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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.

Ukrainian Training Officers at EST Premises on 7-10 October 2024



From left to right: Capt. Vitaliy Skidanov / Supt. Training Officer, Capt. Maksym Machuskiy / Supt. Training Officer, Ms Georgia Rina / QHSE Coordinator, Ms Sofia Zogana / QHSE Manager-DPA Bulkers, Ms Katerina Gemidopoulou / QHSE Manager—DPA Tankers, Ms Anna Tsesmeloglou / QHSE Coordinator, Capt. Sergiy Korniyenko / Supt. Training Officer, Capt. Yuriy Usik / Supt. Training Officer.

From October 7–10, 2024, we had the privilege of hosting our Ukrainian Training Officers and Superintendents at EST's premises. These meetings are the cornerstone of our commitment to cultivating a robust safety culture and maintaining alignment between our fleet operations and company objectives.

This year's session was particularly meaningful, marking the first in-person gathering in years following the disruptions caused by COVID lockdowns and the ongoing challenges in Ukraine.

Training Officers play a pivotal role as they are the primary communication link between the fleet and the office, ensuring the reinforcement of our safety culture on board and supporting the alignment of fleet operations with EST's strategic vision.

The primary purpose of this gathering is to enhance onboard safety by strategizing and planning actions based on feedback from Training Officers. Their insights, gained through direct interaction with vessel crews, help identify weaknesses that re-

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quire immediate attention. Additionally, the company's feedback, derived from fleet performance analysis, is shared to set improvement targets in line with our objectives and vision.

This meeting also serves as a platform to discuss and analyze emerging industry requirements and trends that impact vessel performance, ensuring the timely implementation of necessary actions.

Comprehensive Training Program

This year's meeting program was designed to cover a wide array of critical topics, including:

- **Engagement with Leadership:** Meeting with the Managing Director.
- **Operational and Safety/Security Matters:** QHSE-related issues, ship security updates, operational and crew management discussions.
- **Technical and Energy / Environmental Initiatives:** SEEMP Part III, EEXI, CII compliance, and technical fleet issues.
- **Cyber Security Awareness:** IT-related challenges and onboard security measures.
- **Operational Tools:** Refresher training on Navision.
- Additionally, specialized training and presentations were delivered by external experts:
- **Wilhelmsen Ships Service:** Welding equipment



training.

- **NavGuide Solutions:** Introduction to the NavGuide Inspections App.
- **Environmental Protection Engineering (EPE):** Updates on IHM compliance.
- **I.A. Saraidaris:** Environmental policy insights.
- **PanTechnic:** Maintenance and operations training for HiBallast BWTS systems.

We would like to thank our Training Officers for their input provided during this event and for their unwavering commitment to ensuring safety on board our vessels. Their efforts and feedback are instrumental in driving safety improvements and operational excellence across our fleet.

We eagerly anticipate the next meeting as we continually strive to provide a safe working environment for our seafarers and reliable services for our clients.



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Enterprises Shipping & Trading S.A. at Equinor’s “Working Safe with Suppliers” Conference

Enterprises Shipping & Trading S.A. proudly participated in Equinor's "Working Safe with Suppliers" conference, held in Stavanger, Norway, on October 16-17, 2024. The event brought together key players from across the industry, strengthening our shared commitment to advancing safety, sustainability, and inclusivity in shipping.

Representing our company were Ms. Katerina Gemidopoulou, QHSE Manager and DPA for the tankers fleet; Mr. Orestis Perilis, Vetting Manager; and Ms. Nefeli Triantafyllidi, Trainee Vetting Coordinator, who engaged in meaningful discussions on critical topics, such as "Safety and Marine Assurance – A Cultural Change Story," "Human Rights," "Learning from Incidents," "Diversity, Equity, and Belonging," and "Energy Transition."

The conference served as a platform for exchanging perspectives on how we, as an industry, can address key challenges and create safer, more responsible practices. Through presentations and collaborative sessions, participants explored ways to promote a cultural shift in marine assurance, embracing proactive safety measures, and supporting the well-being of all individuals within the maritime community.

The focus on human rights and inclusivity emphasized the need to create an environment where everyone feels valued, while the dialogue on energy transition underscored the urgent need for innovation and collaboration in building a more sustainable shipping industry.



