



ENTERPRISES
SHIPPING &
TRADING S.A.

EST Newsletter



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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.

George Sarris & Evangelos Candiots Attending Bureau Veritas 38th Hellenic Marine Technical Committee Meeting



Mr. G. Sarris, President of EST S.A. (left) and Mr. G. Andreadis, Marine Chief Executive Greece, BV.

Mr. George Sarris, President of Enterprises Shipping and Trading S.A. chaired the 38th Hellenic Marine Technical Committee Meeting of Bureau Veritas Piraeus, held on Tuesday 24 June 2025 in Athens.

The event brought together maritime leaders and technical experts from the Greek shipping industry to discuss key developments and challenges shaping the sector.

Mr. Evangelos Candiots, Technical Man-

ager of Enterprises Shipping & Trading also participated in the meeting.

The agenda featured engaging presentations and thought-provoking discussions, with particular focus on innovation and environmental performance.

Among the highlights was a panel on vessel optimization, moderated by Mr. Vassilios Dimoulas of Bureau Veritas.

Mr. Candiots, serv-

Continue in page 2

Continued from page 1 “George Sarris & Evangelos Candiotis
Attending Bureau Veritas 38th Hellenic Marine Technical Committee Meeting”

ing as a panelist, shared insights on the adoption of silicone-based, biocide-free hull coatings across the Company's bulker and tanker fleets. He emphasized the measurable improvements in vessel performance, environmental sustainability, and compliance with current regulations, including the Energy Efficiency Existing Ship Index (EEXI), Carbon Intensity Indicator (CII), and RightShip GHG Rating. ance, including the Energy Efficiency Existing Ship Index (EEXI), Carbon Intensity Indicator (CII) and Rightship GHG Rating.



Mr. Evangelos Candiotis, Technical Manager of EST S.A.



Group photo of the 38th Marine Technical Committee

Social Improvement Initiative Team: 38th Blood Donation

The company's Social Improvement Initiative Team (S.I.I.T) had the pleasure to organize the 38th Blood Donation at our premises on 4th April 2025 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 14 units of blood!

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



Continue in page 3

Continued from page 2 "Social Improvement Initiative Team: 38th Blood Donation"

and helps to maintain iron level in blood

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!



EST Receives the "Kyniskas Olympic Wreath Award" 2025

It is with great pleasure to announce that Enterprises Shipping & Trading S.A. has been awarded with the "KYNISKAS' OLYMPIC WREATH AWARD" at the annual gala RESPONSIBLE MANAGEMENT EXCELLENCE AWARDS 2025 which was held at the French Institute of Greece on 17 June 2025.

Mr. Vassilis Ferentouros, Operations Fleet Manager, proudly accepted the award on behalf of EST. This recognition for ethical excellence signifies our company's commitment to ethical business practices. It not only enhances our reputation but also strengthens stakeholder trust, potentially leading to increased loyalty from customers, employees, and partners.

This outstanding achievement reflects the collective efforts of all our employees, both shore-based



Mr. Vassilis Ferentouros, Operations Fleet Manager (middle)

and seagoing, in ensuring social, cultural, economic, and environmental sustainability.

The EBEN Model, a voluntary standard, provides guidelines for companies committed to operating in a socially responsible, ethical, and transparent manner. Adhering to these guidelines has helped us earn this notable distinction.

Chevron TC Inspection on M/T Energy Dione

On June 9th, 2025, our M/T Energy Dione underwent a Chevron Time Charter Inspection at Thessaloniki, Greece. The vessel was visited by Mr. Bob Brook, Chevron's appointed inspector, accompanied by Mr. Orestis Perilis, ESTSA's Vetting Manager. Also present onboard were Capt. L. Fedchishak, Training Manager and Mr. Ch. Kremydas, Technical Superintendent, who supported the inspection process.

The inspection followed a format similar to SIRE 2.0, with a strong focus on assessing onboard safety practices, operational readiness, and navigational procedures. In addition to routine vetting items, the inspector verified onboard implementation of the company's TMSA declaration and reviewed the application of the Stop Work Authority (SWA) as part of Chevron's internal vetting validation process.



Capt. Leonid Fedchishak/Training Manager-ESTSA, Mr. Bob Brook/Marine Superintendent-Chevron, Mr. Charalambos Kremydas/Tech. Supt.-ESTS.A., Capt. Vitaly Chernega/Master of m/t Energy Dione, Mr. Orestis Perilis/Vetting Manager-ESTS.A. (Left to Right)

Thanks to the professionalism of Captain Vitaly Chernega, along with the dedication of the officers and crew, the inspection was conducted smoothly and without any issues. The high standard of onboard operations was clearly demonstrated throughout the process, reflecting the crew's commitment to safety, compliance, and operational excellence.



QHSE Safety Campaign # 2/2025 Power Tool Safety

Power tools are essential in daily onboard operations and should therefore be used properly. From cutting and grinding to drilling and polishing, these tools make our work faster and more efficient. However, with increased power comes increased responsibility!

To raise awareness and strengthen safe working habits, EST launched its **second QHSE Safety Campaign of the year, focusing on the safe use of power tools onboard**. The campaign aimed to strengthen awareness, prevent injuries and reinforce good practices related to tool inspection, handling and maintenance.

Power tools are powerful allies—but when used improperly, they can become dangerous liabilities. The campaign served as a timely reminder that safety must always come first, especially when working with rotating, high-speed, or electrical

equipment.



