

EST Newsletter



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INSIDE THIS ISSUE:

- ◆ AMVER Awards 2024: Special Rescue Award for M/V Warrior 1-2
- ◆ AMVER Business Lunch 3
- ◆ QHSE Safety Campaign 01/2025-Tanker Vessels: Prevention of Personal Injuries 4
- ◆ What's New in the QHSEMS? 4-5
- ◆ "Near Miss Rewarding" Program 6
- ◆ Best Practice Received by MV Furious 7
- ◆ "IDEA" Program: Thank You! 7
- ◆ Wishes from Alphamare and Philsafe 8
- ◆ Holiday Celebrations and Festive Cheer Across Our Fleet 9-12
- ◆ m/v Furious - Circumnavigating Around the World 13
- ◆ Promoting Safety On Board - STAY SAFE... 14-15
- ◆ Positive Observation During Sire 2.0 Inspection Onboard m/t Energy Afrodite 16
- ◆ Important reminder 16
- ◆ Safety Alert: Preventing Burns in the Galley 17
- ◆ Body Workout 18
- ◆ Spot the Differences & Fun Facts 19
- ◆ News / Sports 20-21
- ◆ Vessels Under EST Management 22

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.

AMVER Awards 2024: Special Rescue Award for M/V Warrior



The heart of seamanship took center stage at this year's AMVER Awards Gala Dinner, a major tradition of the shipping industry. The event that took place on December 17, 2024, at Athens' Athenaeum Intercontinental Hotel, was organized by the International Propeller Club of the United States, Port of Piraeus, in collaboration with the United States Embassy in Greece and the United States Coast Guard, marking another milestone in honoring our seafarers' exceptional commitment to seamanship.

The AMVER Awards celebrate and

honor the shipping companies, vessels and crew who have played a role in safeguarding the lives of seafarers leveraging the AMVER System.

Standing as a beacon of safety in the maritime world during the last seven decades, this system actively monitors vessels, promptly identifies potential issues, and signals nearby ships to lend assistance - a lifeline in times of crisis.

Enterprises Shipping & Trading S.A. was awarded for the participation of fourteen vessels in the voluntary reporting program, while **M/V Warrior** received a **SPECIAL RESCUE**

[Continue on page 2](#)

continued from page 1 "AMVER Awards 2024: Special Rescue Award for M/V Warrior"



Mr. Vassilis Papaikovou / Deputy Risk Manager, accepting the award on behalf of EST



Captain Gennadiy Berezin virtually present at AMVER Awards Ceremony

AWARD for their successful S&R Operations, as advised in previous issues of EST Newsletter.

It was a great honor to accept, on behalf of Captain Gennadiy Berezin and the crew of MV Warrior, the award recognizing their dedication and commitment to saving lives at risk. Although he was only virtually present through a video message, Captain Gennadiy conveyed his deep appreciation for the AMVER program and its vital mission.



A. Mitrossis / Accounts Manager, N. Triantafyllidi / Tankers Dept. Trainee, O. Perilis / Vetting Manager, A. Tsesmeloglou / QHSE Coordinator, Y. Pavlou / Technical Fleet Manager, S. Zogana / QHSE Manager-DPA Bulkers, K. Gemidopoulou / QHSE Manager-DPA Tankers, V. Papaikovou / Deputy Risk Manager, A. Sarris / Spares Operator, V. Ferentouros / Operations Fleet Manager (left to right)

George Sarris Attends AMVER Business Lunch 2024



Mr. George Sarris, Managing Director of EST at the AMVER Business Lunch (Left)

Mr. George Sarris, Managing Director of EST S.A., attended the traditional AMVER Business Lunch, held at the Piraeus Marine Club on Tuesday, December 17th, 2024.

The luncheon provides a platform for meaningful discussions on maritime safety and opportunities to strengthen collaboration between the Greek shipping community and the U.S. Coast Guard.

The event welcomed the Deputy Commandant of the U.S. Coast Guard, Admiral Mark J. Fedor as the guest of honor, alongside the Deputy Minister of Shipping of the Republic of Cyprus, shipowners, key figures from the Greek shipping industry, as well as officers from the U.S. Embassy in Athens and the U.S. Coast Guard.