Mr. Orestis Perilis, Vetting Manager and Ms. Katerina Gemidopoulou, QHSE Manager - DPA tankers fleet



Ms. Nefeli Triantafyllidi /Trainee Vetting Coordinator, Ms. Nargiz Aliyeva-Henningsen / Principal Commercial Operator and Ms. K. Gemidopoulou / QHSE Manager—DPA Tankers fleet



EST Fleet Renewal Program: Keel Laying of M/T Energy Delos & M/T Energy Dione

As previously announced, three new 157,000+ DWT crude oil tankers have been contracted with South Korea's Daehan Shipbuilding as part of our fleet renewal program.

Below is the updated delivery schedule:

- Hull #5095 - tbn Energy Delos: Expected delivery in January 2025
- Hull #5096 - tbn Energy Dione: Expected delivery in February 2025
- Hull #5110 - tbn Energy Delphi: Scheduled for delivery in December 2026

The photos were taken during the keel-laying of m/t Energy Delos and m/t Energy Dione!



Keel Laying of M/T Energy Delos



Keel Laying of M/T Energy Dione

Social Improvement Initiative Team: 37th Blood Donation

The company's Social Improvement Initiative Team (S.I.I.T) had the pleasure to organize the 37th Blood Donation at our premises on 4th October 2024 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 20 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!



continued from page 2 “Ukrainian Training Officers at EST Premises on 7-10 October 2024”



What's New in the QHSEMS?

| | |
|--|---|
| <p>Tankers QHSEMS (Revisions)</p> <ol style="list-style-type: none"> 1. ESTSA 120 Pumproom Entry Permit Checklist-version 0.2 2. WIM Part II Section B_Permit System-version 0.5 <p>Tankers QHSEMS (New Uploads)</p> <ol style="list-style-type: none"> 1. ESTSA 120A Pumproom Entry Permit Checklist_Routine 2. 2024-Q3 - Vetting and Audits obs <p>Bulkers QHSEMS (Revisions)</p> <ol style="list-style-type: none"> 1. FORM 1101 Pre Arrival Checklist-version 0.4 2. FORM 1148 Hot Work Class B Permit-version 0.2 3. FORM 1169 Passage Planning Checklist Sea Port Passage-version 0.2 4. WIM_Section D_Engine Room Instructions-version 0.3 | <p>Bulkers QHSEMS (New Uploads)</p> <ol style="list-style-type: none"> 1. MSMP LMP (Braverus) <p>Office QHSEMS (Revisions)</p> <ol style="list-style-type: none"> 1. ESTSA 904 Training Evaluation Form-version 0.3 <p>Safety Awareness Handbook</p> <ol style="list-style-type: none"> 1. Clip 04-2024 Spill to deck and water 2. Safety Update_Issue 6_2024 3. Safety Update_Issue 7_2024 4. Safety Update Inventory <p>Gallagher Marine Advisories</p> <ol style="list-style-type: none"> 1. Client Advisory_23_24_CARB 2020 At Berth Regulation_Tanker Specific FAQs 2. GMS_List of Advisories <p>Regulatory Update</p> <ol style="list-style-type: none"> 1. Regulatory Update_03 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.

- MV Alora - **Oiler Voroniuk Andrii**
- MT Energy Artemis - **Deck Hand Topchii Aleksei**
- MT Energy Centaur - **Second Officer Gadzhimurad Kayntmazov**

HAZARD vs RISK

A HAZARD is something that has the potential to harm you

RISK is the likelihood of a hazard causing harm

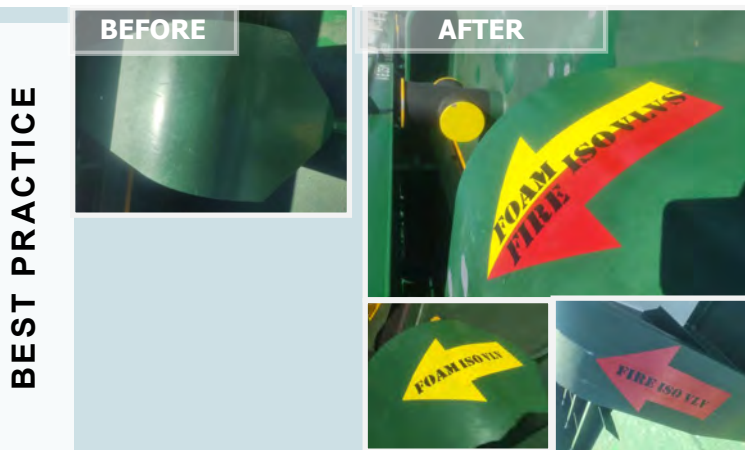




Hazard:
Unmarked connections for fresh water, diesel oil, compressed air, and steam in the purifier room.

Risk:
Potential for operational mistakes, such as opening the wrong valve.

Best Practice:
All connections were clearly marked, and a safety briefing was conducted to ensure crew awareness.



