



EST Newsletter

WEDNESDAY, 29 MAY 2024

VOLUME 18, ISSUE 200

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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 Golden Jubilee Anniversary - Celebrating 50 Years of Maritime Excellence

Victor Restis Interview at Maritime Intelligence

Mr. Victor S. Restis provided an insightful interview to Maritime Intelligence magazine in honor of EST's Golden Jubilee Anniversary. He presented a comprehensive overview of EST's evolution from its establishment in 1974 to its current position as a leader in the shipping industry. The discussion covered the company's significant achievements, corporate culture, response to geopolitical challenges, adoption of new industry standards, and the vital contributions of its dedicated personnel both onboard and ashore.

Regarding the company's corporate culture, safety was emphasized as the cornerstone of the company's philosophy, deeply integrated into all aspects of its operations. This commitment fosters an environment of trust, respect, and dedication among personnel.

The company's resilience and adaptability in facing recent geopolitical challenges, including the COVID-19 pandemic, the conflict in Ukraine, and regional tensions in the Middle East, were also addressed. The company remains steadfast in its commitment to maintaining operational integrity while ensuring the welfare of its personnel, clients, and stakeholders.

In response to the maritime industry's shift towards technologi-



[Continue on page 2](#)

continued from page 1 “Victor Restis Interview at Maritime Intelligence”



Mr. George Sarris EST Managing Director, Mr. Victor Restis EST Principal

cally advanced vessels and the objective of achieving net-zero emissions by 2050, the critical importance of sustainability was underscored. The company is dedicated to leading sustainability initiatives, exploring alternative fuels, and collaborating with industry stakeholders.

Mr. Restis also encouraged young professionals to consider careers in the shipping industry, highlighting the sector's opportunities for growth and innovation alongside the profession's demands.

Finally, attributing EST's success over the past five decades to the collective ef-

orts of its seafarers and office personnel, he highlighted the embodiment of the company's core principles of safety, reliability, and environmental stewardship by individuals at every level, from senior management to seafarers.

Looking ahead, he reaffirmed EST's commitment to delivering premium maritime transport solutions while embracing innovation and maintaining excellence.

EST Newsletter - Celebrating 200 Issues!

It is with great pride and excitement that we mark the milestone of the 200th issue of “EST Newsletter”!

Over the years, our newsletter has served as a communication channel for sharing company's news, safety information, best practices, industry updates, legal and environmental news and updates across our fleet.

With safety being the cornerstone of our operations, we continuously strive to enhance the safety culture within our organization and vessels through our newsletter.

This milestone would not have been possible without the support and contributions from our dedicated crew members and colleagues ashore. Your experiences and feedback have enriched our content, making it relevant and practical.

As we celebrate the 200 issues of our Newsletter, our goal remains the same – to promote a culture of safety, share knowledge, and strengthen the bonds within Enterprises Shipping & Trading S.A.

Here's to many more issues filled with valuable content and to a future where safety and excellence continue to be our guiding principles.

Together, let's navigate with confidence, knowing safety will always steer us right!



Company's 1st Newsletter Issue on 19 March 2007

M/T Energy Triumph-SIRE 2.0 Trial Inspection

On 10 April 2024, the first trial SIRE 2.0 inspection was carried out on our vessel, M/T Energy Triumph, during discharging operations at Pachi, Greece.

The inspection proceeded smoothly, involving extensive interaction with various crew members.

Inspector used the designated tablet to follow a specific inspection process, asking questions as dictated by the ship specific CVIQ (Compiled Inspection Questionnaire). The result was positive, reflecting crew high level of preparedness.



Currently, we are in phase 3 of the SIRE 2.0 rollout, with the official release expected later this year.

This experience has provided valuable insights that will help us further refine our procedures and operational practices.



EST Achieves ESG Validation Based on 2022 Report

In a significant step towards sustainability and responsible corporate governance, EST proudly announces its validation based on the ESG (Environmental, Social, and Governance) Report for 2022. This validation underscores the company's commitment to integrating sustainable practices across its operations, emphasizing transparency, accountability, and ethical business conduct.

Bureau Veritas Hellas was engaged to provide an unbiased verification, the scope of which covered all key aspects of EST's operations as detailed in the ESG Report for the period between January 1, 2022, and December 31, 2022.

Specifically, the verification encompassed a wide range of topics, including:

- Fleet management and operation
- Invested fleet modernization and renewals
- Responsible business conduct
- Employee welfare and diversity
- Health and safety protocols
- Cybersecurity measures

- Training and development programs
- Community and social actions
- Environmental impact and energy reduction performance
- Social impact of the shipping industry
- Awards and certifications



The ESG validation is a testament to EST'S commitment to sustainable and responsible business practices. This validation not only enhances the company's reputation but also strengthens stakeholder trust and confidence, serving as an affirmation that EST is on the right path towards achieving its long-term sustainability goals.



Photo Competition 2024 and the Winner is...