Campaign Objectives

- ✓ Raise awareness on the hazards of power tool use
- ✓ Prevent injuries caused by misuse, fatigue, or defective equipment
- ✓ Promote correct maintenance, storage, and PPE usage
- ✓ Encourage open reporting and continuous improvement through crew feedback



Why Power Tool Safety Matters

The campaign highlighted common hazards associated with unsafe tool use:

- ✓ **Kickbacks** during grinding or cutting operations
- ✓ **Flying debris** from rotating tools
- ✓ **Loss of control** due to fatigue or poor handling
- ✓ **Electrical shocks** from damaged cords

- ✓ **Noise-induced hearing loss** without proper protection

Golden Rules Put into Practice

During the campaign, crew members actively applied the **Lifesaving Golden Rules**, with emphasis on:

- ✓ **Wearing the correct PPE** – including face shields, gloves, and hearing protection, as per task requirements;
- ✓ **Staying clear of the line of fire** – keeping a safe distance from rotating or moving parts and flying debris;
- ✓ **Following permit-to-work procedures** – especially for hot work or tasks with ignition or explosion risk;
- ✓ **Exercising the Company's Stop Work Authority** – Every crew member is empowered and expected to stop any job if an unsafe act or condition is observed.

Reminder: Please consult and apply the **revised PPE Matrix (Safety Label #16)**. Proper PPE selection based on job and tool type is a key control measure for preventing injuries and should be reviewed before starting any task.



Lessons Learned from the Fleet

Several near misses were reported during the campaign, including:



- 1** Power tool operated without a safety cover, while the PPE used (gloves and eye protection) was in visibly poor condition, increasing the risk of injury.



- 2** Angle grinder found in use without its protective cover.

3

Chipping guns were found without needle protection and with handles blocked with tape, impairing safe handling and control.



4

In addition to the above, no PPE were worn during use of power tools.



The Power Tool Safety Campaign serves as a reminder that injuries are preventable when the right tools are used the right way.

By reviewing the updated PPE Matrix, applying the Golden Rules and learning from incidents, we strengthen our daily safety habits and team protection.

Thanks to all officers and crew for your commitment and contributions. Let's carry forward these practices every day, on every job.



What's New in the QHSEMS?

Tankers QHSEMS (Revisions)

1. ESTSA 113 Enclosed Space Entry Permit-v.1.4
2. ESTSA 120 Pumproom Entry Permit Checklist-v.0.4
3. ESTSA 120A Pumproom Entry Permit Checklist_Routine Inspection-v.0.3
4. ESTSA 130b Health_Safety Inspection Monthly-v.0.3
5. ESTSA 140 Management of Change Request-v.0.4
6. ESTSA 157 Weekly Emergency Fire Pump Test Record-v.0.2
7. ESTSA 164 Emergency Generator Test Record-v.0.2
8. ESTSA 209 Cargo Operation Plan-v.0.2
9. ESTSA 216 Cargo Tanks Monitoring Log-v.0.2
10. ESTSA 226 Ballast Tanks Void Spaces Daily Checks-v.0.2
11. ESTSA 255 LOP Free Pratique Not Granted-v.
12. ESTSA 261 Cargo and Ballast Tank Atmospheres-v.1.0
13. ESTSA 271 Purging_Tank Cleaning_Gas free Operation-v.1.0
14. ESTSA 301 Voyage Passage Plan-v.1.3
15. ESTSA 302 In Port Navigation Passage Plan-v.0.4
16. ESTSA 313 Bridge Checklist 1 Familiarization Bridge Equip-v.0.2
17. ESTSA 313B ECDIS Familiarization Record List-v.0.2
18. ESTSA 338 Daily Tests and Checks-v. 0.2
19. ESTSA 401 IHM Maintenance Log-v.0.2
20. ESTSA 409 Running Hours Report-v.0.3
21. ESTSA 476A UMS Checklist-v.0.3
22. ESTSA 477 Monthly Electrical Report Megger Test-v.1.0
23. ESTSA 499a Check List Accommodation Ladders and Gangways-v.0.3
24. ESTSA 801 Forms List-v.0.11
25. ESTSA 806 Controlled external publications-v.0.8
26. ESTSA 808 Masters Review-v.0.2
27. ESTSA 820B CBT Training Program-v.1.1
28. WIM Part I Section A_Job Description Sea Staff-v.0.4
29. WIM Part I Section B_Personnel Training-v.0.2
30. WIM Part II Section A_Safety and Health-v.0.12
31. WIM Part II Section B_Permit System-v.0.8
32. WIM Part III Section A_Documentation Inspections-v.0.4
33. WIM Part III Section B_Navigation-v.0.22
34. WIM Part III Section C_Port Operations-v.0.4
35. WIM Part III Section D_Cargo Handling-v.0.16
36. WIM Part III Section E_Engine Room Instructions-v.0.5
37. WIM Part III Section F_Maintenance-v.0.8
38. WIM Part IV Section A_SHOREBASED Contingency Planning -v.0.16
39. WIM Part IV Section C_Contingency Plan Checklists-v.0.5
40. EMS-Section C_Bunker Management Plan-v.0.5
41. EMS-Section F-MRV_MRV Data Flow
42. Tankers Forms Index-v.0.19
43. Tankers Ops Manual-v.0.11
44. PM 1 Intro_Mission Vision-v.0.7
45. PM Chapter 01_Policy Statements-0.7
46. PM Chapter 02_QSEMS-v.0.5

47. PM Chapter 09_Maintenance of the ship and equipment-v.0.7
48. PR32_Management of Change-v.0.3

Tankers QHSEMS (New Uploads)