Hazard:
Unable to locate isolation fire and foam valves.

Risk:
Delayed response during fire emergencies.

Best Practice:
All isolating valve locations were clearly marked on main deck frames to ensure quick identification and access.



Hazard:
MOB lifebuoy attached to a non-approved SOLAS line.

Risk:
Delayed release and deployment of MOB lifebuoy during emergencies.

Correction:
Non-compliant lines were replaced with SOLAS-approved lines.

Best Practice Received by MT Energy Ariadne

We would like to thank the **Chief Officer Igor Gutsalyuk of MT Energy Ariadne** for providing us this Best Practice.

At EST SA, 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.



On mt Energy Ariadne, the anti-piracy lock keys were found to be in a rusty condition and stowed in a location that was not easily noticeable.

In the event of a security incident, the condition and location of the keys could hinder quick access, potentially compromising the vessel's ability to implement anti-piracy measures effectively.

To enhance security onboard, the crew took proactive measures to address the issue. The anti-piracy keys were cleaned, painted in a bright and conspicuous color to ensure they stand out, and relocated to a clearly visible and easily accessible position near the door. Additionally, a quick-reference manual was posted nearby to provide clear instructions for their use in an emergency.

These initiatives by the crew demonstrate a strong commitment to improving the vessel's preparedness and ensuring the effectiveness of security measures in critical situations.



“IDEA” Program-m/v Citius & m/v Furious



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:

- **m/v Citius**
- **m/v Furious**

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.



Halloween Party Onboard m/v Furious

We would like to thank Captain Jan Michael Lara, the Officers and the crew of m/v Furious for sharing with us the photos taken during the Halloween party organized on board.

Celebrations and activities like these show the strong teamwork and friendships that are so important for creating a positive atmosphere onboard. They not only provide a much-needed break from daily routines but also help crew members connect with one another, boosting morale and improving everyone's well-being.

Please feel free to share with us any photos from recreational activities or team-building gatherings onboard. Staying connected through these moments helps build a sense of community across our fleet and reminds us all of the shared experiences that make life at sea special and rewarding.



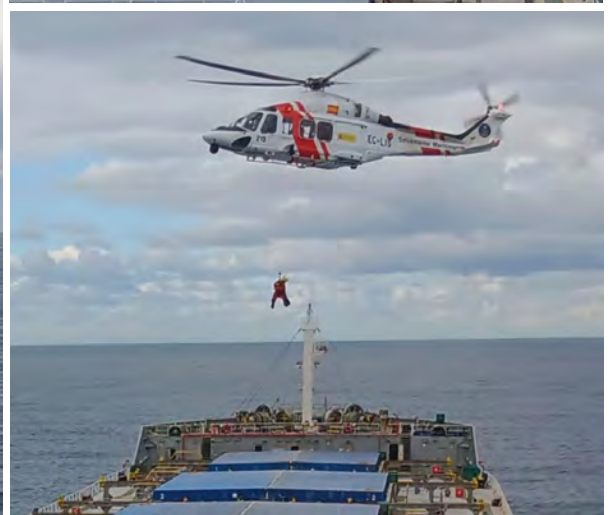
M/V Livorno: Spanish Search & Rescue Helicopter Exercise

On October 25, 2024, our vessel M/V Livorno participated in a Search and Rescue (SAR) and MEDIEVAC helicopter drill, conducted by the Spanish Coastguard at the Santander Anchorage Area, Spain.

The drill began at 11:00h UTC with the Spanish Coastguard notifying the vessel of their intent to carry out the exercise. The Capt. Zaldy A. Villaflor, Master of M/V Livorno acknowledged the request and initiated the simulation of the SAR operation at 11:12h UTC.

At 11:14h UTC, a member of the Spanish Coastguard crew successfully landed on the vessel's HELIPAD, and a dummy was lowered into the rescue basket as part of the drill.

The exercise concluded at 1130h UTC, with the Coastguard reporting a successful completion and expressing their gratitude for the opportunity to conduct their routine exercise aboard the vessel.



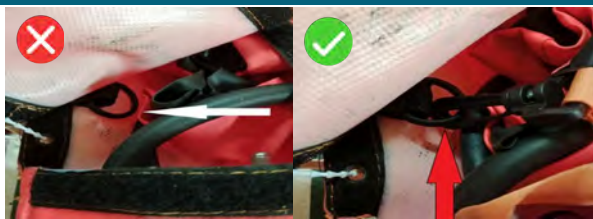
Promoting Safety On Board - STAY SAFE...

