



**ENTERPRISES
SHIPPING &
TRADING S.A.**



EST Newsletter

VOLUME 3, ISSUE 24

WEDNESDAY, 4 FEBRUARY 2009

SPECIAL POINTS OF INTEREST:

- m/v Island Ranger - Search & Rescue Operation of rowboat "La Mondiale"
- 2008 PSC Inspections (Part 2/2)

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m/v Island Ranger - Search & Rescue Operation of Rowboat "La Mondiale"

Under the command of Captain Leonid Panamaryov, the crew of our m/v Island Ranger was involved in the successful Search & Rescue Operation of the 14 crewmembers of the British ocean rowboat "La Mondiale" on the 15th January 2009. The following report, as provided by the Master, offers an insight on that day's events:



1215 LT- received telecom from UK coast guard to proceed for rescue crew of rowboat "La Mondiale" to position lat.20 35.7n long.028 44.2w

1515 LT- received confirmation from MRCC Falmouth to proceed to updated position

1815 LT- start reducing speed to manoeuvring

1915 LT- commenced manoeuvring to approach "La Mondiale"
1942 LT- sent ropes to secure "La Mondiale" psn lat.20 31.9n long.028 51.8w

1950 LT- first rescued person on board

2020 LT- all crew (14 persons) of "La Mondiale" on board.

2040 LT- psn lat.20 31.2n long. 028 53.1w released "La Mondiale" commenced movement. MRCC Falmouth informed about completion of rescue operations

2115 LT- resumed sea passage. Proceeding to Ravenna.

Weather conditions during operations: wind NE 6-7 beuf. Sea 4-6 m SW current 1-1.5 kts

La Mondiale was attempting to break the current record by rowing from Gran Canaria to Barbados, with the overall intention of raising £1 million for charitable causes.

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Cutting of the "Vasilopita" Cake

On the 22nd January, the annual celebration of cutting the "Vasilopita" cake took place at the "Athens Golf Club", during which employees of "EST SA", "H.S.O.P.", "Athens Golf Club", "Golden Energy Management S.A.", "Seanergy Maritime Corp", "Safbulk Maritime S.A.", "Assos Capital", "Oxy Capital", "Aviation", "R.F. Energy SA", "MTV Greece", "Arren-A Radio" and "First Business Bank SA." were gathered altogether.

For those who are not aware, in Greece, it is a tradition



Mr. V. Restis & Mr. G. Sarris at the AGC

on New Year's Eve for family and friends to gather and cut a cake called "Vasilopita" which means Basil's cake, referring to St. Basil who replaces St. Nicholas as the Santa Claus figure. Each "Vasilopita" has a coin inside, and whoever gets the piece with the coin is considered blessed with good luck for the year.

The event started with a lovely speech delivered by Mr. V. Restis who in brief spoke about the economic crisis and its effect on the shipping industry, but mindful also of his employees' concerns he reassured that this will not affect employees' jobs! He also spoke about the achievements that the Restis Group accomplished during the year 2008 and grateful of these achievements he thanked employees who have been working for years for the services they have provided to the company! He referred to the future business plans for further development and also stated that he will always remain close to his employees and their families!

Mr. G. Sarris thanked Mr. V. Restis on behalf of all and thereafter Mr. Victor Restis started cutting the "Vasilopita" for the companies and a piece was set aside representing future business plans.

Finally, 5 employees were the lucky ones who found the "Vasilopita" coins and as a present they were each offered an LCD TV.

2008 PSC Inspections (Part 2/2)

Company's study reveals that the most defective area within the fleet involves Safety of Navigation, the percentage of which reached 14.1% (year 2006, 13.0 / year 2007, 12.3%). Vessels' charts and nautical publications for instance, were not found updated as well as lights, sounds-signals, VDR were found defective and voyage or passage plans not filled-in correctly. On October 2008 the company in order to minimize the number of deficiencies regarding nautical publications has revised form 41 and has requested by "Kelvin Hughes" to provide the vessel with all new publications.

Deficiencies due to "Fire Fighting Equipment", account to 12.7% . Specifically, deficiencies were issued mostly as fire pumps, ventilations, fire-dampers, fixed fire extinguishing installation, FF equipment and appliances, were not inspected or maintained by the crew.

Deficiencies due to "Lifesaving Appliances", account to 11.3% . Lifeboats, Lifebuoys, Lifeboats inventory, launching arrangements, embarkation arrangements, on board training and instructions were areas found by PSC inspectors not in compliance with international regulation. During the year and as a corrective action the company was considering assigning all FFE and LSA inspections to an external company. This is still under consideration.