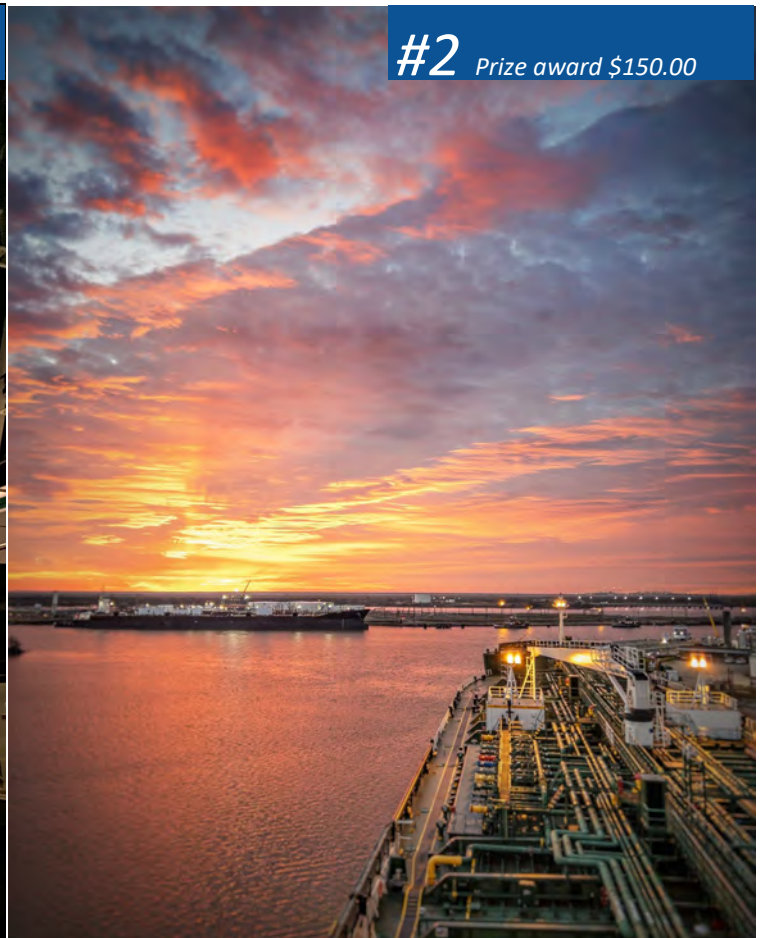
We would like to thank all our crew for participating in the photo competition 2024 and we are pleased to share with you the three "Best Photographs" that won!

As you may recall, the competition was launched during December and the criteria for selecting the best photograph was a full view of the vessel's hull as well as creativity and originality.

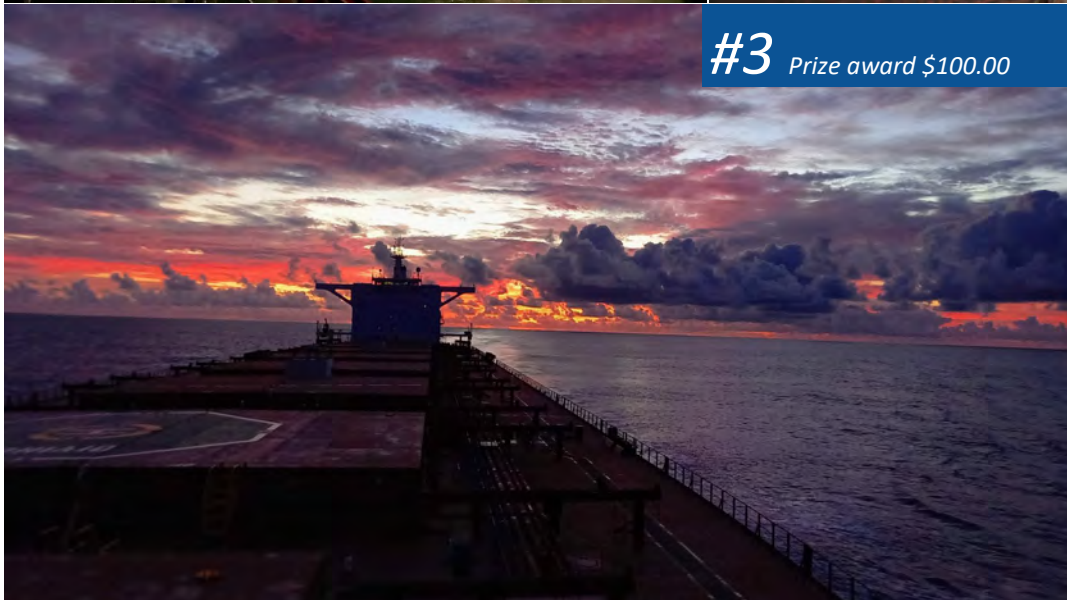
Congratulations to the Winners!



#1 Prize award \$200.00



#2 Prize award \$150.00



#3 Prize award \$100.00

The winners are:

1st Place Winner:

Captain Andrey Dvoretzkiy,
M/T Energy Afrodite

2nd Place Winner:

2nd Officer Alexey Mikheev,
M/T Energy Centaur

3rd Place Winner:

Captain Andrzej Winiarkiewicz,
M/V Divinus

What's New in the QHSEMS?

Tankers QHSEMS

1. ESTSA 101 Ship_Shore Safety Checklist-version 0.4
2. ESTSA 113 Enclosed Space Entry Permit-version 1.2
3. ESTSA 172a Deck Familiarization-version 0.3
4. ESTSA 172b Engine Familiarization-version 0.2
5. ESTSA 175 Investigation of each Deficiency form-version 1.0
6. ESTSA 203 Pre arrival conference check list-version 0.4
7. ESTSA 335 ECDIS Failure Actions Checklist-version 0.2
8. ESTSA 337 Echo sounder performance-version 0.1
9. ESTSA 338 Daily Tests and Checks-version 0.1
10. ESTSA 339 Drift calculation form-version 0.1
11. ESTSA 801 Forms List-version 0.7
12. ESTSA 806 Controlled external publications-version 0.6
13. ESTSA 840 Incidents Categorization and Reporting matrix-version 0.3
14. WIM Part III Section B_Navigation-version 0.14
15. WIM Part III Section C_Port Operations-version 0.3
16. WIM Part III Section D_Cargo Handling-version 0.10
17. WIM Part III Section F_Maintenance-version 0.5
18. WIM Part IV Section B_Shipboard Contingency Plan-version 0.5
19. PM Chapter 03_Organization-version 0.6
20. Section A_EMS-version 0.5
21. Tankers Forms Index-version 0.13
22. PR16_Class and Statutory Certs_Surveys_CoC-version 0.2

New Uploads (Tankers)

1. Biofouling Management Plans (All Tankers)
2. Ballast Water Management Plans (En. Centaur, En. Chancellor)
3. MSLMP FULL (Energy Achilles)
4. SOPEP (Energy Triumph)
5. VRP Core_Change 36
6. VRP-Sister Vessel List
7. VRP Enterprises Shipping SMFF Written Consent
8. VRP Enterprises Shipping PFP Certification (All Tankers)
9. LM 133 Unique Bill of Lading Identifier_SCAC_rev 4
10. Live Message Index
11. Energy Triumph_SOPEP

Vetting and Audit Observations

1. Vetting and Audits Observations_Q1 2024

Bulkers QHSEMS

1. FORM 61 Critical Equipment-version 0.2
2. FORM 76D Daily - UMS Check List-version 1.0
3. FORM 85 Bulk Cargo Loading Certificate-version 0.2
4. FORM 92 Check List for Loading Dangerous Cargo-version 0.2
5. FORM 1130 Pilot Card-version 0.2
6. FORM 1167 Bridge Check List_12 Changing

Continue in page 6

continued from page 5 “What’s New in the QHSEMS?”

