



an fishermen onboard the Indian Fishing Boat "Lourdumatha", which suffered a M/E failure incident in the Indian Ocean.

The award was presented by the Director General of the Indian Coast Guard & Chairman of the National Maritime Search and Rescue Board (NMSAR), Mr. Rakesh Pal to Mr. Christoforos Bissias, Company Security Officer, on behalf of ESTSA.

cb

Continue on page 3



continued from page 2 “M/V Furious for SAR Operations”



Captain and Crew of m/v Furious along with the rescued crewmembers of the fishing boat.

## EST Receives the “Gold RME Award” 2023

It is with great pleasure to announce that Enterprises Shipping & Trading S.A. has once again been awarded with the “GOLD RESPONSIBLE MANAGEMENT EXCELLENCE AWARD” at the annual European Business Ethics Network awards ceremony which was held at “Kostis Palamas” Building of the National and Kapodistrian University of Athens, on 17 October 2023.

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

The EBEN Model is a voluntary standard that provides guidelines to the companies that



Mr. Vassilis Ferentouros, Operations Fleet Manager receiving the GOLD RME Award on behalf of EST S.A. by Ms Gelina Karella EBEN Secretary General

want to operate in a socially responsible, ethical and transparent manner.

# M/T Energy Centaur: Silicone Paint Application, BWTS & Shapoli Installations

## **S**ilicone Paint Application

In a significant move to boost vessel performance and advance eco-friendly practices, our M/T Energy Centaur recently underwent a major maintenance upgrade during dry dock repairs at the COSCO Zhoushan Shipyard for her 3rd Renewal Survey. This transformative process involved applying PPG SigmaGlide 1290 silicone paint to the ship's flat bottom and vertical sides, showcasing our firm commitment to innovation, sustainability, and top-tier operations in the maritime sector. This adoption of silicone paint technology across our fleet underscores our dedication to meeting global calls for reduced vessel emissions and environmental protection.

Silicone paint isn't just a new coat, it's a smarter, greener choice. Its hydrophobic features significantly reduce drag and resistance in water, boosting fuel efficiency and cutting emissions. Additionally, the durability of silicone paint extends the time between dry dock maintenance, reducing costs and avoiding harmful chemicals found in traditional paints. By embracing silicone-based paints, we're not just setting a new standard for maritime technology—we're actively leading the way in sustainable solutions. This milestone, marking our 11th vessel benefiting from silicone paint application, grounding our position as leaders in shaping a more sustainable and environmentally conscious maritime industry.

## **BWTS Installation**

Continuing our commitment to pioneering eco-friendly solutions on our M/T Energy Centaur installed a new Ballast Water Treatment System in our pursuit of environmental excellence. This upgrade reinforces our dedication to sustainability and adherence to environmental regulations within the maritime industry.

The installation of the HiBallast system, manufac-



Silicone Paint Application

Continue on page 5



continued from page 4” M/T Energy Centaur: Silicone Paint Application, BWTS & Shapoli Installations”

tured by Hyundai, aligns with global regulations governing ballast water management. This filterless ballast water treatment system with an electrolysis unit represents an innovative approach to managing ballast water without using conventional filters. This advanced system operates by employing electrolysis—a process that involves passing an electric current through the water—to effectively treat and neutralize potentially harmful organisms and pathogens present in the ballast water.

Overall, the filterless ballast water treatment system with an electrolysis unit offers an efficient and environmentally conscious method for treating ballast water, ensuring compliance with regulations while minimizing the impact on marine ecosystems.



BWTS Electrolysis Unit



BWTS Piping on Deck



BWTS Piping on Deck

**ShaPoli Installation**

Last but not least, in the pursuit of aligning with the standards set by the Energy Efficiency Existing Ship Index (EEXI) requirements mandated by the International Maritime Organization (IMO), a new Shaft Power Limitation (ShaPoLi) designed by Chris-Marine was installed onboard M/T Energy Centaur. The ShaPoLi system precisely measures the real-time power output and enforces limits to ensure compliance with the ship's Energy Efficiency Existing Ship Index (EEXI) limit. Monitoring the engine's power occurs in two locations: one in the Engine Control Room and another on the Bridge, providing comprehensive oversight. When the power gets close to these



ShaPoli System ECR



ShaPoli System Bridge

limits, clear signs show up, so it's easy for the crew to see and make sure they stay within the allowed range. The system operates independently from the main engine's functions and serves as a data logger. In the event of an emergency, the engine can be utilized as intended without any interference, however any extension of the limit will be automatically recorded.