1. ESTSA 254 LOP Delays in loading due to lower loading rate
2. ESTSA 255 LOP Free Pratique Not Granted
3. ESTSA 261 Cargo and Ballast Tank Atmospheres
4. ESTSA 262 Daily Soundings_Ullaging_Voyage Checks
5. ESTSA 426 B Bunkering Safety Check List
6. ESTSA 673A - Appeal to disciplinary Hearing
7. WIM Part IV Section B_Appendix 3 LOF 2024
8. ECDIS Management Manual (Energy Dione)
9. MSLMP FULL (Energy Dione)
10. STS Plan (Energy Delos, Energy Dione)
11. BALLAST WATER MANAGEMENT PLAN (Energy Delos, Energy Dione)
12. Biofouling Plan (Energy Dione)
13. Emergency Towing Booklet (Energy Dione)
14. Recovery of Persons from the Water (Energy Dione)
15. SERS (Energy Dione)
16. VOC Management Plan (Energy Dione)
17. EU Monitoring Plans (All Tankers)
18. Assessment Report_Tankers EU MRV (All tankers)
19. Fuel EU Monitoring Plans (All Tankers)
20. UK MRV Plans (Energy Afrodite, Energy Afrodite, Energy Delos, Energy Dione)
21. LM 136 – Total Care Agreement for Drager Gas Analyzers where applicable – rev. 1
22. LM137 - SIRE 2.0 questions per Rank
23. Live Message Index
24. Smoking Prevention and Health Promotion Policy
25. VRP-Core (All Tankers)
26. VRP-AI COTP zones (All Tankers)
27. VRP-All-Energy Centaur (Energy Centaur)
28. CCP-Core (All Tankers)
29. CCP-Appendix I-Energy Centaur (Energy Centaur)
30. MLC_Appendix 3_Yellow List

Bulkers QHSEMS (Revisions)

1. FORM 01a Internal Audit Check list-v.0.2
2. FORM 57a Regular Inspection and Maintenance of Loose Gear-v.0.3
3. FORM 64 Log Book Delivery Receipt IOM-v.0.3
4. FORM 65 Log Book Delivery Receipt BMA-v.0.2
5. FORM 93 Forms List for Dry Cargo Vessels-v.0.12
6. FORM 1120a_b Officers_Crew Training Report_Program-v.1.1
7. FORM 1142 Boat Drill Record-v.0.4
8. FORM 1150 Enclosed Space Entry Permit-v.0.6
9. FORM 1203 Cleaning Plans_Record-v.0.3

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Continued from page 6 "What's New in the QHSEMS?"

10. FORM 1232 IHM Maintenance Log-v.0.2	Management Review
11. FORM 1267 Engine Room Watch Schedule-v.0.2	1. Management Review_Q1 2025
12. Form 1268 Bridge Navigational Equipment Daily Tests and Checks-v.0.3	Reflective Learning_LET_Resilience
13. FORMS MANUAL INDEX-v.0.12	1. ESTSA 104a Reflective Learning Training Q3_Q4 2025
14. .WIM_Section C_Bridge and Deck Instructions-v.0.8	Safety Awareness Handbook
15. WIM_Section E_Port and Cargo Operations_General-v.0.5	1. QHSE Alert 04_25_RightShip Inspection at Algeciras, Spain on 24 February 2025
16. WIM_Section G_Shorebased Contingency Plan-v.0.12	2. QHSE Alert 05_2025 Ship Mooring Lines Damaged by Mooring Boat
17. Technical Circular 65_Engine Filing System-v.0.5	3. QHSE Alert 06_25_RightShip Inspection at Damietta, Egypt on 05 March 2025_new
18. Technical Circular 70-v.0.2	4. QHSE Alert 07_2025_Cargo sprayed from Shore Loading Arm during Cargo Ops
19. Technical Manual Contents-v.0.5	5. QHSE Alert 08_25_Minor Contact Incident during STS Maneuvering
20. EMM_SECTION D_Emission Control Areas-v.0.3	6. QHSE Alert 09_2025_Minor Contact Incident during STS Maneuvering_Post Incident Investigation
21. PM Intro_Mission Vision-v.0.9	7. Ampol Marine Circular - Soot Discharge Overboard_01-2025
22. PM Chapter 01_Policy Statements-v.0.8	8. Ampol Marine Assurance Circular - Soot Discharge Overboard_01-2025
23. Bulkers Operations Manual-v.0.14	9. Chevron Shipping OEHSE Bulletin- Q1 2025
Bulkers QHSEMS (New Uploads)	10. CLIP 01_2025_Clip Deck Hydraulics.pdf
1. Safety Label 4_Smoking Rules_instructions	11. QHSE SAFETY CAMPAIGN 1_2025_Tankers
2. EU Monitoring Plans (All Bulkers)	12. QHSE SAFETY CAMPAIGN 2_2025_Tankers
3. NTVRP-Core (All Bulkers)	13. QHSE SAFETY CAMPAIGN 1_2025_Bulkers
4. NTVRP-AI COTP zones (All Bulkers)	14. QHSE Alerts inventory
5. NTVRP-Enterprises Shipping SMFF Written Consent(All Bulkers)	15. Safety Update Issue 2_2025
6. NTVRP-Sister Vessel List(All Bulkers)	16. Safety Update Inventory
7. WO0254207 - Assessment Report_Bulkers EU MRV (All Bulkers)	
8. UK MRV Plans (Livorno)	
9. Emergency Towing Booklet (Divinus)	
10. SEEMP Part II and Part III (Imperius)	
Crew Management Manual	GMS Client Advisories
1. Office Circular 2_25	1. Client Advisory 05_2025_Use of Unauthorized Chemicals for Ballast Water Management Systems
2. OFFICE CIRCULARS LIST UPDATED	2. Client Advisory 06_2025_USCG Port Security Advisory
3. Crew Circular 39	3. Client Advisory_07_2025-Decommissioning of USCG Homeport
4. CREW CIRCULARS LIST FOR NAVISION	4. Client Advisory_10_2025_Protecting Killer Wales in the Waters of Southern British Columbia
5. Ch 3_PG 11 Appraisal System	5. Client Advisory_11_25_New Zealand Issues New Biofouling Reporting Requirements
Office QHSEMS (Revisions)	6. Client Advisory_12_25_Brazil Issues New Biofouling Management Requirements
1. ESTSA 901 ERT Key Actions in the Event of a Crisis-v.0.5	7. GMS_List of Advisories
2. ESTSA 950 Office Internal Audit Checklist_QHSE Dept-v.0.2	Regulatory Updates
3. ITC Department PROCESSES-v.0.3	1. Regulatory Update_01 2025
4. QHSE Office_Cover-v.0.2	
Office QHSEMS (New Uploads)	
1. Policy of the Prevention of Workplace Bullying and Harassment	
Vetting and Audit Observations	
1. 2025-Q1 - 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.