QHSE Safety Campaign 01/2025-Tanker Vessels: Prevention of Personal Injuries

Our first campaign for 2025, focuses on the **prevention of personal injuries onboard.**

The campaign will be held for 2 months commencing on the **1st of February 2025 and ending on the 31st of March 2025.**

The campaign's objective is to address key factors and risks associated with personal injuries onboard, emphasizing measures to enhance safety awareness and prevent accidents.

For more information and material on the Safety Campaign please refer to QHSE dept. relevant email.

This campaign is a vital step in promoting a safer workplace. Your active participation is essential to achieving its goals and preventing personal injuries onboard. Let's commit to safety together!

Fleet Deadline: 31/03/2025 – All training sessions and records must be completed by 31/03/2025 and kept onboard in the "Lessons Learnt (Safety Campaigns) File."



GOLDEN RULES



PPE

Always wear the right PPE for the job and the place.



Line of Fire

Keep yourself and others away from mooring snag-back, suspended loads, stored pressure, moving machinery, heavy weights.



Work Permits

Always get the right permit for the job and apply the safeguards.



Navigation

Stay sharp and keep a good lookout, follow COLREGS, follow the Passage Plan, take early action, avoid distractions and fatigue.



Enclosed Entry

Only enter an enclosed space if it has been ventilated, the atmosphere is confirmed safe, and the safeguards are applied.



Invisible Hazards and Isolation

Isolate stored energy before working and safeguard against invisible hazards such as pressure and electricity.



Hot Work

Ensure spaces are free of flammable materials and gases before working with flame or sparks.



Working at Heights

Always protect yourself from falling when working at heights.



Stop Work

EVERYONE can and must STOP WORK and intervene when they see something unsafe.

What's New in the QHSEMS?

Tankers QHSEMS (Revisions)

1. WIM Part II Section A_Safety and Health-version 0.9
2. MLC TRAINING MANUAL-version 0.4
3. ESTSA 130 Safety_Health Inspection-version 0.2
4. ESTSA 820B CBT Training Program Matrix-version 1.0
5. Tankers Forms Index-version 0.16

Tankers QHSEMS (New Uploads)

1. ESTSA 130a Health_Safety Inspection Weekly
2. ESTSA 130b Health_Safety Inspection Monthly
3. ESTSA 177 Temperature Log
4. ESTSA 498B Evaluation of Shipyard and

Repairers Performance

5. ESTSA 820B CBT Training Program
6. 2013 VGP (Energy Delos)
7. 2013 VGP (Energy Dione)
8. Biofouling Management Plan (Energy Delos)
9. Emergency Towing Booklet (Energy Delos)
10. Mooring System Line Management Plan (Energy Delos)
11. Recovery of Persons from the Water (Energy Delos)
12. VOC Management Plan (Energy Delos)
13. ECDIS Management Manual (Energy Delos)
14. SERS (Energy Delos)
15. 2013 VGP Forms (All Tankers)

Continue in page 5

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

16. Safety Label 6_SWA	14. FORM 1260 Mooring Unmooring Anchoring Operation Safety Briefing-version 0.2
17. VRP-Core Change 38 (All tankers)	15. WIM_Section B1_Permits System-version 0.4
18. VRP-All-Energy Delos	16. WIM_Section E_Port and Cargo Operations_General – version 0.3
19. VRP-Enterprises Shipping PFP Certification-Energy Delos	17. MLC TRAINING MANUAL_BULKERS-version 0.9
20. VRP-Enterprises Shipping SMFF Written Consent	
21. VRP-Sister Vessel List (All Tankers)	
22. MSLMP FULL (Energy Achilles)	Bulkers QHSEMS (New Uploads)
23. CCP-RM-Binder Cover, Spine-Energy Delos	1. FORM 1150a Enclosed Space Register-version
24. CCP-Appendix I-EnergyDelos	2. 2013 VGP Forms - Revision 1.0 (All Tankers)
25. CCP-Core Change 30 (All Tankers)	3. CANT_Table of Contents
26. CCP-CoverPages (All Tankers)	4. CANT_List Of Effective Pages
	5. CANT_Record of Changes
Bulkers QHSEMS (Revisions)	6. CANT_Volume II_Magic Striker
1. FORM 32 Inventory of Ships Wires_Ropes and Cargo Blocks-version 0.6	7. CANT_Volume II_Virtuous Striker
2. FORM 32a Check List_Accommodation Ladders_Pilot Combination Ladders and Gangways-version 0.3	8. Cranes - Wire Ropes Care and Maintenance, Inspection and Discard
3. FORM 57 Maintenance of Deck Items-version 0.4	Management Review
4. FORM 62 Safety Committee Meeting-version 0.3	1. Management review_Q3 2024
5. FORM 1110 Tank_Hold Inspection Report-version 0.2	Reflective Learning
6. FORM 1117d Cargo Operations Checklist-version 0.3	1. ESTSA 104a Reflective Learning Training Forms Q1Q2_2025
7. FORM 1157 Bridge Check List2 Preparation For Sea-version 0.3	2. 1. LET Confined Space Entry 2024 v3
8. FORM 1158 Bridge Check List3 Preparation For Arrival In Port-version 0.3	3. 3. LET Falling into water 2024 v2
9. FORM 1161 Bridge Check List_6 Navigation_Coastal Waters-version 0.2	4. 4. LET Lifting and Hoisting 2024 v2
10. FORM 1188 Multiple Gas Detective Alarm Units-version 0.2	Safety Awareness Handbook
11. FORM 1197 Navigational Audit Checklist-version 0.2	1. QHSE Alert 18_24_Operational Delays and Crane Stoppages During Vessel Unloading
12. FORM 1198 Masters Navigational Audit Checklist-version 0.2	2. QHSE Alert 19_24 Ensuring Crane Efficiency and Communication during Cargo Operations
13. FORM 1246 ECDIS Management Card-version 0.2	3. QHSE Alerts Inventory
	Vetting and Audit Observations
	1. 2024-Q4 - Vetting and Audits obs

