



WEDNESDAY, 24 SEPTEMBER 2025

VOLUME 19, ISSUE 210

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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.

Celebrating the Retirement of Our Esteemed Technical Director



Technical Department of ESTSA

On 23/07/2025, we gathered to celebrate a very special occasion — the retirement of our Technical Director, Mr. Dimitrios Drobonis, after more than 30 years of dedicated service to our company.

[Continue in page 2](#)

A New Chapter: Welcoming Our New Technical Director

Following the retirement of Mr. Dimitrios Drobonis, we are pleased to announce the promotion of Mr. Evangelos Candiatis to Technical Director.

With nearly two decades at the company, Evangelos has consistently showcased exceptional leadership, technical expertise and innovation in the maritime industry.

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Celebrating the Retirement of Our Esteemed Technical Director

Continued from page 1

The event held in his honor, was filled with warm memories, laughter and genuine appreciation for his many years of service.

Mr. Drobonis joined the company over three decades ago as Deputy Technical Manager. He soon, advanced to the position of Technical Manager and later to Technical Director.

Throughout his career, Mr. Drobonis generously shared his knowledge and experience. He stood by his team, ensuring they had the direction and encouragement they needed. His mentorship strengthened the department and supported the growth of many who worked with him, leaving behind a strong and capable team prepared to take on future challenges.

To those of us who worked with him closely throughout the company's many milestones and challenges, he became a figure who felt truly irreplaceable, leaving a lasting mark on colleagues and the company alike.

As he steps into this new chapter of life, we extend our sincere thanks to Mr. Dimitrios Drobonis for the decades of commitment.

We wish him the very best in his retirement, filled with health, happiness, and well-deserved relaxation.

George A. Sarris



Thank You!



Mr. Dimitrios Drobonis



A New Chapter: Welcoming Our New Technical Director

Continued from page 1

Evangelos joined as an intern during his engineering studies, becoming a full-time Superintendent Engineer in September 2006. He managed critical operations, including inspections, dry-dockings, and new-building projects for bulkers and tankers. In May 2015, as Fleet Manager, he oversaw the technical management of a fleet of up to 15 vessels, while at the same time he led the new-building projects and a number of innovative projects such as the Engine Diagnostics System of WinGD and a feasibility study for an LNG dual-fuel Suezmax tanker.

Since February 2024, as Technical Manager, he took full responsibility for the technical operations of our combined fleet of bulk carriers and tankers, new-building projects, and environmental management. His strategic vision and ability to drive complex initiatives have positioned him as a natural fit for the role of Technical Director.

Evangelos holds a Masters in Mechanical Engineering from Imperial College London (1999-2003) and an MBA from SDA Bocconi, Italy, with an exchange at Qinghua University and MIT Sloan School of Management, China (2004-2005). He serves as Deputy Member of the Bahamas Ship-owners Association Board and is a member of the Hellenic Technical Committees of Bureau Veritas, Verifuel and Intercargo. He also chairs Intercargo's EU Regulations Working Group.

Join us in congratulating Evangelos on his well-deserved promotion. We look forward to his leadership in advancing maritime innovation and excellence.

George A. Sarris



Mr. Evangelos Candiotti,
ESTSA Technical Director

MV Warrior: CEO and Senior Leadership Visit

On 22/07/2025, Mr. **George Sarris**, Managing Director and President of ESTS.A., had the opportunity to visit M/V Warrior during her call at Agios Nikolaos (Aspra Spitia), accompanied by the Technical Director Mr. Evangelos Candiotti.

Continue in page 4

Continued from page 3 "MV Warrior: CEO and Senior Leadership Visit"

The visit offered a valuable opportunity to meet with the vessel's Master, Captain Sergiy Gorbenko, Officers and crew, allowing Mr. Sarris to share his vision for safety and appreciation for fleet's solid safety record maintained over the years.

During the visit, open and constructive discussions were held with the Master on day-to-day challenges at sea, the importance of safety, effective communication, and mutual support — all key pillars of our company values. Crew members were also encouraged to share their feedback on how the company can further enhance its support in meaningful and practical ways.

Several members of the office team, including Captain Elias Chatzithomas Operations Director also visited the vessel while at Agios Nikolaos, reflecting company's commitment to staying closely connected with our vessels and the people who operate them.

We sincerely thank **Captain Sergiy Gorbenko** and his crew for their hospitality and ongoing dedication to maintaining the highest standards of safety and operational reliability.



Mr. George Sarris, Managing Director and President of ESTSA and Mr. Evangelos Candiots, Technical Director



Capt. Sergiy Gorbenko, Master of m/v Warrior and Captain Elias Chatzithomas, Bulkers Operations Director

Stronger Connections: Starlink Installed on EST Vessels

We are pleased to announce a significant upgrade across the entire EST fleet: **Starlink high-speed satellite internet** is now being installed on all our vessels.

This initiative reflects our commitment to supporting seafarers' well-being and improving life at sea. With Starlink's advanced satellite technology, our crew-members can now enjoy faster and more reliable internet access. This means staying better connected with families and friends and keeping up to date with news and information during voyages.

To further strengthen connectivity, a 5G antenna has also been supplied as a backup solution. When vessels are alongside or operating in coastal areas with

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Continued from page 4 "Stronger Connections: Starlink Installed on EST Vessels"

shore-based coverage, the 5G system will provide an additional reliable connection. This ensures uninterrupted communication, even in areas where satellite service may occasionally face limitations.

Installation of the new systems is already in progress with the feedback being overwhelmingly positive so far. With this upgrade, EST S.A. takes another step forward in improving the onboard experience, enhancing communication in line with the Maritime Labour Convention (MLC) requirements for crew welfare and ensuring seamless connectivity for both personal and operational needs.