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:

- ✓ 3rd Officer Inocente Guimbaolbot of m/v Jaguar Max
- ✓ 3rd Officer Denis Sisiuk of m/t Energy Athena
- ✓ 3rd Officer Vasyi Shvets of m/v Gladiator
- ✓ 2nd Officer Sergey Obraztsov of m/t Energy Chancellor
- ✓ Chief Officer Sergiy Kalovsky of m/v Braverus
- ✓ Chief Officer Mykola Shepel of m/v Magic Striker
- ✓ Second Officer Denys Sokolov of m/v Warrior
- ✓ 4th Engineer Ranzhid Dusingaliev of m/t Energy Artemis
- ✓ Engine Cadet Karl David Sotes of m/v Puma Max
- ✓ Chief Officer Oleksandr Karnagel of m/v Dynamic Striker

UNSAFE CONDITION EEBD Readiness



What happened:

The EEBD hook was not connected to the pin, making the equipment unusable. In an emergency, this could prevent air supply, leading to breathing problems.

Ensure all EEBDs are inspected regularly, with hooks properly connected to pins to guarantee immediate readiness in case of emergencies.

UNSAFE CONDITION Emergency Communication Gap



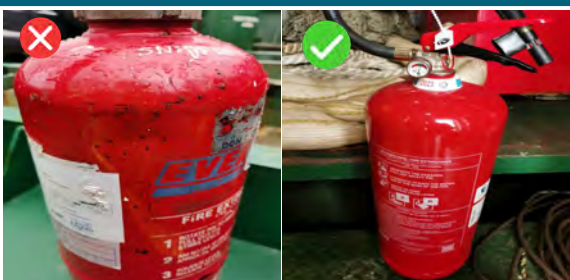
What happened:

The Muster List did not include information about the UHF channel for emergency communication. Poor communication could cause delays or incorrect actions during emergencies.

Ensure the Muster List is updated with the designated UHF channel to guarantee clear and effective communication during drills and emergencies.

UNSAFE CONDITIONS

Fire Fighting Equipment Maintenance



What happened:

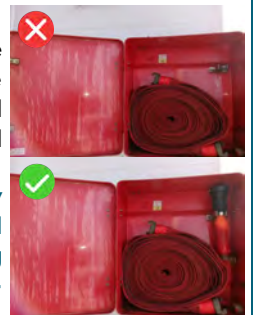
A fire extinguisher was found with a dimple on the portside midship locker due to heavy rolling during bad weather. A damaged extinguisher could explode when used and cause injury.

Replace damaged extinguishers immediately and secure them properly to prevent movement during heavy weather.

What happened:

Two firehose boxes on the forecastle were found in bad condition due to long-term use and exposure. Damaged boxes could lead to firehoses being compromised during bad weather.

Replace damaged firehose boxes promptly and fabricate protective shelters to shield them from seawater splashes, ensuring equipment remains operational in emergencies.



What happened:

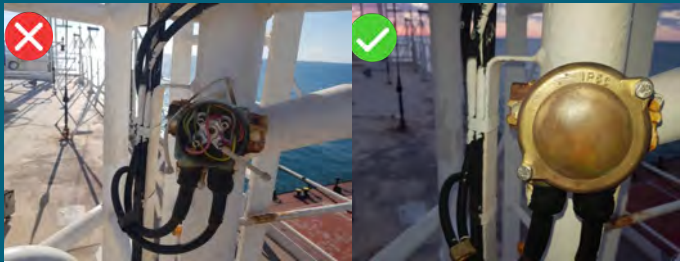
A fire box on the Main Weather Deck was found without a fire nozzle during a routine inspection. Without a nozzle, the fire hose cannot be used immediately in an emergency.

Ensure all fire boxes are regularly inspected, and missing components are promptly replaced to maintain firefighting readiness.



UNSAFE CONDITIONS

Missing Electrical Junction box Cover



What happened:

A missing IP56 protection cover was found on an electrical junction box for navigation lights on the Navigation Deck. An open box with electricity could lead to a short circuit due to dust or water ingress.

Install new protection covers promptly and conduct regular inspections to identify and address such issues in advance.

UNSAFE CONDITIONS

Missing Fire Control Symbols



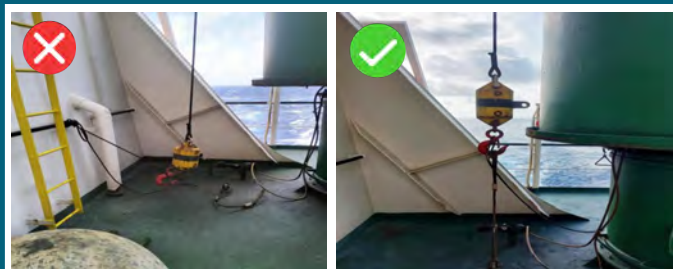
What happened:

Fire control symbols for the Emergency Fire Pump, Fire Pump, and Remote Ventilation Shut-off were covered by non-skid sheeting. This could delay locating the emergency panel during a blackout or critical situation.