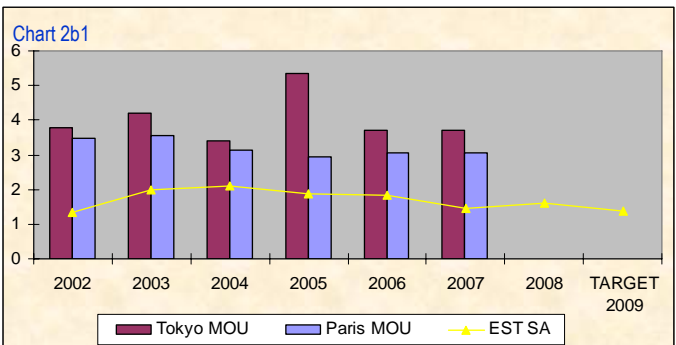
A breakdown of the above mentioned defective areas is presented in table 2.b.1.

The company yearly benchmarks its performance against Paris MOU and Tokyo MOU (see chart 2.b.1). During year 2007, 3.07 deficiencies per inspection were the results obtained by the Paris MOU and 3.71 deficiencies per inspection were the results accord-

Safety of Navigation (14.1) - Breakdown	Fire Safety Measures (12.7%) - Breakdown	Lifesaving Appliances (11.7%) - Breakdown
Nautical publications 35% (14)	Fixed fire extinguishing installation 17.85% (5)	Lifeboats 33.3% (10)
Charts 10% (4)	FF equipment and appliances 17.85% (5)	Lifebuoys 16.6% (5)
Lights, shapes, sounds-signals 10% (4)	Fire pumps 17.85% (5)	Launching arrangements for survival craft 6.6% (2)
Voyage Data recorder (VDR) 7.5% (3)	Fire dampers 17.85% (5)	Lifeboats' inventory 6.6% (2)
Voyage or passage plan 7.5% (3)		Inflatable liferafts 6.6% (2)
		On board training and instructions 6.6% (2)

Table 2b1

ing to Tokyo MOU while 1.38 deficiencies were issued per inspection to the vessels of EST S.A. fleet!! The results for year 2008 from the Paris MOU and Tokyo MOU have not been displayed yet.



The image of the shipping industry is poor. We have to make the image of this profession high and we are glad that at EST SA, both offshore personnel but mostly people working on board the vessels, are doing our best towards this direction.



(Continued fm page 1) (m/v Island Ranger - Search & Rescue Operation of rowboat "La Mondiale")



As stated, they were rowing away and making good speed. They were on schedule to travel 183km that day, three days ahead of the existing record, when the incident occurred.

They were in the valley of a wave and knew something was wrong immediately because when they put their oars through the water they met tremendous resistance. Crew leader Leven Brown, from Scotland, discovered the rudder had broken away and the crew assumed it had been struck by a whale. "We still don't know for sure," said McKeever, one of the 14. "We spotted some whales near the boat earlier in the morning and it is possible we hit one. The odd thing, though, is that we didn't feel any impact so it is still a bit of a mystery."

At first, the crew attempted to make a temporary repair to the rudder and even hoisted a make-shift sail, but after 36 hours of manual

steering, it became clear the race would have to be abandoned.

Their call was answered by the Island Ranger and all of the crew of La Mondiale were assisted on board. Everything went very smoothly.

The Captain of La Mondiale stated that everything was expertly handled during the rescue operation with a degree of professionalism from the Officers and Crew second to none. The 14 crew members of the row boat disembarked at Algeciras on 21.01.2009.

On behalf of all of us here at Enterprises we would like to once more *congratulate* the Master, the Officers and Crew for their professional and effective actions in dealing with the Search and Rescue operation, demonstrating a high level of good seamanship all the way.



Court Ruling Could Increase Risk of Politically Influenced Bail

Source: www.naftikachronika.gr

The London P&I Club has warned that the January 8 decision of the European Court of Human Rights (ECtHR) in Strasbourg in the case of Capt A. Mangouras, the master of the Prestige, could seriously increase the risk of bail requirements being influenced by political considerations. It adds that the ECtHR has seemingly failed to understand that the provision of bail for criminal charges falls outside the ordinary scope of P&I cover, and has furthermore sought to justify itself by reference to EU legislation which post-dates the Prestige incident.