- MT Energy Afrodite, **Chief Officer Nikolai Belokonov**
- MT Energy Artemis, **Cadet A. Beloshapka**
- MV Jaguar Max, **Third Officer Romel Vincent Fadrigo**

HAZARD

vs

RISK

A HAZARD is something that has the potential to harm you

RISK is the likelihood of a hazard causing harm



UNSAFE CONDITION

BEFORE



PPE FOR VISITORS

AFTER



Hazard:

Visitor PPE was found scattered in the deck locker.

Risk:

Risk of loss or unavailability in emergencies.

Correction:

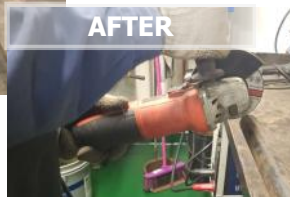
PPE properly stored at a dedicated board and instructions posted near gangway.

STOP WORK AUTHORITY

BEFORE



AFTER



Hazard:

Angle grinder used without safety cover in engine room workshop.

Risk:

Serious injury from flying debris or contact with the disc.

Best Practice:

Work stopped immediately; user instructed on safe tool use.

STOP WORK AUTHORITY

BEFORE



AFTER



Hazard:

Crew positioned too close to winch drum during mooring line check, out of operator's sight.

Risk:

Risk of snap-back injury or entanglement.

Correction:

Work stopped; crew repositioned to maintain safe distance and visibility.

MV Dynamic Striker - Best Practice



We would like to thank the **Chief Officer of mv Dynamic Striker, Sergiy Kalovsky** 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.



Crew members on **MV Dynamic Striker** experienced difficulty identifying which computer was intended for training due to the absence of labeling among several workstations in the office.

In the vessel's office, multiple computers were available for routine tasks, but none were clearly designated for training. This caused confusion among crew members and delayed access to required training platforms.

To resolve the issue, one computer was clearly labeled for training purposes, and a structured training plan was introduced. Crew members were then guided to use the EST Mathreex training system, ensuring consistent and uninterrupted learning.

This simple yet effective measure improved clarity, reduced downtime, and enhanced the efficiency of onboard training by providing a clearly designated and accessible resource.

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

We are pleased to announce that during a recent UNIPEC SIRE 2.0 inspection onboard the M/T Energy Dione, the vessel received a commendable "positive observation."

The inspection highlighted the expertise of the observed officer, 2nd Navigation Officer Adam Gakaev, who demonstrated thorough knowledge of the company's procedures for managing and operating the radar ARPA units.

During the interview, Officer Gakaev confidently showcased a comprehensive understanding of the radar and ARPA equipment, including operational and testing requirements, as well as the equipment's limitations and effective use in varying environmental conditions.



This recognition underscores Adam's dedication to safety and exemplifies the professionalism and high standards upheld by our entire crew. It serves as a reminder of how each crew member's commitment to safety contributes significantly to 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 practices.



A Sweet Tribute from M/T Energy Afrodite

We warmly thank Capt. Andrey Gavrilenko and Cook Roman Minchenko of M/T Energy Afrodite, for sharing a wonderful photo of a cake made onboard — depicting the vessel itself. A thoughtful and creative gesture that reflects the crew's spirit and pride!



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:

- ✓ 2nd Engineer Fletcher Acibido of m/v Puma Max
- ✓ 2nd Engineer Ievgen Zimchenko of m/v Divinus
- ✓ Electrician Cadet Michael Craig Toting of m/v Taurus
- ✓ 2nd Officer Denis Kozak of m/t Energy Dione
- ✓ 2nd Officer Yuri Goryunov of m/t Energy Athena
- ✓ 2nd Engineer Aleksandr Chernysh of m/t Energy Ariadne
- ✓ 3rd Officer Artrem Sapelnikov of m/t Energy Ariadne
- ✓ 2nd Officer Nuritdin Murtazaev of m/t Energy Chancellor
- ✓ Chief Officer Vitaly Gorbunov of m/t Energy Athena

UNSAFE CONDITION

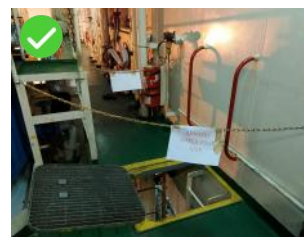
Unsecured Open Manhole

What happened:

During maintenance at the economizer platform, a manhole cover was found open without any barrier or signage.

Risk of falling into the opening resulting in serious injury or fatality.

All openings must be secured with physical barriers and clear warning signs to prevent accidents during maintenance activities.



UNSAFE CONDITION

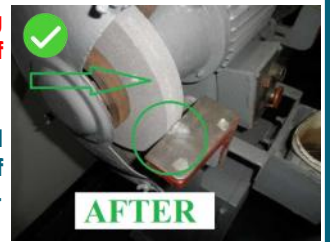
Risk of Injury

What happened:

During inspection, the sandwich circle of the electric grinding machine was found to be excessively worn.