Ensure fire control symbols and instructions remain visible at all times, and instruct navigation officers not to obstruct them.

UNSAFE CONDITIONS

Unsecured Crane Hook Risk



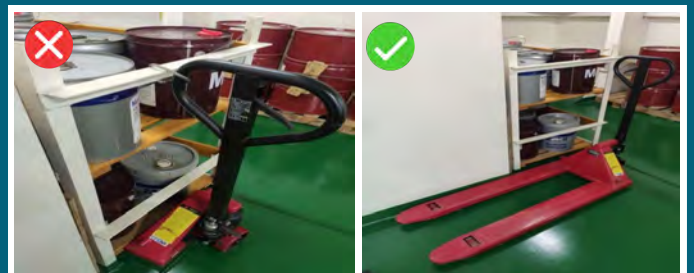
What happened:

After departure from the port a loud banging noise led to the discovery of an unsecured provision crane hook. Swinging of the hook could cause injury or damage to nearby machinery and structures.

Secure crane hooks properly and ensure lashing equipment is in good condition to maintain a safe working environment.

UNSAFE CONDITIONS

Unsecured Equipment Hazard



What happened:

A hand pallet truck was found unsecured during an engine room safety round. In heavy weather, it could roll and cause injury or equipment damage.

Ensure hand pallet trucks are properly secured with wires, and remind engine room staff to check and secure all loose items during safety rounds.

BEST PRACTICE

Garbage drums were found without proper markings, leading to possible confusion in waste segregation. The drums were marked clearly using stencils, and the crew was instructed accordingly.

Clear markings ensured proper waste segregation, reducing the risk of environmental non-compliance and improving waste management onboard.



Ships with Zero PSC Deficiencies

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

| October | | | | | |
|---------|----------------|-------------------|------------|-------------|----------------|
| No. | Ship | Captain | Date | Port | Country |
| 1 | ENERGY APOLLO | Leonid Savelyev | 01/10/2024 | East London | South Africa |
| 2 | ENERGY ATHENA | Ismailov Bakhodyr | 15/10/2024 | Pago Pago | American Samoa |
| 3 | ENERGY CENTAUR | Andrey Sevryuk | 17/10/2024 | Aratu | Brazil |
| 4 | JAGUAR MAX | Felixto Pecaoco | 31/10/2024 | Eregli | Turkey |

IMPORTANT REMINDER !

Lifeboat Drill Compliance

A recent inspection carried out onboard an EST vessel on 16 October highlighted an issue where a lifeboat drill was deemed not thoroughly completed because the lifeboat was not maneuvered in the water. While a drill was conducted on August 31, 2024, local port restrictions prevented water maneuvering. Consequently, the last compliant drill was officially recorded on July 10, 2024, resulting in a lapse of one week beyond the three-month regulatory requirement.



Lessons Learned

- ✓ Lifeboat drills must include both launching and maneuvering in the water to meet regulatory standards. Partial drills, such as launching without water maneuvering, do not fulfill the regulations.
- ✓ Lifeboat drills should be scheduled well in advance to account for potential challenges, such as weather conditions or port restrictions. When a drill cannot be completed, entries must be made in the vessel’s logbooks, clearly explaining the reasons.
- ✓ Any deviation from regulatory requirements must be promptly reported to the office to ensure proper oversight and assistance in addressing the issue.

Actions Taken

The company’s Planned Maintenance System (PMS) and Safety Management System (SMS) will be revised to clearly specify that **drills are only compliant when the lifeboat is both launched and maneuvered in the water.** Mandate prompt reporting to the office of any restrictions or deviations during drills.

Fleet-Wide Notice

ALL vessels **MUST** prioritize compliance with lifeboat drill requirements to ensure safety preparedness and meet regulatory standards. Drills must be planned well in advance, allowing sufficient time to address unforeseen challenges like adverse weather or port restrictions. Timely communication with the office and accurate logbook entries are essential when deviations occur.



Industry's incident: Fatality from fumigated cargo

A vessel loaded with grain cargo needed in transit fumigation. A fumigator-in-charge visited vessel prior to loading. He completed some checks and departed only 10 minutes later. Once loading of grain was completed, fumigator-in-charge returned.