Did You Know?

The **Maritime Labour Convention (MLC, 2006)** recognizes the importance of crew welfare and includes provisions for seafarers' right to communication with family and friends while at sea. By investing in high-speed internet for all vessels, EST S.A. strengthens its commitment to meeting these international standards and supporting the well-being of its crews.



Honoring 150 Onboard Attendances by Capt. Leonid Fedchishak

We are proud to mark a special milestone: our Training Manager, Capt. Leonid Fedchishak, has now completed 150 onboard attendances across EST tankers fleet. This achievement reflects not only his dedication but also the strong and long-term cooperation that EST builds with its people.

Following his seafaring career on oil tankers, where he served as Chief Officer and later as Master, Capt. Leonid has spent the past 12 years ashore in key roles such as Marine and Safety Superintendent, Training Officer, Lead Auditor and Training Manager. He also actively contributes to officers' seminars, sharing valuable insights that support

Capt. Leonid with the Officers and Crew of M/T Energy Dione during his latest attendance



and inspire our seamen.

Reaching 150 attendances is more than a personal achievement — it reflects the shared values, teamwork and long-term cooperation that drive EST forward. We deeply value the dedication of all our employees, ashore and at sea, as every individual contribution plays a vital role in shaping our success and ensuring that together, we continue to grow stronger.



What's New in the QHSEMS?

Tankers QHSEMS (Revisions)

1. ESTSA 101 Ship_Shore Safety Checklist-v.0.5
2. ESTSA 102 Safety Rounds Check list-v.0.2
3. ESTSA 111 Permit to Work on Pipelines or Vessels-v.0.2
4. ESTSA 112 Permit to Work Aloft_Over water-v.0.2
5. ESTSA 114 Electric Circuit Work Permit-v.0.2
6. ESTSA 115 Under Water Work Permit-v.0.2
7. ESTSA 130b Health_Safety Inspection Monthly-v.0.4
8. ESTSA 151 Annual Emergency Response Drill Guideline-v.0.5
9. ESTSA 209 Cargo Operation Plan-v.0.3
10. ESTSA 218 Cargo Related Equip Maintenance_Test Records-v.0.6
11. ESTSA 218D Valves Inspection Certificate-v.0.3
12. ESTSA 229 Slop Report-v.0.2
13. ESTSA 314 Bridge Checklist 2 PreDeparture-v.0.2
14. ESTSA 414A Daily Work Planning Meeting-v.1.0
15. ESTSA 507A Log Book Delivery Receipt-v.0.2
16. ESTSA 648 Appraisal sheet for ratings-v.0.2
17. ESTSA 809 TIES Inspection and Training Form-v.1.3
18. ESTSA 824 Navigational Audit Checklist-v.0.8
19. ESTSA 825 Masters Navigational Audit Checklist-v.0.8
20. ESTSA 826 Mooring_Anchorings Audit Checklist-v.0.8
21. WIM Part I Section A_Job Description Sea Staff-v.0.6
22. WIM Part II Section C_Firefighting-v.0.4
23. WIM Part III Section B_Navigation-v.0.24
24. WIM Part III Section D_Cargo Handling-v.0.17
25. WIM Part IV Section B_Shipboard Contingency Plan-v.0.6
26. WIM Part IV Section C_Contingency Plan Checklists-v.0.6
27. Safety Label 5_Mooring Unmooring Duties_Tankers-v.0.2
28. Safety Label 16_PPE-v.0.2

EMM Cover-v.0.5

29. SORB Sect 1_Form 06 Liferaft Inspection Report-v.0.2

Tankers QHSEMS (New Uploads)

1. VRP-Core (All Tankers)

Bulkers QHSEMS (Revisions)

1. FORM 41 Navigational Publications List-v.0.7
2. FORM 45b Near Miss Report-v.0.2
3. FORM 57 Maintenance of Deck Items-v.0.6
4. FORM 59 Annual Emergency Response Drill Guideline Chart-v.0.8
5. FORM 62 Safety Committee Meeting-v.0.4
6. FORM 69 Masters Review Report-v.0.2
7. FORM 1117_a_b_c_Loading_Unloading-v.0.3
8. FORM 1125 Checklist and Maintenance of De Watering Remote Control System-v.0.2
9. FORM 1137 Anti Pollution Drill-v.0.2
10. FORM 1157 Bridge Check List2 Preparation For Sea-v.0.4
11. FORM 1158 Bridge Check List3 Preparation For Arrival In Port-v.0.4
12. FORM 1167 Bridge Check List_12 Changing Over The Watch-v.0.7
13. FORM 1260 Mooring Unmooring Anchoring Operation Safety Briefing-v.0.3
14. FORM 1264 Gas and Temperature Log-v.0.3
15. FORM 1173 Monthly Chart-Publication Record-v.0.2
16. Safety Label 2_Personal Protective Equipment PPE-v.0.3
17. Emergency Procedures Manual-v.0.4
18. Technical Circular 60-v.0.2
19. Bulkers Operations Manual-v.0.15
20. SORB Section 2_Form 01 Fire Fighting chart-v.0.3

Bulkers QHSEMS (New Uploads)

1. FORM 1137a STS Operation Drill
2. Ballast Water Management Plans (All Vessels)

Continue in page 7

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

3. Divinus_ETB
4. Divinus_Biofouling Management Plan
5. NTVRP-Core, Change 31 (All Bulkers)
6. NTVRP-Enterprises Shipping SMFF Written Consent (All Bulkers)
7. NTVRP-Sister Vessel List (All Bulkers)
8. Attachment to Technical Circular 60-PH-03-2025-Main-Engine-Events-Q1-and-Q2-2025
9. CANT-Volumell-MagicStriker ,VirtuousStriker
10. CANT_Volume III_Fleet Info
11. CANT_List of Effective Pages
12. MLC_Appendix 3_Yellow List