Potential injury resulting from unsafe operation of deteriorated equipment.

Regular inspection and timely replacement of worn components are essential to prevent hazards.



UNSAFE CONDITION

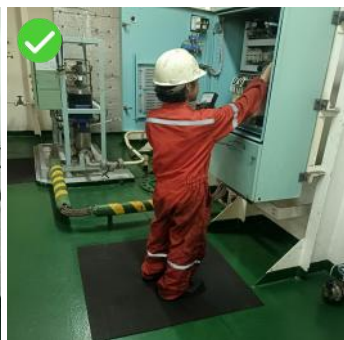
Missing Insulation matting

What happened:

During a megger test on the emergency fire pump panel, it was found that the insulation mat was missing.

Absence of insulation mat could lead to electrocution due to possible grounding.

Always ensure proper electrical safety equipment, such as insulation mats, is in place before starting any testing or maintenance work.



UNSAFE CONDITION

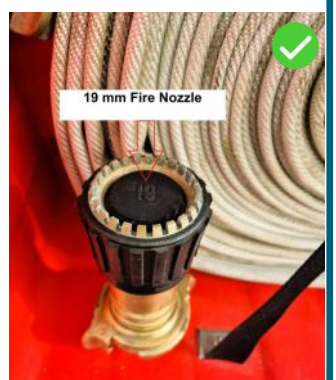
Incorrect Fire Nozzle Stored in Fire Hose Box

What happened:

During a routine inspection of fire hose boxes, it was observed that the fire nozzle in the Upper Deck box was incorrectly stored. A 19 mm fire nozzle was mistakenly mixed with a different 12 mm nozzle in the same fire box.

Delayed or ineffective fire-fighting response due to the incorrect nozzle size being used in an emergency.

Always ensure that fire nozzles are correctly matched and stored in their designated fire hose boxes according to their size and type.



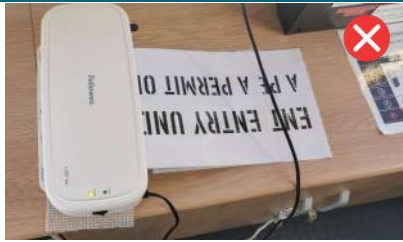
continued from page 11 "Promoting Safety On Board - STAY SAFE..."

UNSAFE ACT

Fire Risk

What happened:

The laminator machine was found switched on and unattended, with paper and laminating film still inside.



Fire risk due to potential overheating and may result in equipment damage or electrical hazards

Always ensure that the laminator and all other electrical equipment are switched off immediately after use. Never leave such equipment unattended while powered on. Conduct routine checks to verify that all devices are safely turned off to prevent fire hazards and equipment

UNSAFE CONDITION

Protection Shield Missing

What happened:

During a routine inspection in the engine room, a grinder was found in use without its protective shield.



High risk of eye injury due to flying particles during use.

Always check that protection shields are in place before using power tools; stop work if safety equipment is missing.



UNSAFE CONDITION

Overcharging of Personal Gas Detectors

What happened:

It was observed that personal gas detectors remained connected to chargers even after the batteries were fully charged.



Loss of battery capacity due to prolonged overcharging.

Always ensure that personal gas detectors are disconnected from the charger immediately once fully charged.



UNSAFE CONDITION

Pollution Risk



What happened:

During a lubricating oil transfer operation on the starboard side, a scupper plug on the poop deck aft port side was found open.



Overboard oil pollution in the event of a leak or spill, leading to potential environmental damage.

Always ensure that all scuppers on deck are properly checked and secured prior to commencing any oil transfer operation, regardless of the side where the operation is taking place

BEST PRACTICE

Labeling Radios with Emergency UHF Channel to Prevent Communication Errors

Sometimes, the ship's working UHF radio channel differs from the designated emergency channel.

During an emergency, stress and urgency may cause a crew member to forget to switch from the routine working channel to the correct emergency channel, leading to a breakdown in communication between emergency response teams.

To prevent this, stickers displaying the emergency channel number were placed on the radios. Adding stickers to the radios ensures quick identification and serves as an immediate reference for crew members, reducing the risk of communication delays or errors.



Ships with Zero PSC Deficiencies

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

No.	Ship	Captain	Date	Port	Country
April 1	Magic Striker	Oleg Trunko	11/04/2025	Takoradi	Ghana
2	Panther Max	Gary Castro	16/04/2025	Kamsar	Guinea
3	Alora	Vadym Sokolenko	22/04/2025	Pecem	Brazil
4	Livorno	Zaldy Villaflor	27/04/2025	Yangpu	China
May 5	Energy Ariadne	Vladimir Demidov	06/05/2025	Long Beach	United States
6	Energy Chancellor	Dmitrii Manuilo	14/05/2025	Bilbao	Spain

IMPORTANT REMINDER !

Smoking Prevention and Health Promotion Policy

We would like to remind you that the Smoking Prevention and Health Promotion Policy is now fully in effect across all vessels operated by ENTERPRISES SHIPPING AND TRADING S.A.

This policy is part of our ongoing commitment to safeguarding the health, safety, and overall well-being of our crew—both ashore and at sea. It reflects the company's proactive stance in reducing health risks associated with smoking and in preventing fire hazards onboard.