Aluminium phosphide was inserted into cargo in tablet form, employing a probe to insert tablets into cargo. To fumigate cargo during four to five day voyage, tablets would decompose and produce phosphine gas. Before leaving ship, fumigator-in-charge met with Chief Officer and provided a short briefing on hazards associated with fumigant. In addition to some paperwork relating to fumigation, Chief Officer was provided with two

gas masks, one gas sampling pump and five vials for detecting phosphine gas. Chief officer understood from briefing that he and his crew must be alert for a smell of garlic, which could indicate a possible leak of fumigant gas. Vessel sailed and proceeded on passage without incident. Edges of cargo hatches were sealed with expanding foam as bad weather was expected during voyage. No systematic sampling for presence of phosphine gas was undertaken during voyage.

At 0800 the following morning, an able seaman was found in his cabin (which was stationed adjacent to cargo holds), lying on floor next to his settee. He appeared to have been dead for some time and all indications are that he died of phosphine poisoning.



 SZ

Root Causes

- No systematic sampling for presence of phosphine gas was undertaken during voyage;
- An inspection to under deck area in the cargo hold revealed that pin holes into cabin bulkheads.
- No suspicious smell reported by crew members although several of them verified that it occurred
- Chief officer did not communicate to crew, the recommendations and instructions of fumigator in charge regarding risks, hazards and indications of possible gas release of fumigant gas.

Recommendations

- The Master and key officers must read and understand IMO's Recommendations on Safe Use of Pesticides on Ships (annexed to the IMDG Code)
- Evaluate the vessel's suitability for fumigated cargoes prior to loading, considering age, condition, and design features that may increase hazards.
- Ensure fumigant gases cannot enter accommodation spaces, especially for cargoes requiring fumigation at sea when accommodations extend over cargo areas.
- Ship staff involved in loading and carriage must be fully aware of risks and necessary safety precautions.
- Equip the vessel with IMO-specified safety and gas monitoring equipment.
- Suppliers must provide a detailed briefing on fumigant safety, monitoring, and control measures before fumigation begins.
- Establish a sampling regime to monitor fumigant presence in accommodations and workspaces, with sampling frequency meeting or exceeding IMO recommendations.

Body Workout

daily abs

NEILA REY WORKOUT

neilarey.com



1. knee crunches



2. bicycle crunches



3. flutter kicks



4. heel touches



5. Russian twists



6. leg raises



10 reps each

level I 3 sets level II 4 sets level III 6 sets rest between sets up to 2 minutes

Promoting Seafarers' Well-Being: Introducing the IMEQ Seafarers App

At Enterprises Shipping & Trading SA, our unwavering commitment to ensuring a healthy and supportive workplace for our seafarers remains a top priority.

In line with our dedication to fostering a psychologically healthy and safe work environment, we are pleased to announce the introduction of the IMEQ Seafarers App—a specialized resource tailored to support the mental and physical well-being of all officers and crew members while at sea.

Overview of the IMEQ Seafarers App

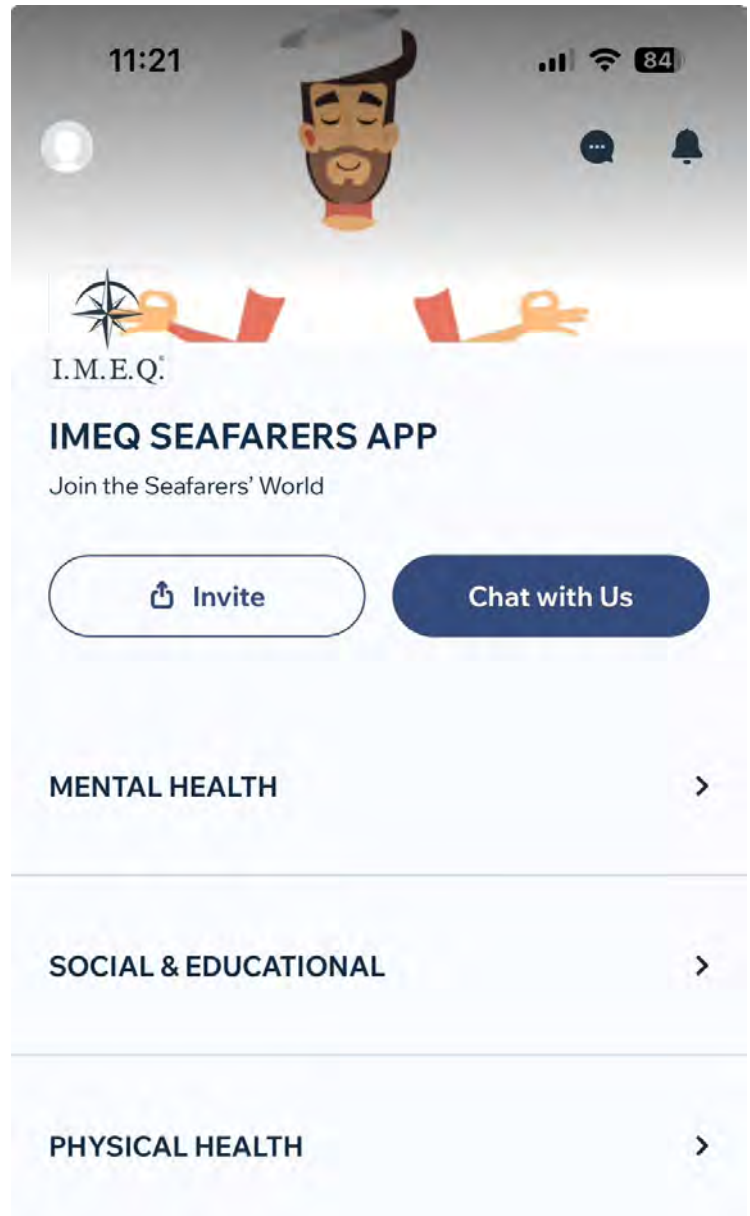
This innovative and user-friendly app provides a comprehensive suite of tools and resources, including:

- ✓ **Mental Health Content:** Professional advice and resources from clinical and organizational psychologists.
- ✓ **Nutrition and Fitness Tips:** Personalized guidance to sustain energy and promote physical health.
- ✓ **Medical Advice and Information:** Reliable content to support physical well-being.
- ✓ **Spiritual and Social Well-Being Resources:** Assistance in addressing common challenges onboard and maintaining spiritual and emotional balance.
- ✓ **Self-Assessment Tools:** Accessible tools for monitoring and reflecting on personal mood and overall well-being.

Download the IMEQ Seafarers App to stay updated on well-being issues, meditation techniques, social issues onboard, and to connect with a supportive community of seafarers.

The App is available at no cost to all crew members. It is private, easy to use, and compatible with iOS and Android devices, ensuring accessibility and confidentiality for all users.

Let's work together to create a safer and healthier environment onboard!



SPOT THE 5 DIFFERENCES:



FUN FACTS:

Cleopatra lived closer in time to the moon landing than to the construction of the Great Pyramid of Giza



The Great Pyramid was completed around 2560 BCE, while Cleopatra lived around 69-30 BCE. The moon landing occurred in 1969, which is much closer to her time than to the building of the pyramid!

Bananas are berries, but strawberries aren't



Botanically speaking, bananas are classified as berries because they grow from a flower with a single ovary. On the other hand, strawberries don't meet the botanical definition of a berry!

Donald Trump Sweeps to Victory



Assassination attempts, criminal convictions and a change in political opponent couldn't stop Republican Donald Trump winning the 2024 US election. Trump swept to a decisive victory after winning several crucial battleground states. In three months' time, the 45th president of the United States will become the 47th at an inauguration at the US Capitol. It's the same location his supporters stormed and ransacked with a goal of stopping the certification of Joe Biden's election on 6 January 2021. Since then, Trump has made a remarkable political comeback that culminated with a victory speech to a sea of supporters wearing his iconic red MAGA caps. "America has given us an unprecedented and powerful mandate," he said to a crowd heaving with excitement.

Japanese Anti-Nuclear Group Founded by Survivors of U.S. Atomic Bombings Wins Nobel Peace Prize

The 2024 Nobel Peace Prize has been awarded to



the Japanese group Nihon Hidankyo, a grassroots organization of atomic bomb survivors from Hiroshi-

ma and Nagasaki. The anti-nuclear activists, known as hibakusha, are being recognized for their "efforts to achieve a world free of nuclear weapons and for demonstrating through witness testimony that nuclear weapons must never be used again." After the prize was announced, the co-chair of Nihon Hidankyo, Toshiyuki Mimaki, spoke to reporters in Tokyo and said, "In Gaza, bleeding children are being held [by their parents]. It's like in Japan 80 years ago." We'll have more on this year's Nobel Peace Prize later in the broadcast.

New Netflix Series Narrated by Barack Obama Explores the 'Mysterious' Creatures of Our Oceans

Barack Obama is the narrator for Our Oceans, a



stunning nature documentary coming to Netflix on November 20, 2024. The documentary explores the beauty and complexity of marine ecosystems around the world, taking viewers on an immersive journey through underwater landscapes filled with diverse wildlife.