Crew Management Manual

1. Crew Corrective Action 20
2. CREW CORRECTIVE ACTIONS LIST
3. Ch 3_PG 11 Appraisal System
4. Ch 3_PG 12 Cadets_Promotion

Office QHSEMS (Revisions)

1. ITC Department PROCESSES-v.0.5
2. Office Forms_Index-v.0.7
3. QHSE Office_Recruitment of Shore Based Personnel-v.0.4
4. ESTSA 911A Employees Induction Programme-v.1.0

Office QHSEMS (New Uploads)

1. ESTSA 927A Inventory of Information
2. ESTSA 935 End of Support Register
3. ESTSA 936A Configuration Register Form
4. ESTSA 936B Configuration Management Form

Information and Cyber Security Manual

1. Information and Cyber Security Manual-v.0.3

Vetting and Audit Observations

1. Vetting and Audits observations_Q2 2025

Safety Awareness Handbook

1. CLIP-02- 2025 NAVIGATIONAL SAFETY DURING TERMINAL APPROACHES
2. QHSE Alert 10_2025_Minor Contact with Fender During Berthing
3. QHSE Alerts inventory
4. Safety Update_Issue 3_2025
5. Safety Update Inventory
6. LPS Bulletin - Cargo Migration - 05-2025 Final (Tankers only)

GMS Client Advisories

1. Client Advisory_11_25_New Zealand Issues New Biofouling Reporting Requirements
2. Client Advisory_12_25_Brazil Issues New Biofouling Management Requirements
3. Client Advisory_13_25_Salinity Requirements
4. Client Advisory_14_25_Flighted Spongy Moth Complex Update
5. Client Advisory_16_25_GMS Panama AP Contact Info
6. GMS_List of Advisories
7. GMS-Arrivals-Checklist-Non-Tank-28-Aug-2025
8. GMS-Arrivals-Checklist-Non-Tank-28-Aug-2025-Change-Items
9. GMS-Arrivals-Checklist-Tanker-28-Aug-2025
10. GMS-Arrivals-Checklist-Tanker-28-Aug-2025-Change-Items

Regulatory Updates

1. Regulatory Update_02 2025

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.

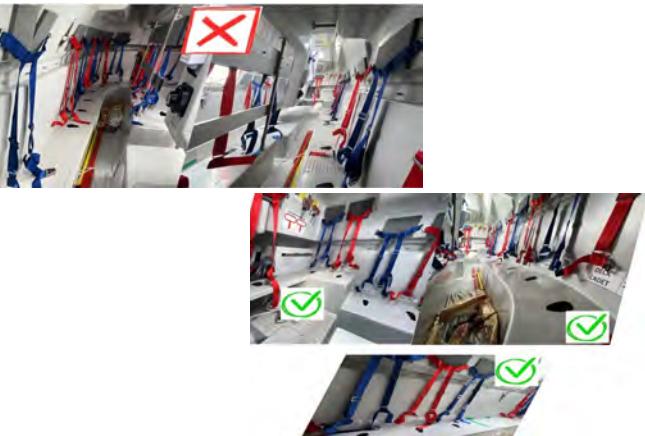
“Near Miss Rewarding” Program

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 Taurus, **Third Officer Ednar B. Bensurto**
- MT Energy Delos, **Second Officer Roman Zyulev**
- MV Virtuous Striker, **Chief Officer Mykola Shepel**

UNSAFE CONDITION



STOP WORK AUTHORITY

HAZARD vs RISK



A HAZARD is something that has the potential to harm you.



RISK is the likelihood of a hazard causing harm

Hazard:

Emergency rope and harness were coiled and not ready for use.

Risk:

Delayed emergency response.

Best Practice:

Rope laid out properly to ensure immediate readiness.

Hazard:

Lifeboat seats not numbered as per muster list.

Risk:

Evacuation delays.

Best Practice:

Seats were numbered and marked per muster list for clear crew assignment.

Hazard:

No physical separation between plastic and domestic waste in garbage storage area.

Risk:

Cross-contamination; MARPOL non-compliance.

Best Practice:

Partition installed; signage and color-coding updated; crew briefed on proper segregation.

Best Practices

Mt Energy Afrodite & Energy Centaur

We would like to thank the **Chief Officer of mt Energy Afrodite , Nikolai Belokonov** and **2nd Officer of mt Energy Centaur, Sergey Grebennikov** for providing us these Best Practices.

At EST SA, we value the implementation and sharing of Best Practices across our fleet. We kindly encourage you to share yours through the Near Miss software.

A reminder that EST S.A. rewards the four most meaningful near misses, best practices, or ideas every month. Your input could make a real difference and be recognized among the top submissions.

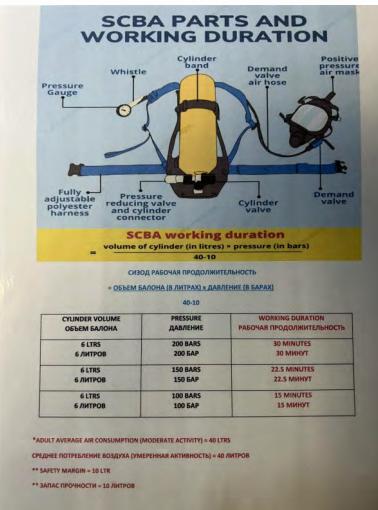


During a routine check on **mt Energy Afrodite**, it was observed that security keys in the SSO locker were poorly organized, making it time-consuming and difficult to locate the appropriate keys when needed.