Over The Watch-version 0.2

7. FORM 1174 Ballast Tanks-Void Spaces-version 0.3

New Uploads (Bulkers)

1. MRV Monitoring Plans (All Bulkers)
2. Biofouling Management Plans (All Bulkers)

Office QHSEMS

1. ESTSA 927 Asset Register-version 0.2
2. QHSE Office_Job Descriptions-version 0.10
3. CMM Ch_3 PG 22 Travel Policy and Security Rules-version 0.2
4. Ch 3_PG 13 Officers Overlapping_Handover_Probationary Period -version 0.2

Management Review

1. Management Review_Final_2023

Safety Awareness Handbook

1. QHSE Alert 04_24_Vessel Detained at Huanghua
2. QHSE Alert 05_24_Rightship Inspection at Damietta on 26 Feb 2024
3. QHSE Alert 06_24 Foreign Body to Eye
4. QHSE Alert 07_24_Rightship Inspection at NOLA on 10 March 2024
5. QHSE Alert 08_24_RightShip Inspection at ICDAS on 28 March 2024
6. QHSE Alerts inventory
7. Safety Update_Issue 3_2024
8. Safety Update Inventory

USER Manuals

1. Mathreex Manual
2. Admin Mathreex Manual

GMS Client Advisories

1. Client Advisory_13_24_Northern Right Whale Speed Reduction Zones
2. Client Advisory_14_24_Emergency Power Source_Blackout Tests and Steering Drills
3. Client Advisory_14_24A_ERRATA_Emergency Power Source_Blackout Tests and Steering Drills
4. Client Advisory_17_24_USCG Policy regarding Shapoli_EPL and Maneuvering Characteristics
5. Client Advisory_18_24_USCG BWMS Type Approval and Marking Requirements
6. GMS_List of Advisories

GMS Client Advisories

1. Regulatory Update_01 2024

Publications External

1. COSWP_Code of Safe Working practice_Ed 2024

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 Triumph - **4th Engineer Igor Kushnarev**
- MV Warrior - **3rd Officer Vadym Starchenko**
- MV Furious - **Chief Officer Abner Osias**



Hazard:
Crewmember decided to lift heavy equipment without wearing the necessary PPE, such as safety shoes.

Risk:
Risk of the box falling and injuring his feet.

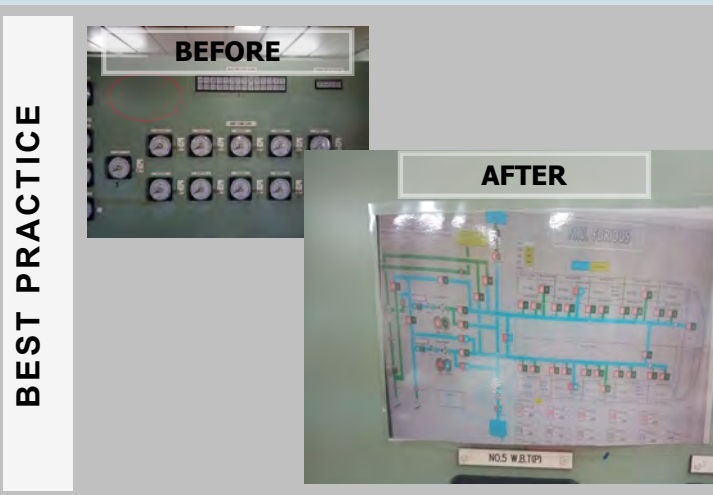
Best Practice:
Always use proper PPE while inside the ER and when handling heavy equipment.



Hazard:
Protective clothing for chemical handling not readily accessible.

Risk:
Delays in easy access when needed and possible damage to the equipment.

Best Practice:
For swift and convenient access, protective clothing for chemical handling should be placed in a prominent location and within easy reach.



Hazard:
BWTS Diagram not displayed

Risk:
Confusion during ballasting/de-ballasting operations.

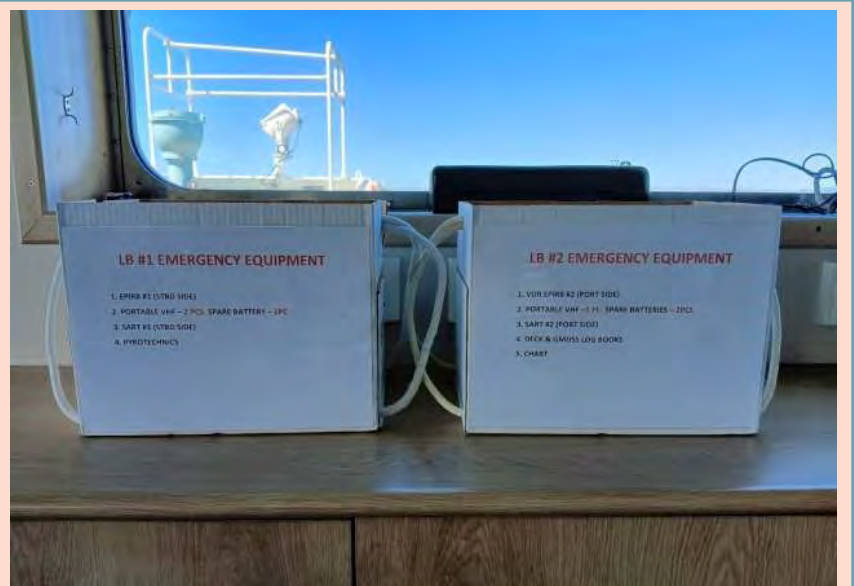
Best Practice:
Posting a piping diagram of the ballast treatment system demonstrates safe operation procedures, fostering a more efficient operational understanding of the equipment.