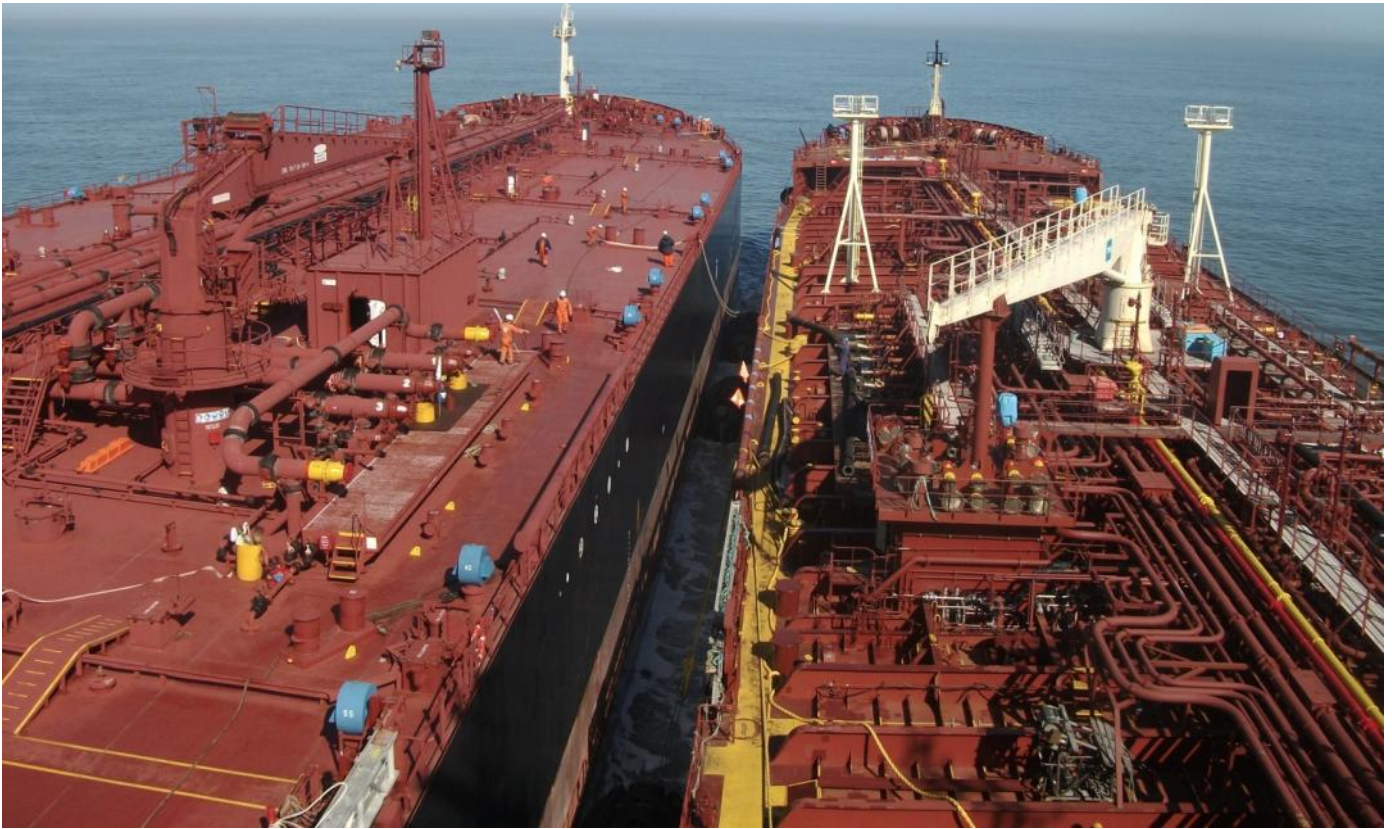
We count on everyone's cooperation to uphold this important policy and maintain a healthy, safe shipboard environment.

Please refer to the attached poster for a clear summary of where and when smoking is permitted.

Location on Board	At Sea	Pilotage	At Anchor (no cargo operations)	During Cargo, Bunker or Tank Cleaning Operations	During Emergency or Drills	In Shipyard
Wheelhouse	S/V	N	S/V	N	N	N
Cargo Control Room	S/V	N	N	N	N	N
Engine Control Room	S/V	N	N	N	N	N
Master-C/E office	S/V	N	N	N	N	N
Crew Cabins	N	N	N	N	N	N
Senior Officers Day rooms	N	N	N	N	N	N
Ship's Office	S/V	N	N	N	N	N
Engine Room & workshop	N	N	N	N	N	N
Recreation Rooms	N	N	N	N	N	N
Ship's Smoking Room	S/V	S/V	S/V	S/V	N	S/V
Everywhere else	N	N	N	N	N	N

Notation: S/V Smoking / Vaping Allowed N Non-Smoking

Managing SIMOPS Onboard: Ensuring Safety During Simultaneous Operations



SIMOPS (Simultaneous Operations) happen when two or more potentially conflicting activities occur at the same time and place on board, such as cargo handling during bunkering or tank cleaning during ballast operations. These situations increase risk if not managed carefully. SIMOPS typically arise when time pressure demands several jobs at once or when port stays are short. They are common during cargo transfer, bunkering, maintenance, and inspection tasks carried out together.

The Master has the overall responsibility for authorizing, monitoring, and controlling SIMOPS. The Simultaneous Operations Leader supports coordination across teams, while Task Supervisors ensure work is properly prepared, with permits and equipment in place. Before any SIMOPS begin, a dedicated risk assessment must be carried out, with hazards clearly identified and control measures established. Toolbox meetings are required to brief all involved personnel on their tasks, potential conflicts, and emergency actions.

Strong communication, careful scheduling, and continuous supervision are essential. If SIMOPS continue for more than a day, risk assessments and briefings should be repeated. Remember: plan ahead, involve everyone, and keep safety your top priority.