# M-SCAT Training Seminar at EST S.A. Premises

A seminar on the Marine Systematic Cause Analysis Technique (M-SCAT) was carried out by DNV on 16/10/2023 with the purpose of familiarizing company's employees with M-SCAT, so as to apply same as a framework to conduct incident investigation and root cause analysis.

The seminar was carried out by Mr. Evangelos Marangakis Maritime Consultant and DNV's Maritime Academy Trainer.

The objectives of the course were to enable participants to learn from maritime accidents and near misses and quickly identify the corrective actions necessary to prevent similar events in the future, using DNV's Marine Systematic Cause Analysis Technique.

#### The following subjects were covered in detail:

- ✓ Introduction to M-SCAT and understanding the M-SCAT Model.
- ✓ Evidence and Evidence Collection.
- ✓ Understanding the "Barrier" Model (Swiss cheese Model).
- ✓ Analyzing different scenarios through case studies.
- ✓ Clarification of common misconceptions.





## What's New in the QHSEMS?

### Tankers QHSEMS

1. PR25 Purchasing-version 0.2
2. ESTSA 607 Z MFAG-version 0.2 (Energy Apollo, Energy Athena, Energy Ariadne)
3. INDEX OF TECH LIVE MESSAGES FILE-version 0.3
4. Procedures Manual-version 0.3
5. Technical Manual Contents-version 0.4

### New Uploads (Tankers)

- IHM MANUAL (Energy Chancellor)
- Energy Achilles\_Emergency Form 22\_087 blank form (SERS)
- Energy Artemis\_Emergency Form 21\_124(SERS)
- Tech LM 076\_EEXI Technical File

### Bulkers QHSEMS

1. FORM 30 Brake Holding Capacity Test-version 0.3
2. FORM 1101 Pre Arrival Checklist-version 0.2
3. FORM 1114b Safety and Security Rounds Checklist During Loading–Discharging Operation-version 0.2
4. FORM 1241 Ballast and Bilge Remote Control Valves Checklist-version 1.0
5. FORMS MANUAL INDEX-version 0.7
6. WIM\_Section C\_Bridge and Deck Instructions-version 0.4
7. Emergency Procedures Manual-version 0.3
8. Safety Label 2\_Personal Protective Equipment PPE –version 0.2

### New Uploads (Bulkers)

- Biofouling Management Plan (Livorno)
- Service Letter sl2023-738 (Technical Circular 70)

### Office QHSEMS

1. QHSE Office\_Job Descriptions-version 0.7

### Management Review

- Annex ENVIRONMENTAL KPIS Q3 2023

### Safety Awareness Handbook

- Safety Update\_Issue 8\_2023
- Safety Update Inventory

### Maritime Wellbeing

- Fatigue Risk Management
- Fatigue Risk Management Exercises\_Facilitator
- Fatigue Risk Management Participants Handout

### GMS Client Advisories

- GMS Client Advisory\_22 2023\_CG Enhanced Examination Program and Updated CG Vessel Cyber Risk
- Client Advisory\_23\_2023\_Merger Update\_Gallagher Marine Systems\_ECM Maritime Services
- Client Advisory\_24\_2023\_VGP Annual Reporting Requirement for the 2023 Calendar Year
- GMS List of Advisories

### Regulatory Update

- Regulatory Update\_Q3\_2023

### Lock Out/Tag Out

- Lockout Tagout Manual

### Safety Awareness Handbook

- QHSE Alert 15\_23 Findings Further to Rightship Inspections
- QHSE Alerts inventory

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.

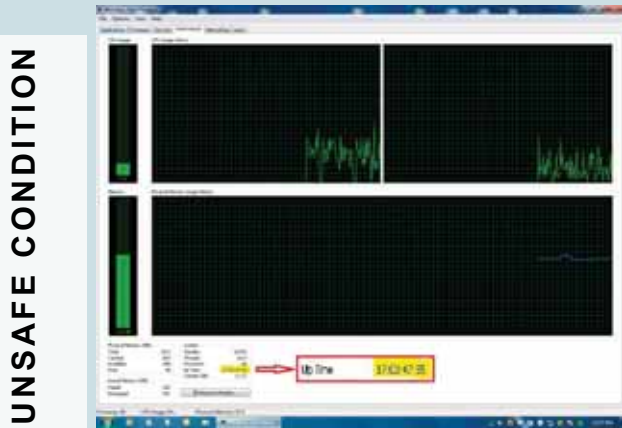
- MV Gladiator - **Chief Engineer Steblyn Y.**
- MV Imperius - **Engine Hand Marvin N. Dolorfino**
- MV Puma Max - **4th Engineer Glenn O. Jemento**



UNSAFE CONDITION

**Hazard:**  
Installation of BWTS Pipes obstructing the pathway

**Risk:**  
Potential injury from tripping over the pipes



UNSAFE CONDITION

**Hazard:**  
Engine Department's PC left turned on for several days.

**Risk:**  
Extended period of time without turning off can affect PC's lifespan negatively potentially disturbing work performance.