To improve accessibility, the keys were divided into two distinct categories: security keys for restricted areas and keys for general spaces, each stored in separate, clearly labeled lockers. This reorganization reduced search time during routine and emergency operations, reinforcing better control and efficiency in key management.

During fire drills, firefighting teams often struggled to calculate the remaining working time based on SCBA pressure gauges alone, especially in low-visibility conditions. This posed a risk of running out of air before completing critical tasks.

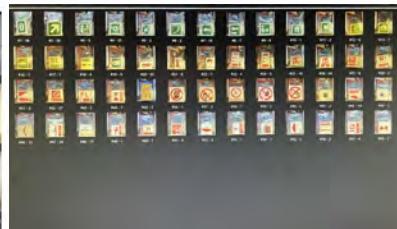
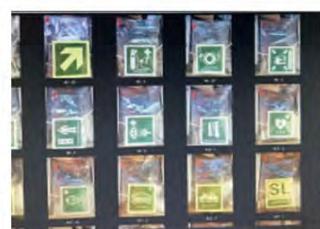
To address this, the 2nd Officer of **m/t Energy Centaur** created a poster (English and Russian) displaying SCBA operating time at various air pressure levels. The poster was placed in key areas to serve as a quick reference during drills and emergencies. This initiative enhances crew safety by ensuring firefighters remain aware of their available air supply while performing their duties.



During a safety inspection on **mt Energy Centaur**, it was noted that IMO symbols were randomly stored and exposed to weather, resulting in damage and difficulty locating the correct symbols. This often led to duplicate orders and unnecessary expenses.

To resolve this, the crew implemented a clearly labeled and numbered storage system for all IMO symbols, including an inventory log indicating type and quantity. Each symbol was placed in individual weather-resistant bags and organized by serial and category numbers.

This practical solution improves efficiency and cost control by ensuring quick



Positive Observations During SIRE 2.0 Inspections Across our Fleet

We are pleased to share the results of recent SIRE inspections across our fleet, where our crew members once again demonstrated exceptional professionalism, knowledge and commitment to safety.

M/T Energy Afrodite – KOCH SIRE Inspection:

Oiler Vladislav Mitrofanov was recognized for exceeding normal expectations during the engine room inspection. He demonstrated full familiarity and confidence in describing the correct use and location of the firefighting system in the machinery space, as well as the effective use of firefighting equipment onboard.

M/T Energy Triumph – Motoroil SIRE Inspection:

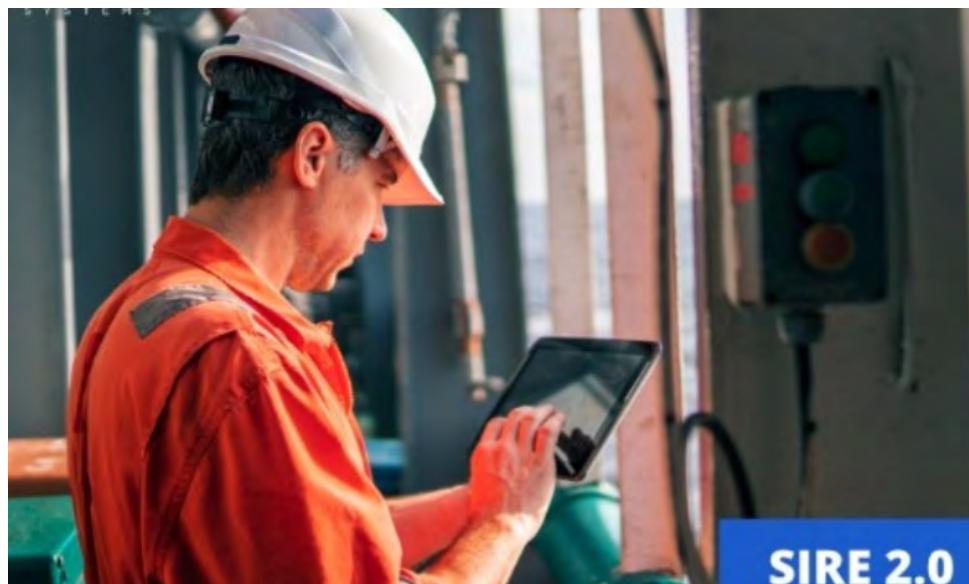
OS Ruslan Shegushev was commended for his strong knowledge of enclosed space entry procedures. He confidently explained the precautions, required PPE and the process for issuing enclosed space entry permits, whether acting as an attendant or as a person to enter the space.

Additionally, **4th Engineer Sergey Kukharev** was acknowledged for his comprehensive understanding of the safe operation of the vessel's incinerator. He clearly explained company procedures, PPE requirements and the restrictions on prohibited items for incineration.

M/T Energy Delos – Phillips 66 SIRE Inspection:

OS Sergey Kindra was praised for demonstrating full familiarity with the use of firefighting equipment available on deck and confidently described his duties during an abandon lifeboat drill, recognizing the critical importance of safety in such operations.

These commendations highlight the professionalism and vigilance of our seafarers, whose actions play a vital role in maintaining safety and operational excellence across the fleet.



Under the SIRE 2.0 regime, such positive observations serve as a powerful reminder for all crew members to continue adhering to and promoting best safety practices onboard.

Stunning Views of our Fleet

We are excited to share these breathtaking photos of our vessels M/T Energy Dione and M/V Livorno, showcasing the beauty and strength of our fleet sailing strong across the seas.

We hope you enjoy these glimpses of our ships as much as we do!