Best Practice Received by M/T Energy Ariadne

We would like to thank the **2nd Officer Vladimir Nifanov** 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.



During emergency situations, especially when abandoning ship, stress and confusion are common. In a proactive approach to mitigate these risks, the crew onboard Energy Ariadne created specialized boxes equipped with detailed lists of essential emergency equipment for each lifeboat.

Having designated boxes with detailed lists of emergency equipment for each lifeboat could significantly reduce stress and confusion during critical moments, enhancing emergency response efficiency.

“IDEA” Program



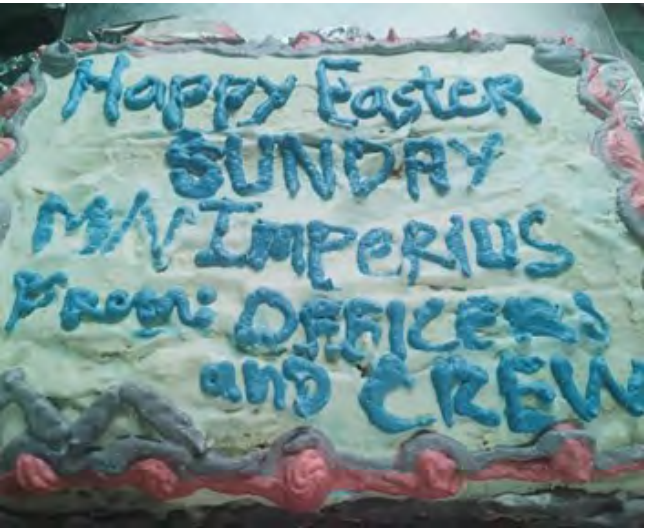
We would like to thank once again the crew of the following vessels for submitting the last three months their IDEA as well as the Captains for supporting them to do so:

- MT Energy Commander
- MV Furious
- MV Puma Max
- MV Warrior

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.

Easter Celebrations Onboard m/v Imperius

We would like to thank Capt. Mark Jester C. Din, the Officers and Crew of MV Imperius for sharing with us the photos taken during the Easter celebration onboard!



Easter Wishes from m/v Furious

We would like to thank Capt. Jan Michael L. Lara, the Officers and Crew of MV Furious for their Easter wishes and the photos shared with us!



Happy Crew Onboard m/v Livorno

We would like to thank Capt. Baltazar S. Carpio, the Officers and Crew of MV Livorno for their sending us their photos!

Please feel free to share with us any photos, in case any recreational activities or teambuilding gatherings take place onboard!

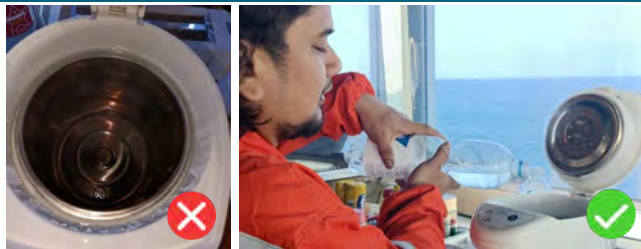


Promoting Safety On Board - STAY SAFE...

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. Noel L. Castroverde of MV Puma Max
 - ✓ 2nd Officer Vladimir Nifanov of MT Energy Ariadne
 - ✓ 3rd Officer Danil Kurbatov of MT Energy Athena
 - ✓ 2nd Engineer Igor Karakash of MT Energy Artemis
 - ✓ Cadet Kalliopi Niki Karpouzi of MT Energy Triumph
 - ✓ Master Felixto A. Pecaoco of MV Jaguar Max
 - ✓ 2nd Engineer Sergiy Gradinar of MV Delphi Ranger
 - ✓ Chief Officer Andrey Brikun of MT Energy Artemis
 - ✓ 2nd Officer Yury Goryunov of MT Energy Achilles

UNSAFE CONDITION Fire/Explosion Hazard



What happened:
Electric kettle was found empty and plugged in.

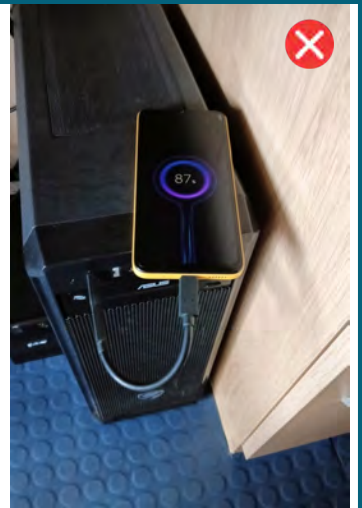
Fire/explosion Hazard

Electric devices should not be left unattended while operating.

UNSAFE CONDITION Cyber Security Hazard

What happened: During the change of watch, it was noted that a cell phone was plugged into the Navigational PC for charging.

Do not plug personal devices, like cell phones, to navigational equipment, as this poses a significant cyber security hazard and is in breach of standard operating protocols.

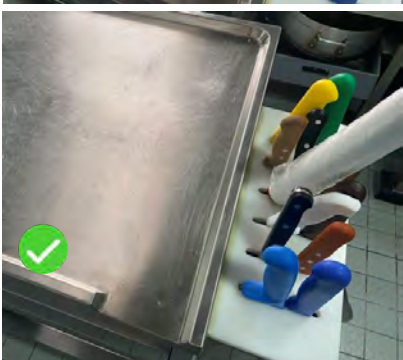


UNSAFE CONDITION/UNSAFE ACT Risk of Injury



What happened:
During galley inspection it was observed that the cooking knives were not stored in their designated racks.

Knives left on countertops or other surfaces can be easily knocked over, leading to accidental injuries or even serious accidents.