Capt Mangouras was arrested immediately upon arrival ashore after battling for days to save the 81,000 dwt tanker Prestige after it broke apart and sank off the coast of Spain in 2002 in an incident which led to extensive pollution following the release into the sea of 70,000 tonnes of fuel oil. He spent 83 days in prison and was only released upon payment of bail amounting to Euro3m.

The Prestige was entered for marine liability insurance coverage with the London P&I Club which, given the exceptional circumstances of the case, and the probability that any legal challenge was likely to take some considerable time, took the unprecedented decision in January 2003 to assist Capt Mangouras in establishing bail on humanitarian grounds. The Club says the level of bail set was so extraordinarily high that there was no prospect of Capt Mangouras or his family being able to raise it from their own resources.

But the ECtHR has now ruled that both the length of Capt Mangouras's detention and the amount of bail demanded were not excessive in the circumstances of the case, a decision which has given rise to serious concern within the shipping industry generally. The court found that the level of bail imposed was not disproportionate to the circumstances of the case, including the seriousness of the consequences of the incident, and took sufficient

account of Capt Mangouras's personal circumstances. It also concluded that the amount of time which Capt Mangouras spent in prison was short, compared to comparable cases.

Stephen Roberts, Claims Director with A Bilbrough & Co, Managers of the London P&I Club, says, "The concern is that the ECtHR was influenced heavily by the consequences of the incident rather than by the actual conduct and means of Capt Mangouras, who has received strong support for his actions from all over the world.

"And to that extent the decision also highlights the basis for the concerns currently being expressed by leading international shipping bodies, including Intertanko, that the application of the EU Directive on Ship Source Pollution must be proportionate to the degree of personal fault on the part of the individual responsible for causing pollution, and not focused on the pollution and its consequences.

"Furthermore, if the decision stands, it will seriously increase the risk of the determination of bail requirements being influenced by political considerations, without any account being taken of the means of the individual."

The London Club also says that general industry dissatisfaction with the judgment is compounded by the ECtHR's reference to the provision of bail as the result of the 'application of the legal contractual relationship between the owner and the insurer'. Stephen Roberts says, "That comment suggests that the ECtHR has failed to understand that the provision of bail for criminal charges falls outside the ordinary scope of P&I insurance and that the decision by the London Club to provide bail for humanitarian reasons was both exceptional and unprecedented. It also tends to imply that the court sees bail as something penal rather than, as it should be, something which is designed to secure the accused's appearance to face charges."

The London Club understand that Capt Mangouras is actively considering an appeal against the ECtHR judgment.

gl

Loading and Fumigating Grain Cargoes In The United States Gulf Ports

Source: Gard News 190, May/July 2008

What to expect

Grain cargoes shipped from the US are a heavily regulated commodity. By law, ships that are to carry a grain cargo for export must be inspected by 2 independent authorities prior to being allowed to load. The 1st is the US Department of Agriculture Federal Grain Inspection Service (USDA – FGIS). Their inspection is for hold cleanliness and they are checking to see that the cargo holds and hatch covers are clean and dry with no residue of previous cargo and no rust scale or paint flaking. During their inspection they are also tasked with determining that the ship is not infested with any type of insect or rodents. Upon completion of their inspection, that typically takes a team of 2 inspectors about 2 hours to complete on a Panamax-size vessel, they will issue a Clean Hold Certificate and the ship is authorized to load. The certificate is valid only for a stated length of time and may be revoked if conditions change (such as leaving hatch covers open in a rain shower).

The second set of eyes mandated to inspect the vessel belongs to the National Cargo Bureau ship surveyor. He, too, is required to inspect the cargo holds for cleanliness, but his focus is also directed to the construction of the vessel, to determine that the ship construction is suitable for the carriage of grain in order to minimize the effect of grain shifts. He will also review the ship's grain stability booklet, stability calculations for the intended cargo and the loading plan in order to determine that the stability of the vessel is sufficient for the intended cargo.

Once these inspections are passed, the vessel is allowed to load the intended cargo. During the loading process, the grains are sampled frequently, usually about every 20 minutes, from the loading belt. The samples are continuously analysed by the USDA inspectors to determine the quality of the cargo and amount of foreign materials contained within each sample. The results of this inspection will determine the grade of the cargo that will be noted on the bill of lading. Loading will be stopped if sour grain, infested grain or otherwise off-spec grain is noted using this process.

Despite all these procedures being in place it is possible, indeed even probable, that insect eggs can be present within the grain. During a long voyage, with the right combination of temperature and humidity, eggs will

hatch resulting in infestation of the cargo by a variety of unwanted insects.