The documentary follows the structure of other high-profile environmental projects like Planet Earth, with sweeping visuals and a focus on conservation efforts. Obama, already known for his environmental advocacy, brings attention to the need for preserving our oceans, which face growing threats due to climate change, pollution, and overfishing.

UN Climate Change Conference at Baku

COP29, the global climate summit, is currently taking place in Baku, Azerbaijan. It marks a crucial moment for world leaders to intensify efforts to combat

continued from page 18



climate change and mitigate its widespread effects. At the core of the summit is the need to secure more aggressive financial commitments, particularly from wealthier nations, to assist vulnerable countries most affected by climate disasters. One of the key demands is for a \$1 trillion climate finance target, which is essential for supporting nations that have historically contributed the least to global warming but are bearing the brunt of its impacts.

Key areas of focus include reducing emissions, advancing renewable energy projects, and enhancing climate resilience in the face of natural disasters. COP29 is also an opportunity to reinforce the urgency of tackling plastic pollution, which has been identified as a serious environmental challenge affecting the Earth's ecosystems and contributing to climate change

Gladiator II released on November 22, 2024

The highly anticipated *Gladiator II* was released on November 22, 2024. Directed by Ridley Scott, the se-



quel follows Lucius (Paul Mescal) as he embarks on a revenge-driven journey in ancient Rome. The star-studded cast includes Denzel Washington and Pedro Pascal. Expect thrilling gladiatorial combat, complex relationships, and fierce political drama. This film aims to combine action with historical spectacle, making it a prime contender for both box office success and potential award nods.

Daniel Craig Teases James Bond Future

On Sunday, Nov. 17, the actor, 56, attended the 15th Governors Awards at the Dolby Theatre in Los Angeles and hinted that the next James Bond



"might be" in the room.

"Let's just get something out of the way," Craig said, "If you came here this evening to find out who the next James Bond is, don't look at me, but he might be in the room. I'm just joking. Maybe I'm not," he added.

Craig, who played Bond in *Casino Royale* (2006), *Quantum of Solace* (2008), *Skyfall* (2012), *Spectre* (2015) and *No Time to Die* (2021), revealed earlier this month that he doesn't care who plays the next Bond, while talking to *Variety*.

The producers behind the franchise are also still working on creating a new future for the world's most famous spy.

Jake Paul Defeats Mike Tyson in Unanimous Decision at Historic November 2024 Fight

In the highly anticipated boxing match between Jake Paul and Mike Tyson on November 15, 2024, Jake Paul emerged victorious, winning by unanimous decision.

Despite Tyson's legendary career, including 44 knockouts, the 58-year-old former undisputed champion showed signs of age, struggling with mobility and even sporting a leg brace. Paul, at 27 years old, appeared far more agile, landing 78 punches compared to Tyson's 18, over the course of the 8-round bout. Although Paul could not secure a knockout, his dominance throughout the fight was clear, with judges scoring it 80-72, 79-73, and 79-73 in his favor.

While the fight captivated many, it also faced some criticism, such as technical issues with Net-



flix's live-streaming, which interrupted the experience for viewers.

Despite this, the event has sparked plenty of debate, with discussions about whether the fight was a true test of Tyson's abilities or a spectacle driven by Paul's growing influence in the sport.

World No. 1 Jannik Sinner Caps Stellar Year with ATP Finals Victory Over Taylor Fritz

Jannik Sinner couldn't have dreamed of a better ending to his remarkable 2024 season.

The world No. 1 defeated American Taylor Fritz 6-4, 6-4 to win the ATP Finals in Turin, Italy, on Sunday 17 November, claiming the trophy for the first time on home soil. The victory also avenged his defeat in last year's final against Novak Djokovic.

In a rematch of September's US Open final – which Sinner also won in straight sets – Fritz was unable to break down the Italian and found himself fighting an uphill battle for much of the contest.



The world No. 1 was utterly dominant throughout the Finals and now keeps some esteemed company as a result. According to the ATP, he is the first man to win the competition without dropping a set since eight-time major champion Ivan Lendl accomplished the feat in 1986 and joins Roger Federer and Djokovic as the only players to win the Australian Open, the US Open and the ATP Finals in the same year.

| | 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 | | | |
|-------------------|---------------|------|-------|
| | Vessel | Flag | Class |
| 1 | Good Hope Max | IOM | BV |

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| 3 | 5110 tbn Energy Delphi | December 2026 |

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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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