BEST PRACTICE

**Hazard:**  
Components from inside the fuel valve which have undergone reconditioning, have not been properly marked / label on their status

**Risk:**  
New crew may dismantle again the valve to check the components

**Best Practice:**  
Ensure proper labeling of the status of spare parts to prevent any confusion.



# Best Practice Received by MT Energy Ariadne

**W**e would like to thank **the Bosun Andryan Ara of MT Energy Ariadne** 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.



Further to company's QHSE ALERT 13-23, the crew on m/t Energy Ariadne had proactively implemented a precautionary measure to ensure safe transferring of the portable blower.

Specifically, in order to transfer the device safely and without running the risk of injuring their fingers, they decided to use a line with rubber hose around the blower.

For your easy reference, the injury happened when an AB severely injured his index and middle fingers, when he had accidentally turned on the blower, while being transferred, and the protective guard was missing.

**QHSE ALERT**

**"QHSE Alert # 13-2017" Finger Injury by Portable Blower**

**DESCRIPTION:**  
Recently, the following incident occurred onboard at LARSA management vessel:  
The AB was transferring a portable blower in the engine room while, while standing in the emergency exit door opening. He was holding the blower by its handle and the protective guard was missing or not attached. He was injured in the index and middle fingers when he accidentally turned on the blower. The blower is a portable blower with a rotating fan and a protective guard.

**CAUSE:**  
The blower was not properly secured and the protective guard was missing or not attached. The blower was not properly secured and the protective guard was missing or not attached.

**CONSEQUENCES:**  
The blower was not properly secured and the protective guard was missing or not attached. The blower was not properly secured and the protective guard was missing or not attached.

**RECOMMENDATIONS:**  
1. Equipments to be used should be carefully inspected before the execution of the job and any defects should be reported and fixed as far as possible, ensuring the highest safety in the workplace.  
2. During the work, if the crew identifies any unsafe conditions, they must inform their supervisor or nearest life boat authority.  
3. Significant accidents should be reported immediately throughout the voyage.

## “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 Citius
- mv Furious
- mv Taurus
- mt Energy Ariadne

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.



# MT Energy Centaur: Appreciation Letters of Cook & Messman

**C**aptain Leonid Fedchishak, who recently attended MT Energy Centaur in order to conduct Internal Audit and TIES, issued the following letters of appreciation in co-operation with the ship's Master, Capt. Andrey Sevryuk for Cook Nikolai Klinkov and Messman Roman Minchenko.



Cook Nikolai Klinkov



Messman Roman Minchenko.





# Photo Competition 2023



**The best 3 photographs will be awarded!**

**The competition ends 31 January 2024**

**THEME:**

**VESSEL PHOTOS**

Send us your best photograph of your vessel which will be uploaded on company's **website!**

Criteria for selecting the best photograph will be:

1. Originality, creativity, impact, technical excellence, center of interest
2. Preferably, full view of vessel's hull and while loaded.

*More information:*

- ✓ Photos should be high resolution, jpg format, maximum size of 6 MB.
- ✓ Photos must be received by email at **ism@ensh.com**

**IMPORTANT: Be creative, but.....**

**YOUR SAFETY IS OF PARAMOUNT IMPORTANCE TO US!**  
**SO DO NOT PUT YOURSELF AT ANY DANGER!**

# Promoting Safety On Board - STAY SAFE...

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

- In this month's issue, the contributors are:
- ✓ Chief Off. M. J. C. Din of MV Citius
  - ✓ Chief Off. F. Somko of MT Energy Apollo
  - ✓ 2nd Off. S. Obraztsov of MT Energy Chancellor
  - ✓ Chief Off. S. T. Salvador Jr. of MV Panther Max

- ✓ Chief Off. F. L. Asis Jr of MV Imperius
- ✓ 2nd Off. G. Lukashkin of MT Energy Artemis
- ✓ 2nd Off. E. A. Tomampo of MV Puma Max
- ✓ Messman J. M. S. Flores of MV Imperius
- ✓ Chief Off. N. Gridin of MT Energy Commander

### UNSAFE CONDITION RIGHTSHIP OBSERVATION

**What happened:** The pilot ladder was secured with shackles directly on deck.

Directly securing the ropes with shackles on ship's deck puts excessive weight and strain on the ladder steps and chocks. This can lead to equipment / structural damage and personnel injury.