Incident Involving Shore Personnel

An under management tanker vessel was securely moored at Valero Wilmington Berth when crew began preparations to deploy the accommodation ladder. Due to wide fenders creating a large gap between the vessel and the pier, a synthetic rope was attached to the bottom of the ladder to help guide it shoreward. During the pulling operation, the rope snapped on the shore side, causing a shore laborer to fall backward onto the wooden pier.

The worker, who was wearing full PPE, got up unassisted and walked away without showing signs of injury. No medical help was requested at the time.

What Went Wrong?

Failure of the synthetic rope during the ladder handling. The synthetic rope, though in good condition and recently inspected, was secured directly to the ladder body due to the absence of a dedicated securing point for pulling it shoreward—likely causing localized stress and abrasion. Combined with the extra wide fenders and absence of a terminal-provided gangway, this led to an alternative handling under non-ideal conditions.

What Was Done Immediately:

- ✓ The Master promptly informed the Company and Charterers.
- ✓ The incident was discussed with terminal Superintendent before vessel's departure.
- ✓ A safety meeting was held onboard and the crew reviewed risk control measures.

Key Lessons Learned:

- ✓ Risk Assessments must account for non-standard berth configurations, especially when additional distance from ship to shore



alters standard operating procedures.

- ✓ Enhanced communication and coordination with shore teams is critical during shared operations involving physical handling.

Preventive Actions in Place:

- ✓ **Accommodation Ladder/Gangway Checklist (Form ESTSA 499a)** has been revised to further strengthen pre-operation safety checks.
- ✓ For any similar future operation, an evaluation will be conducted on the suitability of using a stronger and thicker rope for handling the accommodation ladder, especially in cases involving extended distances or increased pulling forces.



RECOMMENDED MEASURES TO DETER UNAUTHORISED BOARDINGS IN SINGAPORE STRAIT

SUMMARY OF INSIGHTS FROM REGIONAL AUTHORITIES & THE SHIPPING INDUSTRY

Key Observations

- While incident numbers have risen, they remain petty theft and opportunistic in nature. However, perpetrators do appear to be more skilled in identifying “loopholes” and breaching shipboard security measures (particularly if not done in a robust manner), increasing their confidence levels.
- Increase in incidents involving Container Vessels in 2025 (last incident >5 years ago). However, no indication that they are being specifically targeted due to change in perpetrators’ Modus Operandi or vulnerabilities/characteristics (e.g. items stolen) unique to the vessel type.
- Most incidents continue to occur in the Phillip Channel, under the cover of darkness:
 - Perpetrators take advantage of vessels’ predictable behaviour (reducing speed significantly when turning), low freeboard (<10m), and lack of vigilance and/or security measures.
 - Low lighting and wide area of coverage makes it challenging for authorities to patrol and distinguish perpetrators from actual fishermen.
- No indication of increased aggression. Perpetrators do not actively seek to hurt/capture crew, but may respond aggressively if confronted (out of fear of being caught), leading to unintended injuries.
- Increasing number of delayed reporting by shipping community during incidents in 2025. Lack of evidence submitted post-incidents. These factors make it difficult for authorities to respond effectively at sea, and prosecute perpetrators when caught.

Key Insights and Recommended Measures



Maintain good light and door/hatch discipline - Leave only one entry/exit point; access to be monitored and controlled by the bridge.



Monitor potential boarding points - Pay special attention to vessel’s aft, and gaps near mooring bollards. Perpetrators often use these areas.



Maximise effectiveness with combined measures - e.g. (1) turn on weather deck lighting around the accommodation block and rear facing lighting on the poop deck, (2) maintain an elevated all-round lookout at all times, and (3) sound ship’s alarm when suspicious small craft(s) are sighted.



Remain vigilant and avoid complacency - Perpetrators have been known to use long poles or modified ladders with hooks to board vessels (up to 10m freeboard). Incidents can also occur outside of Phillip Channel.



Avoid confrontation - Injuries typically occur only when crew resist and/or threaten the perpetrators. When confronted, comply and prioritise safety.



Report promptly and provide evidence - Report incidents and suspicious activities immediately to enable timely responses. Share CCTV footage and photos (face of perpetrators and unique features of craft) with local authorities and IFC; do not tamper with the scene.

SPOT THE 5 DIFFERENCES:



FUN FACTS:

Dogs tilt their heads when you speak to them to better pinpoint familiar words



Dogs are tilting their head when you speak to them to pinpoint where noises are coming from more quickly. This is done to listen out more accurately for familiar words such as 'walkies' and helps them to better understand the tone of your voice. If a dog doesn't tilt its head that often, it's because it relies less on sound and more on sight.

Earth is 4.54 billion years old



Using radiometric dating, scientists have discovered that the Earth is 4.54 billion years old (give or take 50 million years). This makes our planet half the age of the Milky Way Galaxy (11-13 billion years old) and around a third of the age of the Universe (10-15 billion years old).

Meta Launches Superintelligence Labs to Accelerate AI Innovation



Meta CEO Mark Zuckerberg has announced the creation of **Meta Superintelligence Labs (MSL)** — a new division dedicated to developing advanced artificial intelligence systems with the potential to eventually surpass human intelligence. MSL will focus on accelerating AI breakthroughs and integrating cutting-edge capabilities across Meta's key platforms, including WhatsApp, Instagram, and the Metaverse. According to Zuckerberg, the long-term goal is to build “personal superintelligence for everyone” — AI that enhances daily life through smarter, more intuitive technology. This move positions Meta at the forefront of the global AI race while shaping the future of human-computer interaction.

Jeff Bezos Ties the Knot



Amazon founder Jeff Bezos recently celebrated his wedding in an intimate ceremony with longtime partner Lauren Sanchez. The event was a private affair attended by close friends and family, marking a joyful new chapter in Bezos's personal life.