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 Dynamic Striker, **Third Officer Vitalii Krasavin**
- MT Energy Ariadne, **Chief Officer Vitaly Senataev**
- MV Jaguar Max, **Able Seaman Ranilo D. Pojas Jr.**

HAZARD

vs

RISK

A HAZARD is something that has the potential to harm you



RISK is the likelihood of a hazard causing harm



BEST PRACTICE



BEFORE



AFTER

Hazard:

Fire extinguisher in the safety locker was not secured properly.

Risk:

Risk of falling and damage during pitching/rolling.

Best Practice:

Extinguisher secured, and crew instructed to ensure proper fastening.

BEST PRACTICE



BEFORE



AFTER

Hazard:

Personal multi-gas detector was not taken before deck watch.

Risk:

Risk of unawareness in a hazardous atmosphere.

Best Practice:

Stop work authority activated, crew instructed, and detector properly worn.

UNSAFE CONDITION



BEFORE



AFTER

Hazard:

Black-painted reeling was not visible at night.

Risk:

Falling overboard or ineffective lookout.

Best Practice:

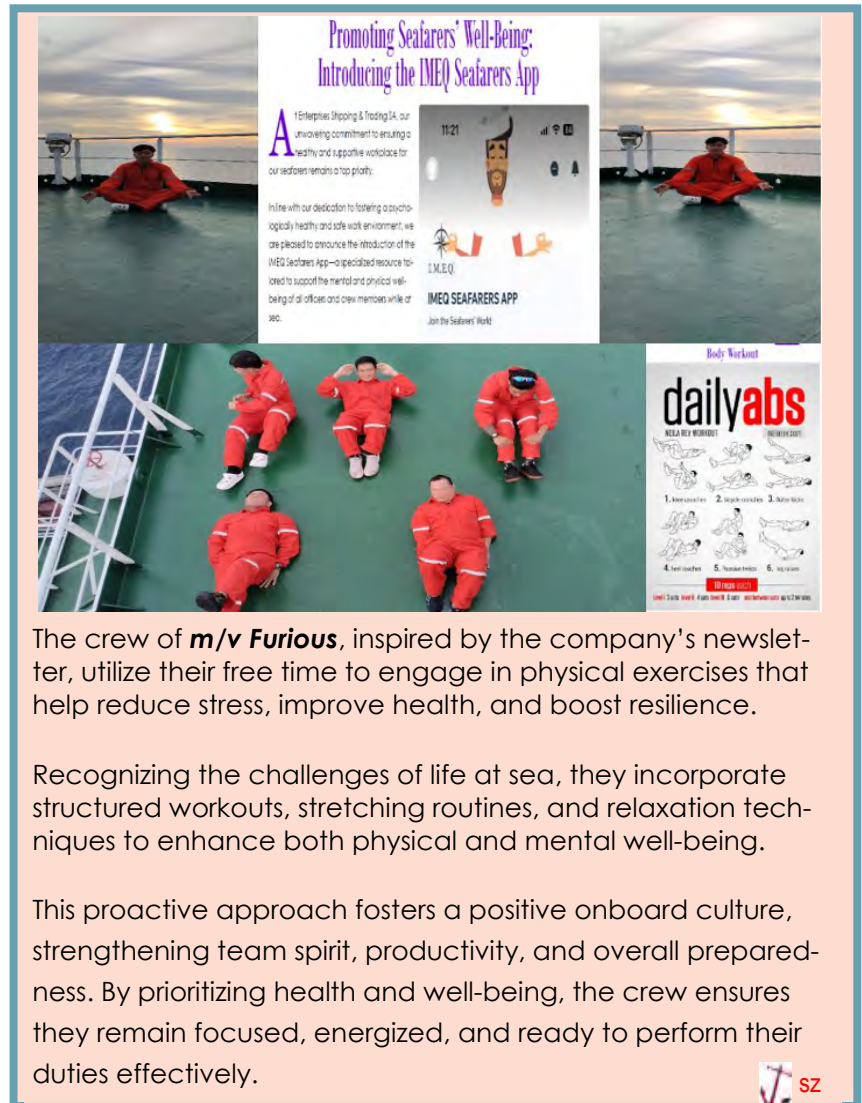
Stop work authority activated, crew instructed, and detector properly worn.