**Secure the pilot ladder by using rope stoppers that shall be lashed to the side ropes and attached to strong lashing points on the deck.**

### UNSAFE CONDITION Risk of Injury

**What happened:**

The mooring winch warping drum end lacked a visual indication of rotation, presenting a potential safety hazard during winch operations.

### UNSAFE ACT Risk of Injury

**What happened:** During maintenance of the FWD windlass, a crewmember was not wearing a safety harness and was stepping on the anchor chain.

**Non compliance with Safe Working Practices.**  
Stepping on the tensioned anchor chain poses a direct risk of serious injury to the crewmember.

### UNSAFE ACT Risk of Injury

**What happened:**  
A seaman was going down to the E/R without wearing safety shoes.

**Going to the Engine Room without safety shoes exposes the seaman to the risk of foot injuries from potential hazards such as falling objects, sharp edges, or hot surfaces.**



## UNSAFE CONDITION

### Fire Hazard & Common PSC Deficiency



**What happened:** The handles of the fire doors for the galley and pantry room were tied together with ropes to keep the doors open.

#### Compromised Fire Compartmentation:

Open fire doors allow the potential for fire and smoke to spread rapidly, escalating the risk of injuries, damage, and the overall severity of a fire incident.



## UNSAFE CONDITION



**What happened:** The label of the valve had fallen on the floor, thus making it hard to identify in an emergency situation.



**Maintaining clear and visible labels on valves is crucial for the safe operation of a vessel. Regular inspections & prompt corrections contribute to a safer working environment on board.**

## UNSAFE CONDITION

### Electrical Hazard

**What happened:** A coffee mug and an open bottle of water were found on top of the internet cabinet inside the navigation locker.



**Placing liquids on or near electronic equipment poses a risk of short-circuit. This can lead to malfunctions, electrical hazards, and potential data loss.**

## UNSAFE CONDITION

### Environmental Hazard

**What happened:** During routine inspection of the galley, it was found that glass, metal, and paper had been disposed into the food waste bin.



#### Poor Garbage Management Practices:

Mixing different types of waste complicates waste management processes and may result in the improper disposal of recyclables or non-biodegradable materials.

## UNSAFE ACT

### FIRE HAZARD



**What happened:** A seaman was heating his food while flammable material were placed on top of the microwave.

#### Fire Hazard:

Placing flammable materials on top of a microwave, especially when it is in use, poses a significant fire hazard. Microwaves generate heat, and if flammable items are in close proximity, they can ignite.

# 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	Imperius	Peter S. Flores	08/10/2023	Dahej	INDIA
2	Energy Chancellor	Dmitrii Manuilo	20/10/2023	Piraeus	GREECE

## IMPORTANT REMINDER !

### REQUIRED INCIDENT NOTIFICATIONS IN THE UNITED STATES WATERS

The Vessel Response Plan (VRP) designates the Qualified Individual (QI) who is responsible for coordinating spill response activities while in U.S. waters.

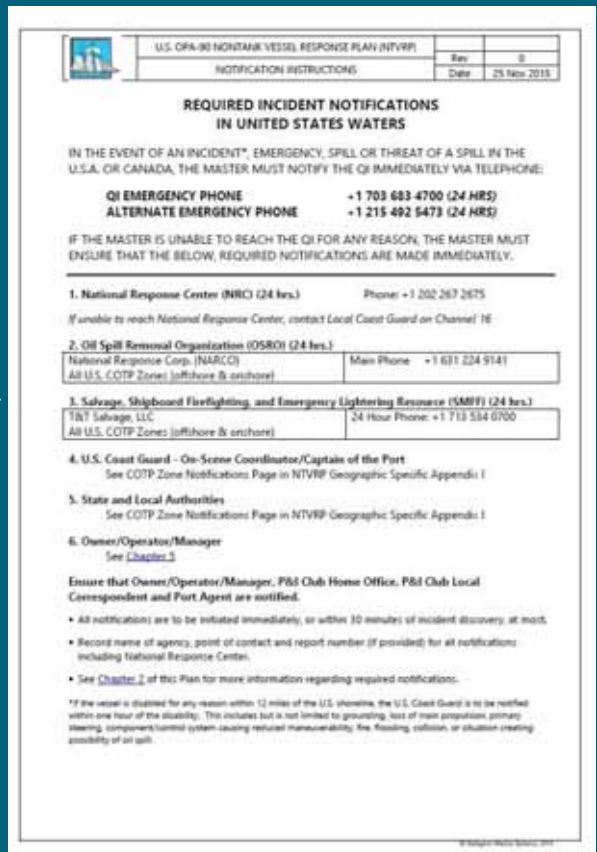
The QI has the authority to make decisions and has the knowledge and experience to implement response actions. This includes equipment, personnel, and strategies for containing and cleaning up oil spills.