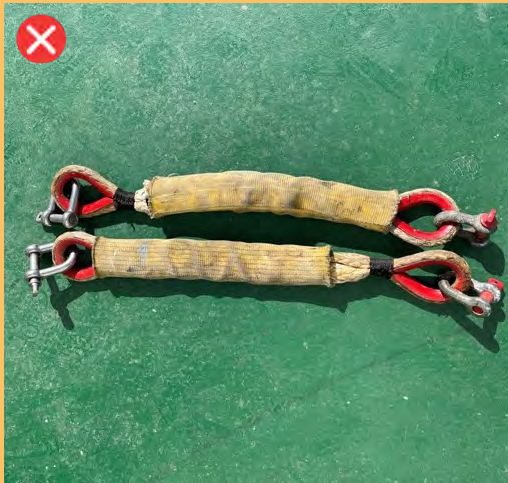


What happened:
During the preparation for cleaning the scavenging air receiver, a crew member attempted to enter the receiver without obtaining permission from the 2nd Engineer.

The M/E Scavenging Air Receiver is a confined space with hazardous conditions, including limited ventilation and the potential presence of toxic gases. Unauthorized entry can lead to accidents, injuries, or even fatalities due to asphyxiation, exposure to toxic gases, or entrapment.



BEST PRACTICE



What happened: During the routine inspection of fall preventer devices, unclear marking of the release hook was spotted.

Shackles could be connected to either the wrong part of the block or the wrong part of the on-load release hook, resulting in the lifeboat not being correctly secured.

The release hook and shackles were painted with different colors as a proactive measure to enhance marking clarity, ensuring safety.

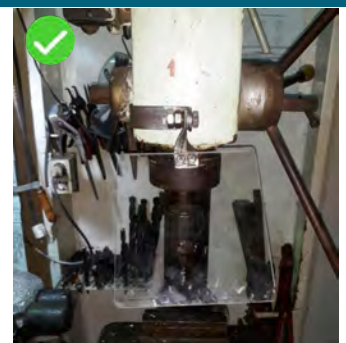
UNSAFE CONDITION
Improper Mooring Practice



What happened: During routine inspection on the main deck, it was discovered that the aft spring mooring line was improperly secured to the mooring bits, tending to loosen during vessel surging and while another vessel was passing nearby the berth.

If mooring lines become loose or are improperly secured, the vessel may lose control, leading to drifting away from the berth or colliding with other vessels or structures.

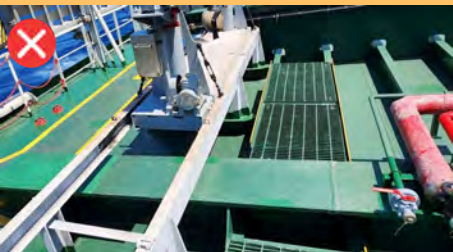
UNSAFE CONDITION
Potential Rightship Finding



What happened: No protective glass on the drilling machine.

Without protective glass, there's a significant risk of debris or particles flying out during operation, potentially causing harm to the crewmember who operates it or others nearby. Beyond the immediate safety hazard, it is also a potential finding by Right-Ship or other 3rd Parties.

BEST PRACTICE

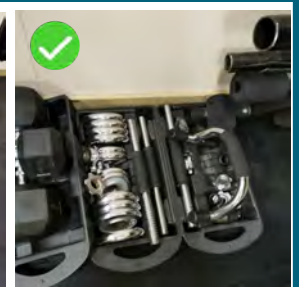
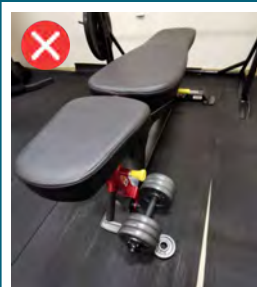


What happened: During a routine inspection, it was noted that the web frame inside the Pilot Rope Ladder Reel Platform was not clearly visible.

Potential injury of personnel involved in arranging/deploying pilot or combination ladders.

The web frame was marked in order to enhance visibility.

UNSAFE CONDITION



What happened: An unsecured dumbbell was found left in the Gymnasium.

Potential damage to sports equipment or even crewmember's injury during vessel's rolling.

Ships with Zero PSC Deficiencies

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

March					
No.	Ship	Captain	Date	Port	Country
1	Virtuous Striker	Vitaliy Skidanov	04/03/2024	Veracruz	MEXICO
2	Livorno	Baltazar S. Carpio	07/03/2024	Norfolk	USA
3	Energy Centaur	Mark Safonichev	11/03/2024	Ventspils	LATVIA
4	Heroic Striker	Sergiy Kravchuk	13/03/2024	San Lorenzo	ARGENTINA
5	Magic Striker	Igor Prsyazhnyuk	19/03/2024	Abidjan	IVORY COAST
6	Alora	Vadym Sokolenko	25/03/2024	Mississippi River	USA
April					
7	Constantia	Oleksandr Vydrich	05/04/2024	Kamsar	GUINEA
8	Alora	Vadym Sokolenko	09/04/2024	Santa Marta	COLOMBIA
9	Energy Commander	Yury Gnipel	17/04/2024	Limassol	CYPRUS

IMPORTANT REMINDER !

Proper Use of Equipment



During a safety round onboard an under management vessel, the watch Engineer noticed that the safety flashlight was not working.

It's important to emphasize to the crew the proper use and maintenance of equipment to ensure their longevity and reliability.

Regular inspections, like the safety round the watch engineer conducted, help identify issues early on, preventing potential delays and ensuring the smooth functioning of daily tasks.

We would like to thank 4th Engineer Igor Kushnarev of MT Energy Triumph for providing us with this near miss report.

Oiler Injured in Purifier Room Due to Vessel Rolling

What happened?

An Oiler was performing routine cleaning and washing tasks on the deck in the Purifier Room. After completing the cleaning, while descending from the upper transition platform, he tripped and lost his balance due to vessel rolling, resulting in a leg injury.