Best Practice Received by m/v Furious

We would like to thank the **Bosun of mv Furious, Lord Melbourne Bayoneta** 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.



“IDEA” Program-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 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.

New Year Wishes From Alphamarine Crew Services

Captain Igor Dzhioev and his dedicated team at Alphamarine Crew Services sent their heartfelt wishes to everyone for a joyous holiday season and a prosperous New Year!

Your dedication and hard work is truly appreciated!



Happy New Year From our Philsafe Team

We would like to extend our heartfelt gratitude to Mr. Ricardo N. Galvez Jr., President and General Manager of Philsafe and the entire Philsafe Team for their kind wishes and continued support, as well as for their hard work and dedication all those years!



Christmas & New Year's Celebrations Onboard m/v Jaguar Max

We would like to thank Captain Efren R. Canares, the Officers and Crew of m/v Jaguar Max for sharing with us the photos taken during the Christmas and New Year's celebrations onboard!

 Jats

Continue in page 11.

Holiday Creativity Onboard m/v Jaguar Max

The holiday season brings warmth and joy, even at sea, as the crew of MV Jaguar Max proved with their creative and festive celebrations.

AB Ranilo JR. Dacera Pojas, a dedicated crew member, showcased his incredible creativity by crafting unique holiday decorations using onboard materials. Inspired by the company's colors, AB Pojas created a remarkable nutcracker from metal cans, turning simple resources into a stunning showpiece.

We would like to thank the AB for his innovative spirit and for his dedication into creating something special, bringing holiday cheer to the vessel!



continued from page 9 "Christmas & New Year's Celebrations
Onboard m/v Jaguar Max"



Holiday Cheer Onboard m/v Imperius



We would like to thank Capt. Vitaliano B. Reyes, the Officers and Crew onboard m/v Imperius for sharing the delightful photos of the Christmas decorations and celebrations, which truly embodied the festive spirit of the season.

Festivities Onboard m/v Furious

We would like to thank Capt. Jan Michael L. Lara and the crew of MV Furious for sharing the wonderful moments from their Christmas celebration onboard.

The festive spirit captured in these photos truly reflect the joy of the season, even while at sea!



m/v Furious - Circumnavigating Around the World

We are happy to share an impressive milestone achieved by the crew of MV Furious, who successfully completed a full circumnavigation of the globe.

From January 31, 2024, to December 15, 2024, the vessel navigated through all four hemispheres, covering an impressive 52,012 nautical miles over a span of 10 months and 15 days, with Singapore as both the departure and return port.

The crewmembers witnessing this journey also received certificates commemorating this remarkable experience!