M/T Energy Dione at Mainalo, captured by Photographer Giannakis

We would like to thank Capt. Henry S. Belleza Jr. and Chief Officer Peter S. Rabia of m/v Livorno for sharing this photo of the vessel taken during conducting Lifeboat and Rescue Boat Drill in Port Cartier, Canada.

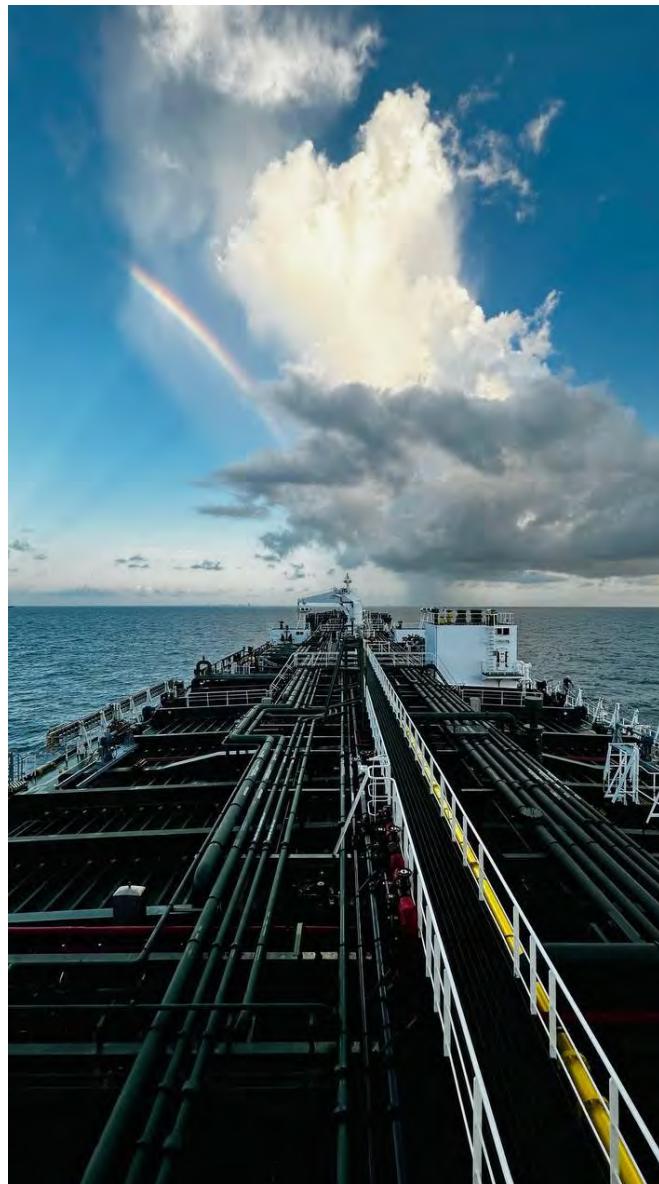


M/V Livorno at Port Cartier, Canada, captured by Chief Office Peter S. Rabia

Life Onboard: Through the Lens



M/T Energy Afrodite



M/T Energy Ariadne

We are pleased to share these beautiful views from our vessels, M/T Energy Ariadne and M/T Energy Afrodite, capturing unique perspectives of life at sea — from a rainbow breaking through the clouds, to the night sky over the vessel with the illuminated compass in the foreground.

Our sincere thanks to Capt. Vladimir Demidov, ex Master of M/T Energy Ariadne, Capt. Andrey Gavrilenko, Master of M/T Energy Afrodite and to the Officers and Crew of both vessels.

We look forward to receiving more beautiful photos from across the fleet, which we will be glad to share in our upcoming newsletters.

Crossing the Equator: M/T Energy Dione Celebrates Neptune's Day

We would like to thank Captain Vitaly Chernega, the Officers, and crew of M/T Energy Dione for sharing with us the photos and highlights from their crossing of the Earth's equator on August 31, 2025.

The crew marked this significant milestone with a traditional Neptune's Day celebration, particularly for the 11 crew members experiencing their first equator crossing, who were officially initiated as "shellbacks." The festive ceremony, presided over by "Neptune" himself, included passage through the "hell" and various trials, all of which were successfully completed. The "Astrologer" conducted astronomical observations, and the stars gave names to the new sailors.

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



Promoting Safety On Board - STAY SAFE...

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

In this month's issue, the contributors are:

✓ 2/O Vladimir Parkhomenko of m/t Energy Achilles	Max
✓ 2/O G. Kuzovkin of m/t Energy Ariadne	✓ 2nd Engineer Ievgen Zimchenko of m/v Divinus
✓ 2/E Alexander Kadantsev of m/t Energy Athena	✓ 2/O Alexey Volchenok of m/t Energy Chancellor
✓ Chief Officer I. Gutsalyik of m/t Energy Ariadne	✓ 3/O Romel Vincent C. Fadrido of m/v Jagua Max
✓ Chief Officer Michael M. Castro of m/v Puma	✓ 2/O Sergey Grebennikov of m/t Energy Centaur

UNSAFE CONDITION Unsecured SCBA Cylinders

What happened:

The FFE box at the Foam Station lacked hard separators for SCBA cylinders.

SCBA cylinders could shift or roll, causing damage to the cylinders or the FFE box.

Always ensure that SCBA cylinders are properly secured in their stowed positions and separated by hard separators to prevent damage.



UNSAFE CONDITION Poor Housekeeping

What happened:

During a safety round in the galley, a messy workplace was observed.

Poor housekeeping increases the risk of slips, trips, and falls and can also lead to food cross-contamination.

Always keep the galley and all work areas clean and organized.



UNSAFE ACT Electric Shock Risk

What happened:

A crewmember sprayed liquid near the electrical receptacle while attempting to clean the area.