The plan highlights the procedures for notifying the appropriate authorities and response organizations in the event of an oil spill and **within 30 minutes**. Same is summarised in the placard displayed in the front of the plan.

It is crucial for the Master and officers to promptly respond to an oil spill incident in U.S. waters by **activating the plan**.

**Activation entails the Master calling the QI.**

Therefore, ensure that this page is posted on the bridge, providing guidance on who should be notified in such a case and the activation process.





# Fire-fighting Equipment in Poor Condition



## What happened?

Several 50kg wheeled dry powder fire extinguishers on board a vessel were found to have low pressure and heavy signs of corrosion. This was discovered during an audit walk-around by shore-based personnel.

Fire extinguishers being absolutely crucial safety equipment on a vessel, they should be maintained to the very highest standards in full readiness for use in an emergency. Regular thorough inspection of fire-fighting equipment to verify that this is so, is a regulatory requirement in some countries including the UK.

## What went wrong?

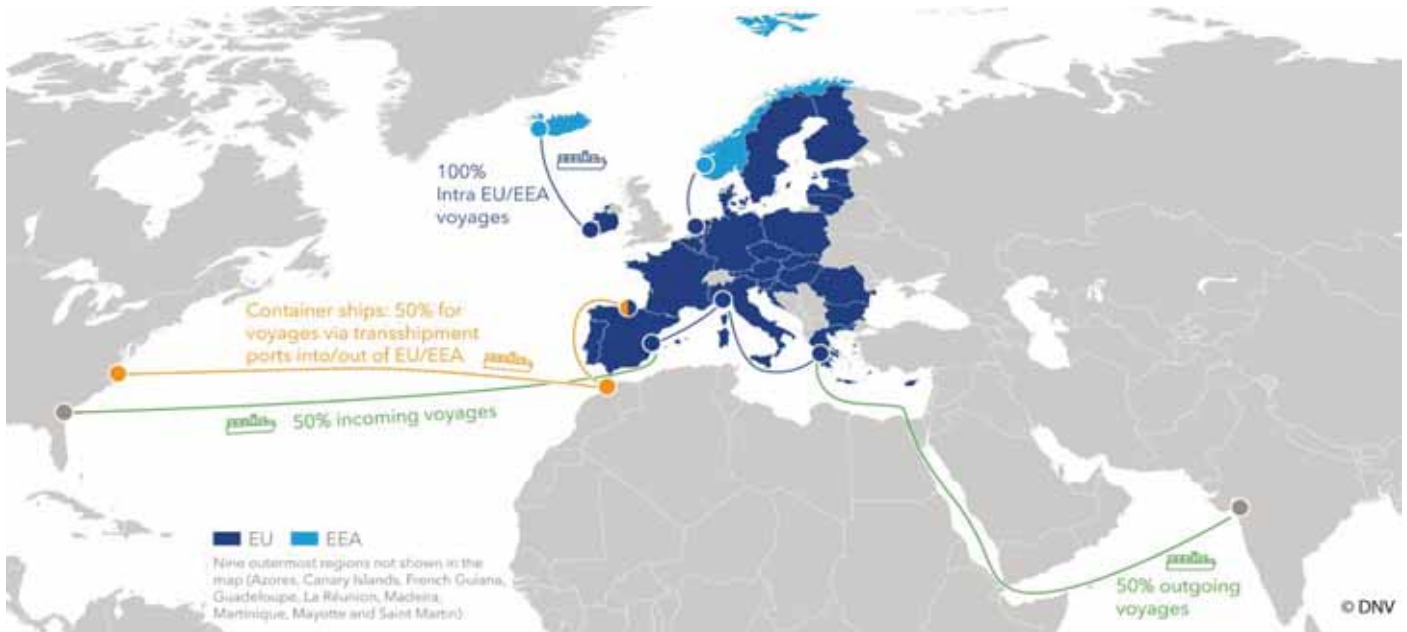
- There had been a regular monthly inspection of the firefighting equipment onboard, but the person inspecting the equipment had not highlighted its poor condition;
- The crew were unaware of the detail and quality required in planned inspection of firefighting equipment.