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 Vasyl Shvets of m/v Gladiator
- ✓ 3rd Officer O. Velychko of m/v Divinus
- ✓ Chief Officer Mykola Shepel of m/v Magic Striker
- ✓ Chief Officer Orlando D. Danghil of m/v Livorno
- ✓ A/B Rey Kristoffer Armada of m/v Puma Max
- ✓ Chief Officer Yevgeniy Lukyanov of m/v Heroic Striker
- ✓ 2nd Officer N. Belokonov of m/t Energy Apollo
- ✓ Electrician Razelo I. Surmaco of m/v Puma Max
- ✓ Bosun Pavel Mankarsuzyan of m/t Energy Athena
- ✓ Deck Cadet Carl Vincent Tio of m/v Imperius

UNSAFE CONDITION

Delayed Access to Helicopter Equipment

What happened:

The equipment for helicopter operations had been stored in a safety locker outside the accommodation on Deck A.



Delayed access to critical helicopter equipment.

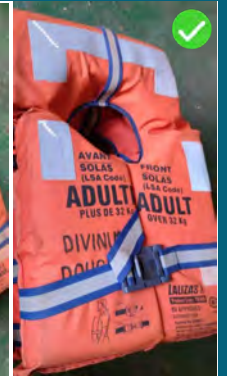
The equipment was moved to the deck's locker on the main deck. Always ensure that helicopter operation equipment is stored in an accessible and clearly marked area to prevent delays in emergency situations.

UNSAFE CONDITION

Reduced Visibility of Lifejackets

What happened:

During a lifejacket inspection at the forward embarkation station, damaged retro-reflective tape was found on several lifejackets.



Always ensure that, in accordance with SOLAS, retro-reflective tape on lifejackets is clear, in good condition, and provides adequate visibility to assist in detection during emergencies.

UNSAFE CONDITION

Fire / Explosion Hazard



What happened:

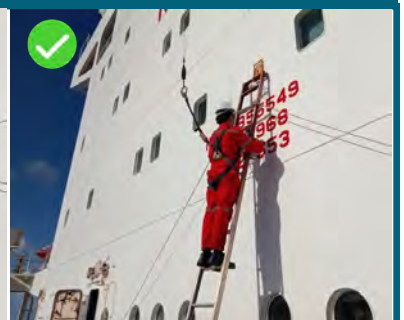
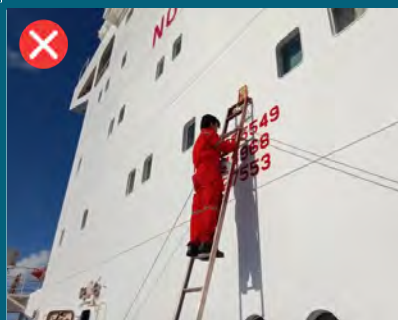
Oxy-acetylene cutting works were initiated, however the acetylene pipe was connected directly to the cylinder without the required flashback arrestor, posing a significant safety risk.

Risk of flashback, which can lead to fire, explosion, or equipment damage due to the absence of a flashback arrestor in the acetylene line.

Always ensure that a flashback arrestor is installed when using oxy-acetylene cutting equipment to prevent flashbacks and avoid potential fire or explosion hazards.

UNSAFE ACT

Fall from Height/Risk of Injury



What happened: During deck maintenance, a crew member was observed working at an elevated area without wearing the required safety harness and helmet.

Without the required safety gear, such as a harness and helmet, working at elevated areas poses significant risk of falling, which can lead to severe injuries or fatalities.

Always ensure wear the required personal protective equipment when working at heights to minimize the risk of accidents.

UNSAFE CONDITION Food Contamination Hazard



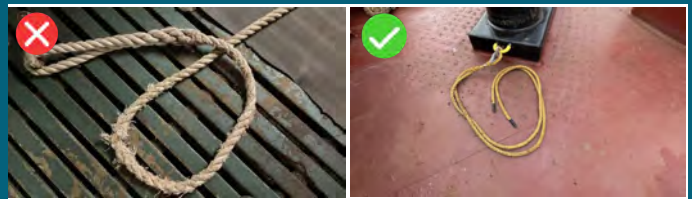
What happened:

Leftover food from the Christmas table was left uncovered and unprotected.

Leaving leftover food uncovered exposes it to potential contaminants, such as bacteria, insects, or other harmful substances, which can lead to foodborne illnesses.

Foods that are still safe to consume for the day should be covered with appropriate food preservation materials to protect them from contamination or insect infestation.