PPE and Safety Measures:

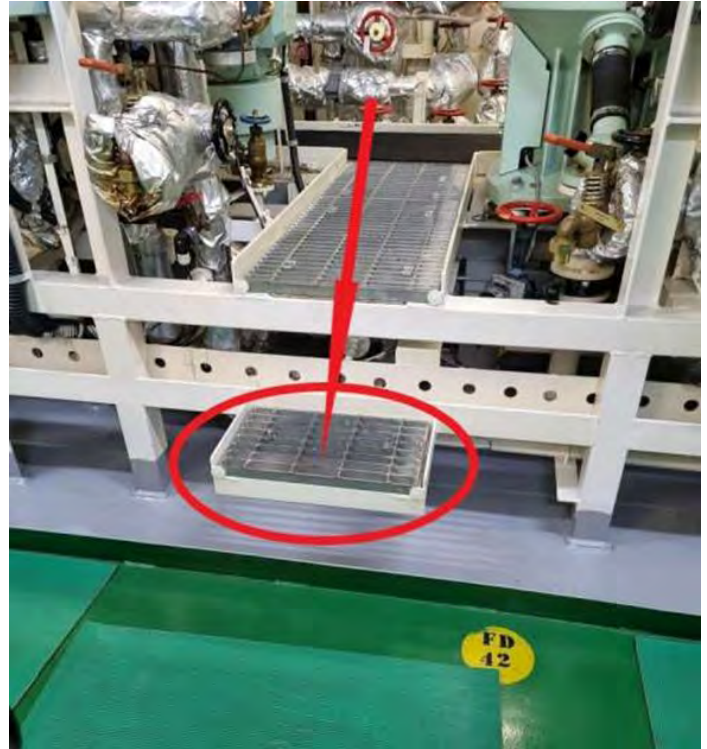
The oiler was equipped with the following PPE:

- ✓ Safety Shoes
- ✓ Safety Helmet
- ✓ Boiler Suit
- ✓ Safety Gloves
- ✓ Safety Goggles
- ✓ Ear Protective Muffs

Cause of Incident: Oiler tripping and losing balance due to the vessel rolling.

Lessons Learnt:

- ⇒ **Importance of Awareness during Vessel Rolling:** The incident highlighted the need for heightened awareness and caution during vessel rolling. Crew members should be more vigilant and take extra precautions when the vessel is moving, especially when performing tasks on elevated platforms.
- ⇒ **Reinforcement of Job Hazard Analysis:** The incident underscores the importance of thoroughly conducting and reviewing Job Hazard Analysis (Form ESTSA-132 Tankers, Form 1134 Bulkers) before performing non-routine tasks. This practice should include a specific focus on the risks associated with vessel rolling and movement around the ship
- ⇒ **Monitoring and Adjusting Work Sched-**



ules: Work schedules should be flexible to accommodate changing sea conditions. Tasks that require a stable environment should be scheduled during calmer periods to minimize the risk of accidents.

- ⇒ **Adequate Support and Handrails:** The lack of sufficient handrails or support on the transition platform contributed to the oiler's fall. Ensuring that all platforms and stairways are equipped with adequate handrails and support structures can prevent similar inci-

ReCAAP Report January-March 2024

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (JANUARY-MARCH 2024)



Number of Incidents | **26**

- No piracy incident
- All armed robbery against ships

Compared to January-March 2023 (27):

4% DECREASE

Severity of Incidents [Jan-Mar 2024 compared to Jan-Mar 2023]

INCREASE
CAT 2 & CAT 3 incidents

DECREASE
CAT 4 incidents

46% vs 30%
Perpetrators carrying weapons (knives, machetes, metal rods)

3 vs 1
Crew tied up



Location of Incidents

LEGEND

- Anchored
- Underway

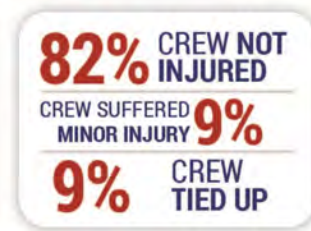


Concerns

CONTINUED OCCURRENCE OF INCIDENTS
in Straits of Malacca & Singapore

THREAT OF ABDUCTION OF CREW
for ransom in Sulu-Celebes Seas

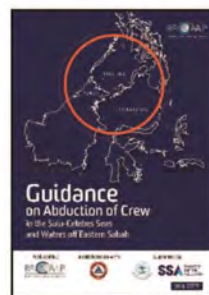
Straits of Malacca and Singapore (SOMS)



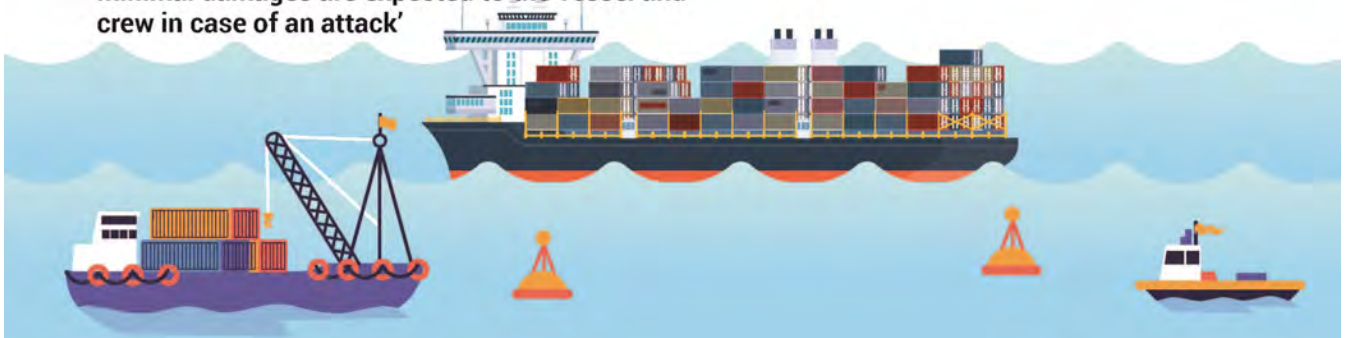
Abduction of Crew in Sulu-Celebes Seas and Waters off Eastern Sabah