## Actions

- ✓ Thorough and comprehensive inspection of all fire extinguishers and fire fighting equipment on board/site to ensure all are in sound workable condition;
- ✓ Removal and quarantine of defective fire extinguishers and other safety critical equipment not in safe and usable condition, and relevant repairs or replacements ordered;
- ✓ Additional control measures to be put in place until replacements /repairs implemented;
- ✓ Regular maintenance: Monthly visual inspection of fire fighting equipment by crew and annual service by authorized third party provider;
- ✓ Crew Training: Conduct regular awareness sessions to ensure sufficient knowledge of relevant crew members on how to conduct quality visual inspections of firefighting equipment as well as to emphasize the importance of timely reporting of any safety concerns.

Source: <https://safety4sea.com>

# The EU ETS and EU MRV Requirements



The EU ETS is an emissions cap-and-trade system that aims to reduce greenhouse gas (GHG) emissions by setting a limit, or cap, on GHG emissions for certain sectors of the Economy, that will also include shipping as of 2024. Each year, a limited number of **EU Allowances (EUAs)** is made available for trading in the market, and this is reduced yearly in order for the EU to meet its target of a 55% reduction in GHG emissions by 2030 relative to 1990, and net zero by 2050. Each EUA gives companies a right to emit GHG emissions equivalent to the global warming potential of one tonne of CO<sub>2</sub> equivalent.

## The EU ETS and EU MRV requirements

Under the EU ETS each company with ships trading in the EU/EEA is required to surrender EUAs corresponding to a certain amount of its GHG emissions emitted over a calendar year starting with 2024. **The emissions will be reported and verified through the existing EU MRV (Monitoring, Reporting and Verification) system, which will be revised and extended to cover necessary GHG emissions, ship types and sizes.**

## Greenhouse gases (GHGs)

From 2024 the EU ETS will include CO<sub>2</sub> emissions

only, while the EU MRV will be extended the same year to include reporting of methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) which are two other greenhouse gases (GHG) emitted by ships. From 2026 the EU ETS will also include these two GHGs.

## Affected Voyages

All **100% of emissions** on voyages and port calls within the EU/EEA, and **50% of emissions** on voyages into or out of the EU/EEA are subject to the EU ETS.

## Monitoring Plans

Ships' **MRV plans will be revised** and assessed by a verifier **before** submitting them for approval to the responsible Administering Authority no later than **1 April 2024**.

## Penalties

Ships that fail to comply with the EU MRV requirements for two or more consecutive periods may be expelled and denied trading in the EU. Companies that fail to surrender allowances are liable to an excess emissions penalty of €100/tonne CO<sub>2</sub>, and are still liable for the surrendering of the required allowances.

[Source: DNV](#)



# Paying Attention with Mindfulness: 7 Attitudinal Factors



**M**indfulness is a universal human capacity that transcends culture and religion. It is an inherent aspect of being human, a state of awareness accessible to all of us.

Dr. Kabat-Zinn, the founder of the Center for Mindfulness in Medicine, Health Care, and Society at UMass Medical School, defines mindfulness as... "Awareness that arises through paying attention, on purpose, in the present moment and nonjudgmentally."

According to Kabat-Zinn the seven (7) key attitudes of mindfulness are:

## #1 Beginner's Mind

Remaining open and curious allows us to be receptive to new possibilities and prevent us from getting stuck in the rut of our own expertise.

## #2 Non-judging

Be an impartial witness to your own experience. Become aware of the constant stream of judging and reacting to inner and outer experience.

## #3 Patience

A form of wisdom, patience demonstrates that we accept the fact that things sometimes unfold in their own time. Allow for this.

## #4 Acceptance

When you accept your current situation without wishing it was different or trying to change it, you're able to be more aware of what you are experiencing at that moment.

## #5 Letting Go

When you pay attention to your inner experience, you discover there are certain thoughts, emotions and situations the mind wants to hold onto. Let your experience be what it is right now.

## #6 Non-Striving

The goal is to be with yourself right here, right now. Pay attention to what is unfolding without trying to change anything.

## #7 Trust

Develop a basic trust with yourself and your feelings. Know it's ok to make mistakes. Be receptive to what you learn from others, but firstly, learn to listen and trust yourself.