Risk of electrical shock, short circuit, or fire.

Safe cleaning methods should be used near electrical appliances.



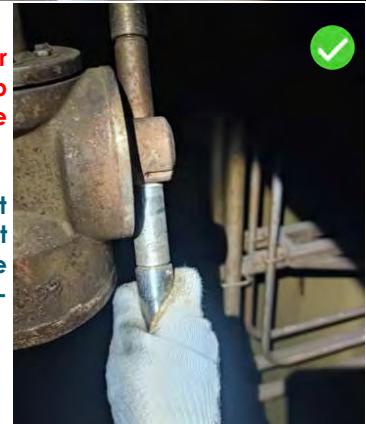
UNSAFE CONDITION Risk of Equipment Damage

What happened:

After slop port cleaning, a jet nozzle was found near the cargo pump impeller.

The nozzle could block or destroy the cargo pump impeller if drawn into the pump during operation.

Always ensure the jet nozzle and relevant equipment parts are properly secured to prevent damages.



continued from page 14 "Promoting Safety On Board - STAY SAFE..."

UNSAFE ACT

Fireman Jacket Safety Hazard

What happened:

During inspection of the LSA and FFE, a fireman's outfit jacket was found peeling.

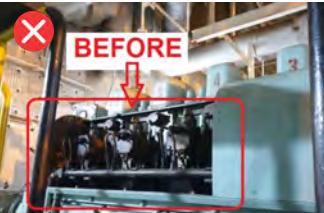
The integrity of the fireman's jacket may be compromised, affecting its protective performance during firefighting operations.

Regularly inspect of all FFE and fireman's outfits to ensure compliance with



UNSAFE CONDITION

Equipment damage and Fire Risk



What happened:

During E/R inspection, it was discovered that the auxiliary engine's fuel pump lacked its protective cover.

In the event of a fuel leak, the absence of the cover could allow fuel to spray onto hot surfaces or moving parts, creating a risk of equipment damage or fire.

Check for missing or damaged protective covers during routine inspections.

UNSAFE CONDITION

Risk of Leakage

What happened:

The save-alls for aft mooring winches were filled with rainwater and had not been emptied prior to Panama Canal transit.

Water-filled save-alls reduce their effectiveness in containing oil leaks and spills, creating environmental and operational risks, especially during canal transit or port operations.



UNSAFE CONDITION

Potential Inspection Finding



What happened:

While checking the lifeboat inventory, it was noticed that a spare torch battery had conflicting expiry dates: the battery itself was labeled 03/23, while the carton indicated 2030.

Discrepancies may cause unnecessary findings during 3rd party inspections.

Always check expiry dates on both the item and its packaging.

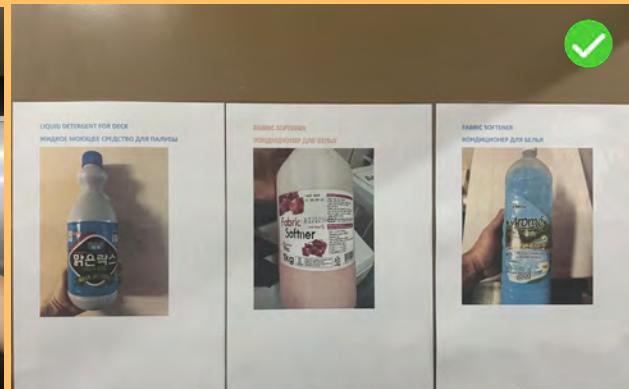
NEAR MISS/BEST PRACTICE

Detergent Used Instead of Fabric Softener

A crewmember, while washing blankets, accidentally used liquid deck detergent instead of fabric softener but luckily, no incident occurred.

This could have caused an allergic reaction and may damage the washing machine due to excessive foaming.

Posts showing each cleaning agent with its name and type in English and Russian were displayed near the laundry area, helping crew members correctly identify the products.



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
June					
1	Energy Artemis	Maksym Ivashov	02/06/2025	Callao	Peru
2	Warrior	Sergiy Gorbenko	04/06/2025	Conakry	Guinea
3	Energy Dione	Vitaly Chernega	07/06/2025	Pireaus	Greece
4	Dynamic Striker	Volodymyr Devyatyyarov	09/06/2025	Maceio	Brazil
July					
5	Livorno	Zaldy Villaflor	19/06/2025	San Lorenzo	Argentina
6	Energy Ariadne	Vladimir Demidov	01/07/2025	Altamira	Mexico
7	Heroic Striker	Vladyslav Sergiyenko	01/07/2025	Houston	USA
8	Virtuous Striker	Yuriy Shashurin	02/07/2025	Pecem	Brazil
9	Energy Apollo	Oleg Somko	10/07/2025	Milazzo	Italy
10	Energy Centaur	Mark Safonichev	24/07/2025	Stapleton	USA
11	Gladiator	Vadym Matyushenko	30/07/2025	Veracruz	Mexico
12	Warrior	Sergiy Gorbenko	31/07/2025	Ashdod	Israel

IMPORTANT REMINDER !

Mandatory Mathreeex Training for Crew

We remind all Bulker vessels to ensure completion of the following courses in the MATREEEX platform, which are frequently requested during RightShip inspections as part of the training records verification process.

- ✓ **Mental Health in the Workplace – mandatory for all crew members.**
- ✓ **Hatch Covers: Testing and Maintenance – mandatory for MASTER, C/O, 2/O, C/E, 2/E.**
- ✓ **Harmful Effects of Smoking in the Workplace – mandatory for all crew members.**

Completing these trainings is vital for the health, safety and wellbeing of our crew, while also ensuring inspection readiness and maintaining the company's high safety standards.