- No incident reported during Jan-Mar 2024
- Last known incident on 17 Jan 2020
- Philippine Coast Guard downgraded the threat of 'Abduction of crew for ransom in the Sulu-Celebes Seas' to 'MODERATE LOW' - 'Incidents are unlikely to occur due to perpetrators' perceived lack of capability to orchestrate an attack. Nevertheless, minimal damages are expected to the vessel and crew in case of an attack'

Advisory & Guidance

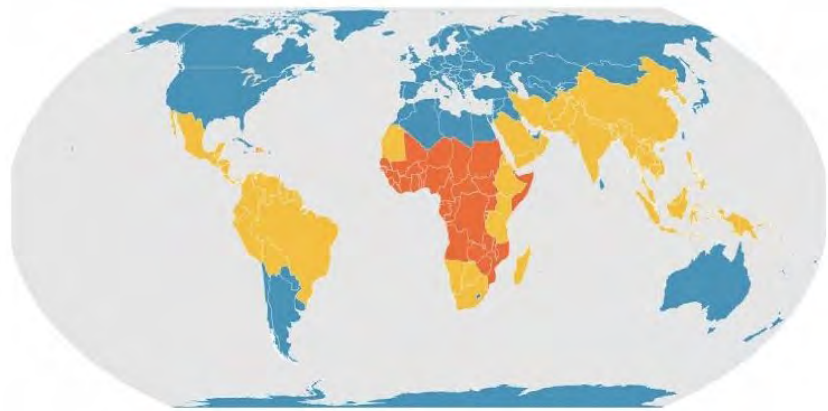


- ReCAAP ISC Advisory updated 18 Oct 2023 – **ships to exercise vigilance & adopt necessary preventive measures while transiting the area**
- Refer to *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*



Preventing and Reducing Malaria Transmission

Malaria is a life-threatening disease caused by *Plasmodium* parasites, transmitted mainly through bites of infected female *Anopheles* mosquitoes. It's prevalent in tropical regions but is preventable and treatable with early intervention.



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

CDC Malaria Map

Transmission and Symptoms

Transmission: Mostly through mosquito bites, occasionally via blood transfusion or contaminated needles.

Symptoms: Initial symptoms (within 10-15 days) include fever, chills, and headache. Severe symptoms can involve extreme fatigue, impaired consciousness, multiple convulsions, difficulty in breathing, dark urine, jaundice (yellowing of the eyes and skin) and abnormal bleeding.

High-Risk Groups

- Infants and children under 5 years
- Pregnant women
- Travelers
- People with HIV/AIDS

Prevention Methods

- Carrying the correct medication for applicable geographic area on board in adequate quantities
- Mosquitoes are attracted by light and areas with stagnant water- care should be taken to ensure there is no stagnant water anywhere on a vessel and that the amount of light, where safe to do so, is reduced
- Ensure no crew sleeps on deck.
- Apply insecticides in cabins and mosquito repellent sprays.
- Avoid exposing skin and use insecticide-treated mosquito nets.

Importance of Early Diagnosis and Treatment

Early diagnosis and treatment can completely cure malaria, preventing severe complications like kidney and liver failure, acute respiratory distress, circulatory collapse and more.

Geographic Prevalence

Malaria is most common in sub-Saharan Africa but also poses risks in South-East Asia, Eastern Mediterranean, Western Pacific, and the Americas. *P. falciparum* is the deadliest species, particularly prevalent in Africa, while *P. vivax* is dominant in most countries outside sub-Saharan Africa.

For additional information, please also see our Health Alert HAB# 1.23 | PREVENTING MALARIA & the 3rd edition of WHO's guidelines for the treatment of malaria, available in the DM Library.

Body Workout

HOLIDAY MODE

DAREBEE WORKOUT © darebee.com

60 seconds rest between exercises

EASY



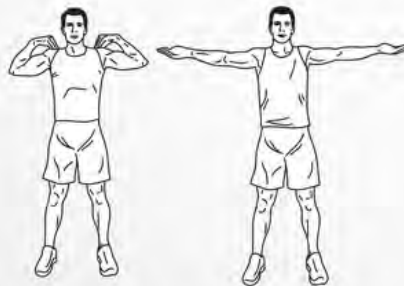
24 reverse lunges
3 sets | 30 seconds rest



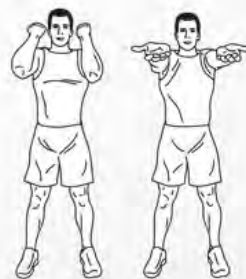
12 knee-to-elbow
3 sets | 30 seconds rest



12 calf raises
3 sets | 30 seconds rest



24 side shoulder taps
3 sets | 60 seconds rest



24 bicep extensions
3 sets | 60 seconds rest

SPOT THE 5 DIFFERENCES:



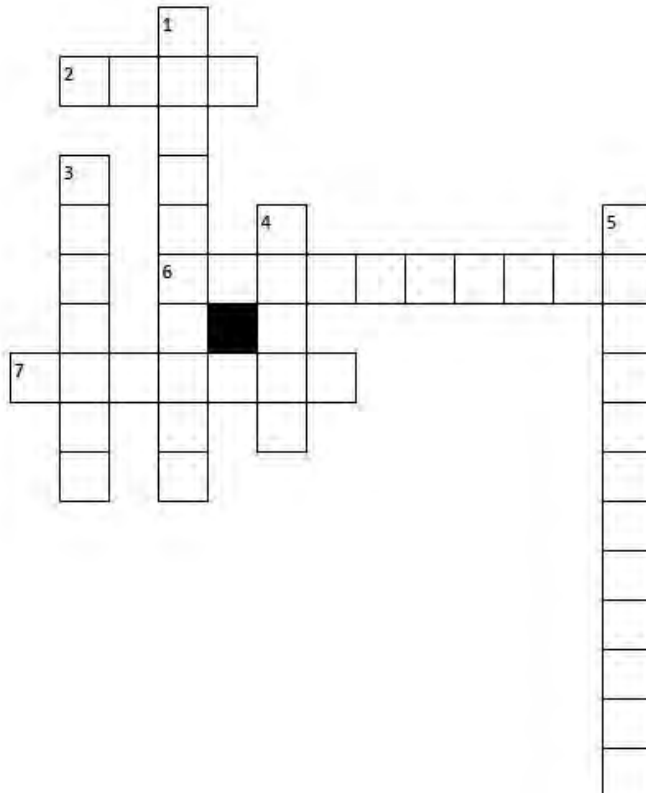
EST Crossword:

Across

- 2. Last name of the Titanic' and 'Lord of the Rings' actor
- 6. The team that won Europa Conference League
- 7. This year is EST's Golden ___ Anniversary

Down

- 1. Malaria is a life-threatening disease caused by ___ parasites
- 3. Unnecessary use of equipment for other purposes than the designated ones, can lead to equipment ___
- 4. Linking personal devices, like cell phones, to navigational equipment poses a significant ___ security hazard
- 5. Unauthorized entry can lead to accidents, injuries, or even fatalities due to ___ exposure to toxic gases, or being trapped inside



Answers:
 Across: 2. Hill, 6. Olympiacos, 7. jubilee
 Down: 1. Plasmodium, 3. failure, 4. cyber, 5. asphyxiation

OpenAI unveils newest AI model, GPT-4o



(CNN) — ChatGPT is about to become a lot more useful. OpenAI announced its latest artificial intelligence large language model that will make ChatGPT smarter and easier to use.

The new model, called GPT-4o, is an update from the company's previous GPT-4 model, which launched just over a year ago. The model will be available to unpaid customers, meaning anyone will have access to OpenAI's most advanced technology through ChatGPT.

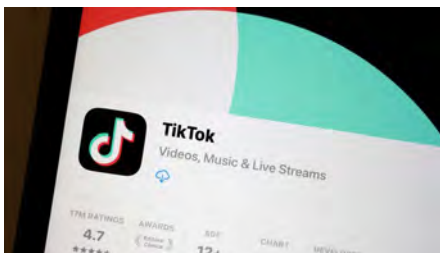
Based on the company's demonstration, GPT-4o will effectively turn ChatGPT into a digital personal assistant that can engage in real-time, spoken conversations. It will also be able to interact using text and "vision," meaning it can view screenshots, photos, documents or charts uploaded by users and have a conversation about them.

TikTok plans global layoffs in operations and marketing

(CNN) — TikTok is planning to lay off large swaths of its operations and marketing workforce, current employees briefed on the plans told CNN.

The global layoffs are expected to hit teams that handle user support and communications, as well as content and marketing.

The layoffs had been in the works for some time, perhaps almost a year, but recent turnover in TikTok's marketing, trust and safety and operations teams prompted delays.



Kevin Spacey receives star support as he fights to get his career back

(CNN) — Kevin Spacey is pushing back on the "rush

to judgment" against him and is being backed by some big names as he seeks to reclaim his acting career.

Sharon Stone and

Liam Neeson issued statements of support

for Spacey. "I can't wait to see Kevin back at work," Stone said. "He is a genius. He is so elegant and fun, generous to a fault and knows more about our craft than most of us ever will."

Neeson said, "Kevin is a good man and a man of character."

In the interview with the publication, Spacey talked about the public fallout he experienced after fellow actor Anthony Rapp alleged in 2017 that Spacey had made a sexual advance toward him in 1986, when Rapp was then 14 and Spacey was 26.

The timing of the interview comes after the release of "Kevin Spacey Unmasked," a two-part docuseries that examines Spacey's career and subsequent fall over the allegations of inappropriate sexual behavior.



'Titanic' and 'Lord of the Rings' actor Bernard Hill dies

(CNN) — British actor Bernard Hill, best known for supporting roles in "Titanic" and "The Lord of the Rings" trilogy,



has died, his family announced on Sunday.

"It is with the greatest sadness that we must announce that Bernard Hill, renowned actor known for his roles in 'Titanic' and 'Lord of the Rings,' passed away in the early hours of this morning at the age of 79," his family said in a statement.

In James Cameron's 1997 multi-Oscar winning "Titanic", Hill plays the ship's Captain Edward Smith as a man haunted by his role in the tragedy and ultimately resigned to his fate. Hill later appeared in two parts of Peter Jackson's blockbuster "The Lord of the Rings" series as Theoden, King of Rohan.

Panathinaikos Wins its Seventh European Crown

Panathinaikos has added a seventh European crown to its glorious history as it came back from 14 points down to beat Real Madrid in Berlin's final on Sunday.

The Greens won 95-80 in a match that will go down in history as one of the examples of the never-say-die approach that any finalist ought to have even against the holder, Real Madrid.

The Greens contained the key players of the Spanish giant and scored triple after triple against a frustrated Real that was unable to stop them. The distance went as far as 18 points just before the



end, a truly unimaginable margin given the course of the first half.

Most players of the Greens ended the game with tears in their eyes, as was the case with coach Ergin Ataman too, for Panathinaikos has won the Euroleague for the first time in 13 years, consolidating its position as one of the most successful European basketball clubs ever.

Olympiakos Wins Europa Conference League

Olympiakos Piraeus has made history, becoming the first Greek club to win a European cup, defeating Italy's Fiorentina 1-0 in a tense Europa Conference League final held in Athens.

The match, which extended into extra time, concluded with a dramatic goal by Ayoub El Kaabi just five minutes before the end of the additional period, triggering celebrations across the country.



Greek authorities successfully managed the complex task of overseeing fan arrivals at the stadium, effectively locking down the Nea Filadelfia district of Athens for approximately 24 hours before the match.

Kyriakos Mitsotakis extended his warm congratulations to Olympiakos for winning the Conference League. "A true legend! Olympiakos claims the Conference League title and makes history! An electrifying evening for the club itself and for Greek football as a whole. Warmest congratulations!" wrote the Greek Prime Minister on Twitter.

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

Affiliated vessel

EST - New Building Orderbook

	Vessel	Flag	Class
1	Good Hope Max	IOM	BV

#	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.



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