**By practising the seven essential attitudes of mindfulness, one can enhance their awareness of the present moment and potentially alleviate feelings of anxiety.**

# Body Workout

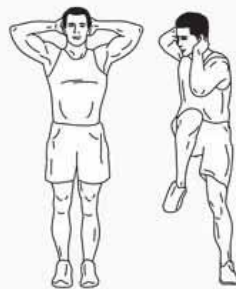
# WINTER *IS* HERE

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

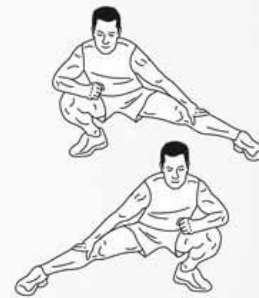
Repeat 5 times in total | up to 2 minutes rest between sets



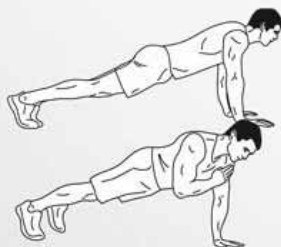
**20** squats



**10** knee-to-elbows



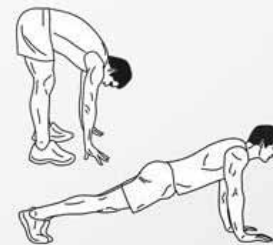
**4** side-to-side lunges



**20** shoulder taps



**10** plank rotations



**4** plank walk-outs



## SPOT THE 7 DIFFERENCES:



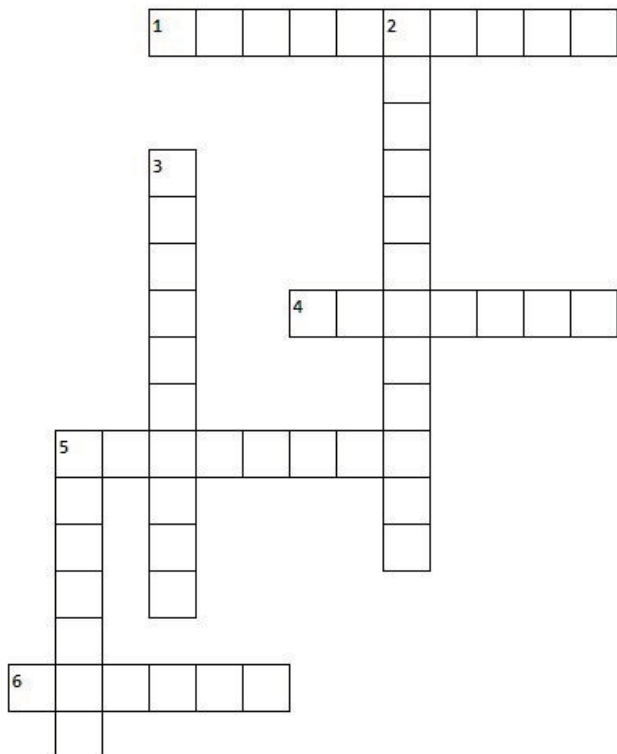
## EST Crossword:

### Across

1. Marine \_\_\_\_ Cause Analysis Technique (M-SCAT).
4. The 21st National Maritime Search & Rescue Meeting was conducted there.
5. Director of the movie "Killers of the Flower Moon"
6. OpenAI co-founder's name

### Down

2. "Awareness that arises through paying attention, on purpose, in the present moment and nonjudgmentally."
3. The EU ETS is an emissions cap-and-trade system that aims to reduce \_\_\_\_ gas emissions by setting a limit, or cap.
5. Installed on m/t Energy Centaur.



**Answers:**

Across: 1. Systematic, 4. Kolkata, 5. Scorese, 6. Altman  
 Down: 2. Mindfulness, 3. greenhouse, 5. Shapoll

## Climate change: US and China take 'small but important steps'



(BBC) The US and China have agreed on measures to tackle climate change but stopped short of committing to end fossil fuels, a joint statement said. The world's biggest carbon emitters will step up co-operation on methane and support global efforts to triple renewable energy by 2030. But the document is silent on the use of coal, and the future of fossil energy.

Observers said it was a positive sign ahead of a UN climate summit. The joint statement comes as the presidents of both countries prepare to meet in California, with climate change representing one of the few areas of potential progress.

For over a year US diplomats have been trying to find a way forward with China after Beijing suspended climate talks after the visit of US Speaker Nancy Pelosi to Taiwan. Last week those efforts saw US climate envoy John Kerry meet with his Chinese counterpart, Xie Zhenhua, for three days of negotiations that have led to this agreed position.