Incident During Mooring Operations

During mooring operations onboard one of our vessels, a crew member sustained an ankle injury while assisting with passing lines from the mooring winch to the chocks. As the vessel was moored port side alongside the terminal, the winch was located on the starboard side, requiring the lines to be carried across the deck. While moving along the deck with the line in hand, the crew member lost balance and twisted his ankle.

The incident occurred at 13:00 LT, at the end of the mooring operation. Initially, the crew member continued working, believing it was a minor injury. However, swelling and pain the following morning led to a hospital visit on the next day, where it was confirmed that the injury was a fracture. The crew member was found unfit for duty for two months and was repatriated to receive proper medical treatment.

Safety Precautions Taken:

- ✓ The crew member was wearing the required safety shoes.
- ✓ A safety briefing had been conducted with all forward and aft mooring team members prior to the operation.

Key Safety Takeaways:

- ◆ **Report any injury immediately, even if you think it is minor or the pain is minimal.** Prompt reporting ensures timely medical care and prevents escalation.
- ◆ Reinforce safety briefings before mooring, emphasizing careful foot placement and hazard awareness.
- ◆ Avoid rushing tasks to maintain focus and reduce risk.



Area where the accident occurred



The crewmember was wearing the required safety shoes

CIC on Ballast Water Management

A joint Concentrated Inspection Campaign (CIC) on Ballast Water Management is being carried out by PSC authorities under the Paris and Tokyo Memoranda of Understanding **from 1st September 2025 to 30th November 2025.**

Aim of CIC

The purpose of the Inspection Campaign is to determine the level of compliance of all parties involved with the content of the International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004 and especially with issues related to:

- Update and approval of the Ballast Water Management Plan (BWMP);
- Crew familiarization in the implementation of the BWMP – adequate training of the crew regarding the entire system;
- Records of Ballast Water Record Book (BWRB) – (proper entries which are omitted);
- Ballast Water Management System approval and its operation – proper function of the (BWMS) and any potential deviations from the corresponding Plan;
- Proper Certification for BWM Convention;
- Ballast Water Sediment Management;
- Valid exemptions (If any).

Inspection Process

A ship will be subject to only one inspection under this CIC during the period of the campaign. PSC Officer will use the above questionnaire to assess that the BWM requirements in the respective areas are met. If any non-conformities are found, actions by the port State may vary from recording a deficiency and instructing the Master to rectify it within a certain period of time, to detaining the ship until the serious deficiencies have been rectified.

Action for Vessels

Vessels are requested to ensure full compliance with the BWM Convention requirements and to keep all relevant documentation and procedures readily available for inspection.



CONCENTRATED INSPECTION CAMPAIGN
ON BALLAST WATER MANAGEMENT
01/09/2025 to 30/11/2025

CIC on Ballast Water Management					
Inspection Authority		Ship Name		IMO Number	
Date of Inspection				Inspection Port	
No.	Item			Yes	No
1*	Is a valid International Ballast Water Management Certificate (IBWMC) on board?				
2*	Is the approved Ballast Water Management Plan (BWMP) on board?				
3*	Is the BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention?				
4*	Are officers and crew familiar with their duties in the implementation of the BWMP?				
5*	Is the Ballast Water Management System (BWMS) approved by the Administration/Organization, as appropriate?				
6*	Is the BWMS operational?				
7	Was the Ballast Water managed according to the BWMP?				
8	Is the Ballast Water Record Book (BWRB) properly filled including exemptions if granted?				
9*	Is the crew managing Ballast Water sediments in accordance with the BWMP?				
10*	If an exemption has been granted, are the conditions of exemption implemented?				

SPOT THE 4 DIFFERENCES:



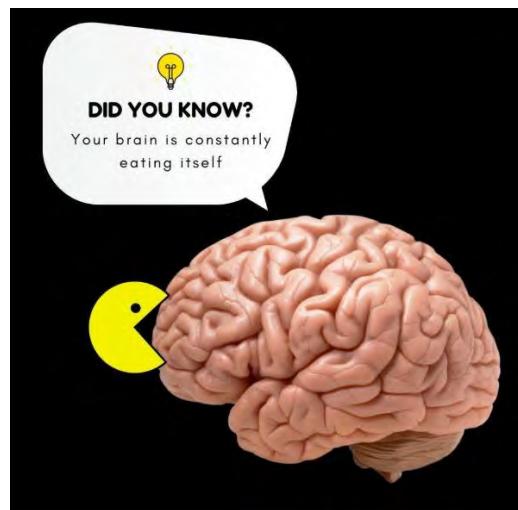
FUN FACTS:

You can't fold a piece of A4 paper more than eight times



As the number of layers doubles each time, the paper rapidly gets too thick and too small to fold. The current world paper-folding record belongs to California high school student Britney Gallivan, who in 2002 managed to fold a 1.2km-long piece of tissue paper 12 times.

Your brain is constantly eating itself



This process is called phagocytosis, where cells envelop and consume smaller cells or molecules to remove them from the system. Don't worry! Phagocytosis isn't harmful, but actually helps preserve your grey matter.

Saving China's Finless Porpoise from the brink of extinction

Chinese scientists are racing to save the critically endangered Yangtze finless porpoise, the last remaining top predator in the Yangtze River. With only around 1,200 left in the wild, the species reflects the overall health of the river's ecosystem.



A strict 10-year fishing ban introduced in 2021 has already boosted fish populations, helping secure the porpoise's food supply. However, challenges remain — particularly underwater noise from heavy ship traffic, which can disturb the animals.

Researchers hope that with continued protection and improved water quality, the Yangtze finless porpoise can avoid the fate of other species, like the now-extinct river dolphin and paddlefish.