Big Breakthroughs in Genetics and Biotechnology



June 2025 brought major advances in genetic medicine and biotech. One highlight was the first successful in vivo CRISPR trial for cardiovascular disease — doctors safely edited genes inside patients' bodies to lower cholesterol dramatically. This breakthrough shows that many genetic conditions could one day be treated with a single gene edit instead of lifelong medication. Regulators also made progress by granting a new “platform technology” status to a viral vector used in gene therapies, which could speed up new treatments for muscular dystrophies. Finally, scientists in the UK used prime editing (a more precise CRISPR method) inside a patient for the first time, switching off a cholesterol gene in liver cells. Early results are promising, showing how gene editing keeps evolving.

Ancient Zombie Fungus Found in Cretaceous Amber



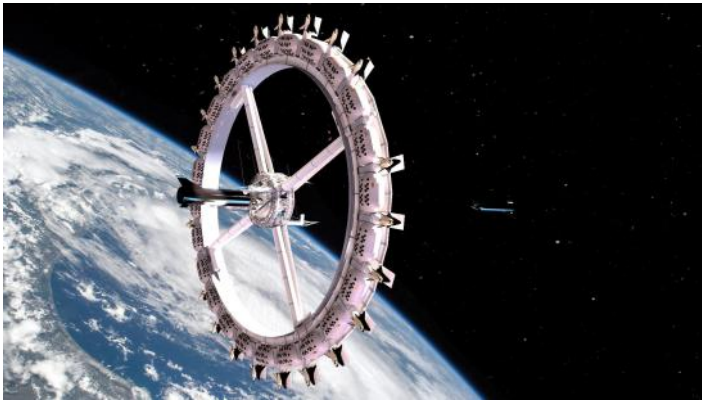
Researchers have discovered two species of parasitic fungi—early relatives of Ophiocordyceps,

continued from page 18

known as “zombie fungi”—trapped in 99-million-year-old amber from Myanmar. One fungus emerged from an ant pupa, and the other from a fly, marking them as some of the oldest evidence of these mind-controlling parasites

This discovery sheds light on how ancient fungi co-evolved with insects during the age of dinosaurs. The fossil evidence suggests that these parasites had already adapted to infect multiple insect groups by the mid-Cretaceous, challenging previous assumptions about their timeline.

World's First Space Hotel Moves Closer to Reality



A private space company has revealed updated plans for the world's first orbital space hotel, with construction set to begin in 2027. Engineers are currently testing modular living units designed to host tourists in low Earth orbit, complete with panoramic views of our planet. If all goes as planned, bookings could open as early as late 2025, targeting wealthy adventure seekers eager to experience life beyond Earth's atmosphere. Though still years away, the project highlights the growing interest and investment in commercial space tourism — an industry predicted to expand rapidly over the next decade.

Ozzy Osbourne, Black Sabbath singer and godfather of heavy metal, dead at 76

Ozzy Osbourne, the hellraising frontman of Black Sabbath and reality TV star, died Tuesday, his family shared. He was 76.

“It is with more sadness than mere words can con-

vey that we have to report that our beloved Ozzy Osbourne has passed away this morning,” Osbourne's family said in a statement to CNN. “He was with his family and surrounded by love. We ask everyone to respect our family privacy at this time.”

No details surrounding cause of death were immediately available.

The news comes just weeks after Osbourne performed with Black Sabbath in his hometown of Birmingham, England, where he reunited with bandmates, including bassist Geezer Butler, drummer Bill Ward and guitarist Tony Iommi. The show was a concert event called Back to the Beginning and marked Black Sabbath's first performance in two decades. It was billed as Osbourne's “final bow,” according to Black Sabbath's official website.



First Harry Potter image released as production begins

Production has begun on the new TV adaptation of Harry Potter, as the first picture of the lead actor in costume was released. JK Rowling's series of novels has already been made into a film, but HBO is now producing a TV series which is expected to take 10 years to complete.

Producers released the first picture of 11-year-old Dominic McLaughlin in costume as Harry Potter on Monday and confirmed several new cast members. The first series will launch in 2027.



Wimbledon 2025

Men's and Women's Finals



Wimbledon men's final: Jannik Sinner overpowers Carlos Alcaraz in four sets

World No. 1 Jannik Sinner denied No. 2 Carlos Alcaraz a three-peat at Wimbledon, winning the latest edition of tennis' best rivalry in four sets – and avenging his loss to Alcaraz at the French Open.

Wimbledon women's final: Świątek cruises to win over Anisimova

Iga Świątek won her sixth Grand Slam title



and first at the grass courts of Wimbledon, dominating American Amanda Anisimova 6-0, 6-0 in the women's singles final at the All-England

Verstappen Dominates Austrian Grand Prix with Seventh Win of the Season

Max Verstappen delivered a commanding performance at the 2025 Austrian Grand Prix, claiming his seventh victory of the Formula 1 season.

Driving for Red Bull, Verstappen controlled the race from start to finish, demonstrating exceptional skill and race craft amid fierce competition and tricky track conditions. This win extends his lead in the drivers' championship, reinforcing his position as the favorite to secure another World Championship title.



Verstappen's seamless blend of speed, strategy, and consistency once again highlighted why he is a dominant force on the grid. The Austrian Grand Prix showcased not only his individual talent but also Red Bull's technical superiority, thrilling fans worldwide as the championship battle intensifies.

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

Affiliated vessel

	Vessel	Flag	Class
1	Good Hope Max	IOM	BV

EST - New Building Orderbook

#	Hull Nr	Expected Delivery Date
1	5110 tbn Energy Delphi	December 2026
2	DE 176	November 2027

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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