UNSAFE CONDITION Mooring Equipment Potential Failure



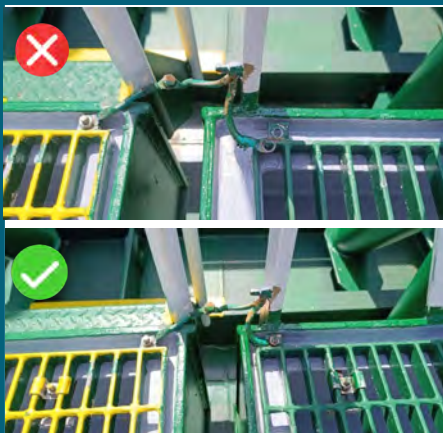
What happened:

During a routine inspection on the forecastle, it was found that the stopper for the mooring ropes was in poor condition and partly damaged.

Failure of the stopper to hold the mooring rope properly during mooring operations could lead to uncontrolled movements, accidents, and potential injury.

Always ensure that the mooring rope stoppers are in proper working condition before commencing any operations.

UNSAFE CONDITION Electrical Hazard



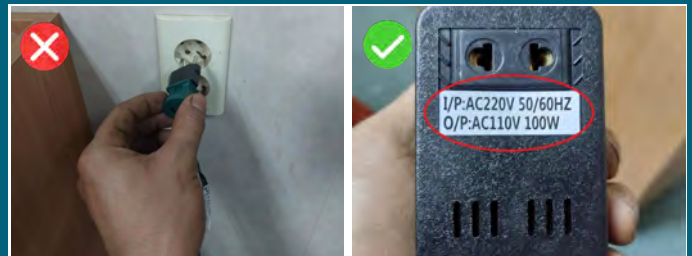
What happened:

After performing maintenance on the manifold's dip tray, it was noticed that one of the earth cable connections was not properly secured to the deck.

Ensure that all earth cables are properly connected to the main deck, as

this is crucial for the safety and integrity of the vessel's electrical system. Regular inspections are essential to detect any damage, missing connections, or incorrect installations.

UNSAFE CONDITION Overheating/Fire Hazard



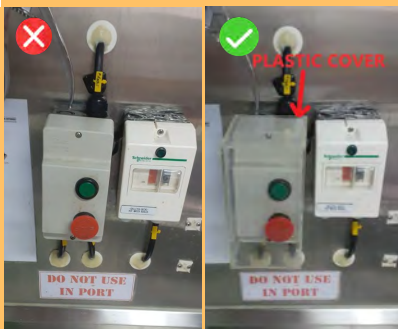
What happened:

During Christmas preparations, the crew set up lights without checking the voltage and current specifications. It was later found that the lights were rated for 125V, while the ship's output was 230V.

The lights were not designed to handle 230V, so they could overheat, potentially causing a fire.

Always check the specifications of electrical devices before use to ensure compatibility.

BEST PRACTICE Protection from Accidental Activation



What happened:

During the weekly inspection in the galley, it was observed that the switch panel for the grinder was missing its plastic cover.

The switch button could be accidentally activated.

The switch panel for the grinder was properly sheltered by a plastic cover.

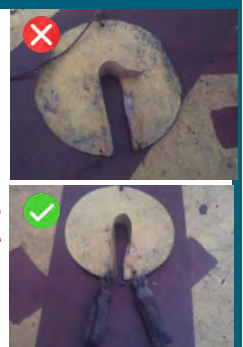
UNSAFE CONDITION Improperly Weighted Rat Guard

What happened:

Upon arrival at port, it was noticed that one of the rat guards on the mooring line was missing a weighting material.

Possibility of the rat guard falling into the water due to wind and/or the movement of the mooring ropes, allowing rats to come onboard.

Always ensure that rat guards are properly weighted and checked before arrival at port.



Positive Observation During Sire 2.0 Inspection Onboard m/t Energy Afrodite

We are pleased to share that during a recent SIRE 2.0 inspection onboard the m/t Energy Afrodite, the vessel received a "positive observation."

The SIRE Inspector noted: "**Rating: Exceeded normal expectations – Engine rating was found proactive and a safety-conscious, familiar with all safety precautions.**"

The commendation was awarded to **Mr. Kirill Korotkii**, Oiler onboard the vessel, for his proactive approach to safety, solid understanding of necessary safety precautions, and thorough knowledge of the Permit System, particularly the Enclosed Space Entry Permit.