## Icelandic authorities consider plan to pump water on to lava if volcano erupts

Icelandic authorities are considering a plan to pump water on to lava in the event of a volcanic eruption that has been looming over the town of Grindavík for several weeks. Authorities would use the water to cool and divert



the flow of lava to protect the fishing port of 4,000 people on Iceland's southern Reykjanes peninsula. Residents were evacuated from Grindavík on 11 November after magma shifting under the Earth's crust caused hundreds of earthquakes – a warning of a likely volcanic eruption – and thousands of smaller tremors have shaken the region since. Víðir Reynisson, Iceland's head of civil protection and emergency management, said on Wednesday authorities and European experts would assess the possibility of using high volume pumping to cool down the lava to protect the town of Grindavík and important infrastructures.

## Sam Altman: Ousted OpenAI boss to return days after being sacked



(BBC) OpenAI co-founder Sam Altman will return as boss just days after he was fired by the board, the firm has said.

The agreement "in principle" involves new board members being appointed, the tech company added.

Mr Altman's sacking on Friday astonished industry watchers and led to staff threatening mass resignations unless he was reinstated. "I am looking forward to returning to OpenAI," Mr Altman said in a post on X, formerly Twitter. He added: "I love OpenAI, and everything I've done over the past few days has been in service of keeping this team and its mission together.

Last week, the board decided to remove Mr Altman, which led to co-founder Greg Brockman's resignation, sending the star artificial intelligence (AI) company into chaos. The decision was made by the three non-employee board members, Adam D'Angelo, Tasha McCauley and Helen Toner, and a third co-founder and the

Continue on page 21



Continued from page 20 firm's chief scientist Ilya Sutskever.

But on Monday Mr Sutskever apologised on X, and signed the staff letter calling on the board to reverse course. Microsoft, which uses OpenAI technology in many of its products - and is its biggest investor - then offered Mr Altman a job leading "a new advanced AI research team" at the tech giant. Then on Wednesday, OpenAI said it had agreed Mr Altman's return to the tech company in principle, and that it would partly reconstitute the board of directors that had dismissed him.

### This beer is made from recycled shower water

(CNN) You wouldn't know if you tasted it, but Epic OneWater Brew is a beer with a peculiar ingredient: it's made with water recycled from the showers, sinks and washing machines of a residential building.

The beer is safe to drink, thanks to a series of treatments that include microfiltration and ultraviolet light, and it is meant to bring attention to the issue of water scarcity and reuse.



"Buildings globally use 14% of all potable water," says Aaron Tartakovsky, CEO and co-founder of Epic Cleantec, the San Francisco-based water treatment company that made the beer in collaboration with a local brewery. "Almost no buildings reuse that water — that's what we're trying to change."

The beer is a Kölsch-style ale — a crisp, light-bodied drink originating from Germany — and was made with recycled graywater from Fifteen Fifty, a 40-story luxury apartment building in San Francisco. But it's not for sale, as regulations prohibit the use of recycled wastewater in commercial beverages. At least for now.

### Ralph Macchio and Jackie Chan to kick off another chapter of 'The Karate Kid' franchise



(CNN) Get ready to wax on, wax off, yet again. Perennial favorite film franchise "The Karate Kid" will return next year with a new movie scheduled to go into production soon, Sony Pictures announced on Tuesday.

The film will feature Ralph Macchio — who was the titular "Kid" in the first three movies in the franchise — and Jackie Chan, who took over from Oscar nominee Pat Morita in role of the older martial arts master who acts as mentor in the 2010 reboot. Macchio and Chan appeared in a YouTube video on Tuesday morning in support of the new film being announced and to launch a casting search for the next young star of the franchise.

Next June will mark the 40th anniversary of the first "Karate Kid," which starred Macchio as a California high school student who learns how to fight — as well as act with honor and restraint — from his neighbor after a group of bullies target him.

Macchio went on to appear in "Karate Kid Part II" in 1986 and "Karate Kid Part III" in 1989. A fourth installment, "The Next Karate Kid," came five years later and featured Hilary Swank.

In 2010, Chan starred in "The Karate Kid" reboot opposite Jaden Smith, but the franchise truly gained fresh traction a number of years later, when "Cobra Kai" premiered in 2018.

The new "Karate Kid" installment is set to premiere in theaters on December 13, 2024.

	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

### Calling all our seamen onboard:

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

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



### Enterprises Shipping & Trading S.A.

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

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

### Editing Team:

- ats:** Anna Tsesmeloglou
- bp:** Bella Politis
- ck:** Charalampos Kremydas
- cb:** Christoforos Bissias
- kg:** Katerina Gemidopoulou
- lf:** Leonid Fedchishak
- sz:** Sofia Zogana