Volcano Eruption in Russia After 600 Years

On August 3, 2025, the Krasheninnikov Volcano in Kamchatka erupted for the first time in around 600 years. Scientists suggest the eruption may be connected to a recent powerful earthquake in Russia's



Far East, which also triggered tsunami warnings as far away as French Polynesia and Chile. According

to the Kamchatka Volcanic Eruption Response Team, the volcano's last recorded lava effusion occurred around 1463.

AI Assisting Doctors in Emergency Rooms

Artificial intelligence is being tested in emergency rooms to help doctors triage patients with severe trauma, such as head injuries, hemorrhages, or spinal cord damage. By quickly analyzing patient data, AI can support medical teams in prioritizing care, preparing operating rooms, and mobilizing resources more efficiently. Early findings suggest that AI could complement doctors' expertise and improve outcomes for critically injured patients.



Judge Frank Caprio Passes Away at 88.

Frank Caprio, widely known as the "nicest judge in the world," has passed away at the age of 88 following a battle with pancreatic cancer. Beloved for his compassion and humor on the hit show *Caught in Providence*, his courtroom videos gained billions of views online, inspiring kindness worldwide. He is remembered for his warmth, humanity and lasting impact.



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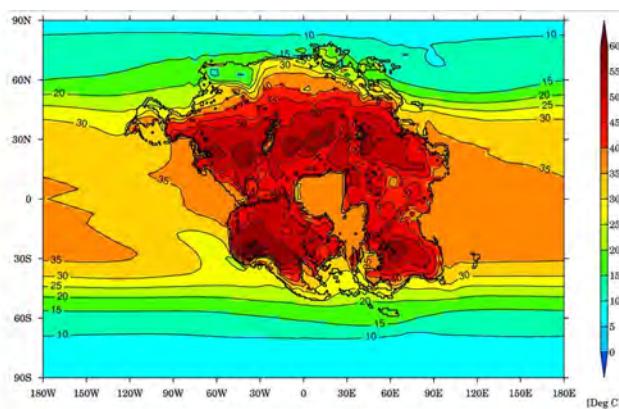
3,500-Year-Old City Discovered in Peru



Archaeologists have uncovered the ancient city of Peñico in northern Peru's Barranca province, dating back 3,500 years. Believed to have been a key trading hub linking Pacific coast communities with the Andes and Amazon, the site features 18 structures, including ceremonial temples and residential complexes. Excavations revealed clay sculptures, necklaces, and ritual objects. Peñico provides insights into the fate of the Caral civilisation, the Americas' oldest known society, showing how it continued in strategic trade networks after climate challenges affected its original settlements.

Are We Facing a Sixth Mass Extinction?

A scientific debate has resurfaced over whether Earth is entering its sixth mass extinction — an event comparable in scale to the one that wiped out the dinosaurs. Some researchers argue that current extinction rates, while alarming, do not yet meet the threshold of 75% species loss within a short geological period. Others warn that dismissing the risk downplays serious threats to biodiversity. Amphibians, in particular, are seen as a critical warning sign: around one-third of the world's 6,300 species are



threatened by habitat destruction, climate change, and emerging diseases like chytridiomycosis. With pressures on ecosystems mounting, the controversy highlights both the urgency of conservation and the scientific caution in defining what constitutes a mass extinction.

Apple Unveils the new iPhone Air:



Apple has unveiled the iPhone Air, their thinnest iPhone yet at just 5.6mm. Built with a sleek titanium design, it combines elegance with strength, setting a new standard in smartphone engineering. Despite its ultra-slim profile, the iPhone Air delivers pro-level performance, a vibrant edge-to-edge display, and impressive all-day battery life. The introduction of Ceramic Shield 2 provides unmatched durability, making it tougher and more resilient than any previous model. With the iPhone Air, Apple proves that thinner doesn't mean compromise—it means innovation at its finest.

Mondo Duplantis sets World Record

Armand "Mondo" Duplantis once again proved he is unstoppable, breaking the world pole vault record



with an incredible 6.30m jump. His breathtaking performance in Tokyo cements his dominance in athletics and showcases the perfect blend of strength, speed, and technique. Duplantis continues to push the limits of human achievement.

Precision, Power, Gold: Greece Wins Women's Water Polo World Cup



Greece's women's water polo team won World Cup gold, beating Hungary 12-9 in a historic final. Leading 8-4 at halftime, they combined strong defense and key goals from Vaso and Eleftheria Plevritou, with goalkeeper Ioanna Stamatopoulou making crucial saves. Earlier, Greece stunned world champion USA 14-9 in the semifinals, marking their second World Cup gold and first victory over Hungary.

Greece's Triumphant Return on the Eurobasket Podium After 16 Years

After 16 long years, Greece's national basketball team has finally returned to the podium, winning a well-deserved medal. This historic achievement marks a powerful comeback for the team, reigniting pride and passion among Greek fans everywhere. With determination, unity, and talent, the players proved their strength on the international stage, showing that perseverance pays off.

Several Greek players were also honored as MVPs, highlighting their individual brilliance. Their success not only honors past legends but also inspires the next generation to dream big. Greece has proudly reclaimed its place among basketball's elite.

This is the first time Giannis Antetokoun-



mpo picked up a medal with the national team, joining an impressive list of Greek basketball heroes that had previously led the country to five EuroBasket medals.

"It's probably the best accomplishment in my career." -Giannis Antetokounmpo.

For Finland, the fourth place remains their best result ever, and continues their upward trajectory over the past 10 years.

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

Affiliated vessel

EST - New Building Orderbook

	Vessel	Flag	Class	#	Hull Nr	Expected Delivery Date
1	Good Hope Max	IOM	BV	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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