This recognition highlights Kirill's commitment to safety and reflects the professionalism and high standards maintained by our entire crew. It's a reminder of the impact each crewmember's commitment to safety can have on the success of our operations. Under the new SIRE 2.0 regime, "positive observations" serve as a reminder for all crewmembers to continue to adhere to and promote their safety prac-



op

IMPORTANT REMINDER !

Enclosed Space Entry Register-New Form 1150a (Bulkers)

In line with industry standards and IMO Resolution A.1050(27) requirements, please be reminded that the Form 1150a Enclosed Space Register has been incorporated in company's SMS in order to enhance safety for crew members entering enclosed spaces. The Form 1150a serves as an official register documenting all enclosed spaces that may be entered by seafarers.

Actions required:

- ✓ The register should be reviewed regularly and should be available to any seafarer that may need to enter the space. The register should also be available to those ashore, for reference, considering more importantly the time required to safely enter the enclosed space repairs.
- ✓ This form must be completed for all enclosed spaces and posted in the Ballast Room, Bridge, and ECR. A copy should also be filed in Folder M05, Section "D" near the Enclosed Space Entry Permit.
- ✓ The register should be updated where new hazards and features of those spaces are identified.
- ✓ All entrances (doors, manhole covers, etc.) to the Enclosed Space compartment should be properly locked and marked by Safety Sign or/and stencilled with paint in accordance with Signage arrangements of Enclosed Space Register.
- ✓ All personnel entering enclosed spaces must carry a calibrated gas detector for oxygen, CO₂, hydrogen sulphide, LEL, and any other relevant gases. The standby person must also have a gas detector for emergency use.



Safety Alert: Preventing Burns in the Galley

This incident is reported from a case published on the Marine Safety Forum website.



A Cook sustained burns while lifting a pot of boiling water with a tea cloth to strain pasta. The cloth became entangled with a stove bar, causing the pot to tip and spill boiling water onto the cook's arm and hand. Initial treatment involved cooling the burns with cold water and applying burn gel. Due to persistent pain, the cook later sought medical attention ashore.

What Went Wrong: The immediate cause of the incident was the cook using a dish cloth to protect his hand from the heat of the pot. The cloth became entangled on the retaining bar around the stove, causing boiling water to spill onto his wrist.

Recommendations: Always utilize heat-resistant, non-slip, waterproof mitts designed for handling hot pots and pans.

Additional Recommendations for Galley Operations

Operating in the galley during **bad weather** presents unique challenges due to the vessel's movement, which can lead to loss of balance and potential accidents. To mitigate these risks:

- **Secure All Items:** Ensure all pots, pans, utensils, and other equipment are properly secured to prevent movement during vessel motion.
- **Avoid Overfilling:** Do not overfill pots and pans to prevent spills when the ship rolls.
- **Use Guard Rails:** Utilize guard rails on galley ranges and stove tops, especially in rough weather.
- **Avoid Deep Frying:** Refrain from deep frying during rough seas to prevent hot oil spills.
- **Maintain Cleanliness:** Keep the galley floor free of any spills to prevent slips and falls.
- **Stay Alert:** Be extra cautious and maintain awareness of the vessel's movements to anticipate sudden shifts.

The company recommends to discuss this case during the next
Safety Committee Meeting.

This discussion provides an opportunity to review relevant
Galley Risk Assessments, implement appropriate
Corrective Actions, and submit any identified
Near Misses during this process.

Body Workout

New Year RESET

DAREBEE WORKOUT @ darebee.com

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



20 squat jacks

20 side kicks



20 bicep extensions

20 side shoulder taps

20 shoulder taps

SPOT THE 6 DIFFERENCES:



FUN FACTS:

The Eiffel Tower was originally intended for Barcelona



The Spanish city thought the design was too ugly, so Gustave Eiffel pitched it to Paris instead, as a temporary landmark during its 1889 International Exposition. French critics didn't like it much either though.

Animals can experience time differently from humans



To smaller animals, the world around them moves more slowly compared to humans. Salamanders and lizards, for example, experience time more slowly than cats and dogs. This is because the perception of time depends on how quickly the brain can process incoming information.

Auschwitz survivors mark Holocaust Remembrance Day 80 years after liberation



World leaders and dozens of Holocaust survivors gathered Monday 27/01 at the former site of the Auschwitz-Birkenau death camp in Poland to commemorate the 80th anniversary of its liberation by Soviet troops at the end of World War II. The ceremony is regarded as the likely last major observance of Auschwitz's liberation that any notable number of survivors will be able to attend, due to their advanced ages.

Dozens of other leaders and dignitaries attended Monday's ceremony, including German Chancellor Olaf Scholz, Britain's King Charles III and French President Emmanuel Macron, but all were asked by organizers not to speak at the ceremony. Instead, they were requested to listen and observe as they toured the Auschwitz grounds, which now operates as a memorial site whose goal is to inform visitors about the atrocities that happened at the site.

Nvidia shares sink as Chinese AI app spooks markets

US tech giant Nvidia lost over a sixth of its value after the surging popularity of a Chinese artificial intelligence (AI) app spooked investors in the US and Europe.

DeepSeek, a Chinese AI chatbot reportedly made at a fraction of the cost of its rivals, launched last week but has already become the most downloaded free app in the US.

AI chip giant Nvidia and other tech firms connected to AI, including Microsoft and Google, saw their values tumble on Monday in the wake of DeepSeek's sudden rise.



In a separate development, DeepSeek said on Monday it will temporarily limit registrations because of "large-scale malicious attacks" on its software. The DeepSeek chatbot was reportedly developed for a fraction of the cost of its rivals, raising questions about the future of America's AI dominance and the scale of investments US firms are planning.

100,000kg of Plastic Removed from the Great Pacific Garbage Patch: A Turning Point in Ocean Cleanup?



The Ocean Cleanup, a non-profit organization dedicated to ridding the world's oceans of plastic, has achieved a remarkable milestone. They have successfully removed 100,000kg of plastic from the Great Pacific Garbage Patch, a swirling vortex of debris located between Hawaii and California. This accomplishment marks a significant step forward in the fight against plastic pollution and offers a beacon of hope for the future of our oceans.

The Great Pacific Garbage Patch, also known as the Pacific trash vortex, is a massive accumulation of marine debris in the North Pacific Ocean. Estimated to contain over 100 million kg of plastic, this floating landfill is a stark reminder of humanity's impact on the environment. The majority of the debris consists of microplastics, tiny particles that pose a serious threat to marine life.

Jannik Sinner Defends Australian Open Title, Comfortably Defeating Alexander Zverev in Men's final

World No. 1 Jannik Sinner defended his Australian Open title on Sunday, comfortably defeating Alexander Zverev 6-3, 7-6(4), 6-3 in the men's final to secure his third career grand slam win.

Just over a year ago, Sinner hadn't won a grand slam title; he was still a promising youngster, unproven but earmarked for great things. Now, the 23-year-old is the first Italian player to win three grand slam titles – two at the Australian Open and one at the US Open – and has been the dominant player on the men's tour since he gained the mantle of world No. 1 last June.

Against Zverev, he was also dominant, becoming just the fourth male player in the last 35 years to win a grand slam final without even conceding a



single break point, despite never really playing his best tennis.

"Defending the title is always different. You have this extra pressure, but I always enjoy it. Every match has been very tough," Sinner told Eurosport afterwards.

USA's Madison Keys Wins First Grand Slam Title at Australian Open

Madison Keys won her first ever grand slam title on Saturday, stunning two-time defending champion and world No. 1 Aryna Sabalenka 6-3 2-6 7-5 in a thrilling Australian Open women's final.

The 29-year-old American initially enjoyed one of those golden days when every part of her game came together perfectly – her serve was immaculate, her returns aggressive and her groundstrokes as powerful as the notoriously powerful Sabalenka – as she raced into an early one-set lead.

But in the second set – as Sabalenka displayed all the qualities that have made her the most dominant hard-court player on the women's tour – Keys' easy, languid rhythm deserted her and all the momentum seemed to swing back towards



the Belarusian.

Keys has come close to a grand slam title before, reaching the 2017 US Open final and four major semifinals. But none of that pressure seemed to affect her in the final set as she held her nerve, finally broke Sabalenka at 7-5, raised her arms to the sky in celebration before running over to her team, embracing her coach and husband Bjorn Fratangelo.

	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	EST - New Building Orderbook			

Affiliated vessel				#	Hull Nr	Expected Delivery Date
	Vessel	Flag	Class	1	5095 tbn Energy Delos	February 2025
1	Good Hope Max	IOM	BV	2	5096 tbn Energy Dione	March 2025
				3	5110 tbn Energy Delphi	December 2026
				4	DE 176	November 2027

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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.



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