The only way to deal with this is to fumigate the grain to kill both live insects and the eggs themselves. Fumigation brings its own sets of challenges, as that which kills insects will just as easily kill humans. The fumigation process therefore starts with (yet another) survey of the ship prior to loading, usually by an independent surveyor employed by the fumigator. The surveyor will inspect the cargo holds looking for conditions that will allow a fumigant to penetrate into spaces that will be inhabited by crew members. He will look for trunks, piping, alleyways or other communication methods where the fumigant can migrate to areas where it is unwanted. This is especially important at the bulkheads between accommodation spaces or machinery spaces and cargo holds. If any is found, the surveyor will recommend that it is properly and effectively sealed off. Also checked are the seals on the hatch covers and access trunkways will be marked with warning signs and sealed after the fumigant is applied. If the "J" system¹ is to be used, all necessary tubing and blower motors must be installed in the cargo holds prior to loading of the cargo, so that fumigant can be circulated throughout the stow of the cargo. This creates an extra expense and this cost is passed along to the shipper.

Be prepared for this

- If your vessel is to be fumigated in transit, be ready to seal off certain areas or be prepared to move crew members from areas that the surveyor considers may be subject to fumigant migration. Areas of rust scale on bulkheads or piping areas are treated as suspect, so remove same before inspection.
- Condition of seals of hatch covers is very important. Keep the phostoxin inside the cargo holds for highest effectiveness. If in doubt, apply Ram-Nek tape or other sealant around the perimeter and across pontoon cross joints. Remember the fumigant is a gas and treat it as such.
- Make sure cargo hold ventilators can be completely closed.
- Phostoxin requires at least 10 days to be effective in a large cargo hold. Do not open vents or hatch covers or otherwise let the gas escape for at least this period of time.
- Read the fumigator's data sheets carefully and follow their instruction completely. Make sure the entire crew is aware of the dangers involved when fumigant is applied.

dv

Football Standings

Poland National League

Team	MP	W	D	L	GF	GA	+/-	Pts
Lech Poznan	17	11	3	3	32	11	21	36
Legia Warszawa	17	11	3	3	31	10	21	36
Polonia Warszawa	17	10	5	2	25	9	16	35
Wisla Kraków	17	10	3	4	28	13	15	33
GKS Belchatów	17	10	1	6	22	18	4	31
Slask Wrocław	17	8	6	3	26	20	6	30
Arka Gdynia	17	6	5	6	16	17	-1	23
Ruch Chorzów	17	6	4	7	12	17	-5	22
Polonia Bytom	17	6	3	8	21	26	-5	21
Jagiellonia Bialystok	17	4	6	7	13	19	-6	18
Lechia Gdansk	17	5	3	9	15	26	-11	18
Odra Wodzislaw Slaski	17	4	5	8	14	22	-8	17
LKS Łódź	17	4	4	9	11	24	-13	16
GKS Piast Gliwice	17	4	3	10	8	17	-9	15
Cracovia Kraków	17	3	5	9	10	21	-11	14
Górnik Zabrze	17	3	3	11	8	22	-14	12

Greek Super League

Team	MP	W	D	L	GF	GA	+/-	Pts
Olympiacos	20	16	3	1	34	8	26	51
PAOK	20	11	7	2	23	9	14	40
Panathinaikos	20	11	6	3	36	15	21	39
AEK Athinaí	20	8	10	2	24	17	7	34
Larissa	20	7	9	4	26	19	7	30
Panionios	20	8	4	8	26	25	1	28
Aris Saloniki	20	7	7	6	15	18	-3	28
Xanthi	20	5	10	5	13	12	1	25
Panthrakikos	20	7	4	9	12	21	-9	25
Ergotelis	20	6	5	9	21	30	-9	23
Iraklis	20	5	7	8	15	20	-5	22
Levadiakos	20	6	4	10	17	20	-3	22
Asteras Tripolis	20	4	9	7	19	20	-1	21
Panserraikos	20	3	6	11	11	27	-16	15
OFI	20	3	5	12	21	35	-14	14
Thrasivoulos	20	3	4	13	16	33	-17	13

Ukrainian National League

Team	MP	W	D	L	GF	GA	+/-	Pts
Dynamo Kyiv	17	14	1	2	42	11	31	43
Metalist Kharkiv	17	11	4	2	29	12	17	37
Metalurh Donetsk	17	10	3	4	23	12	11	33
Vorskla-Naftohaz Poltava	17	9	6	2	19	10	9	33
Shakhtar Donetsk	17	8	7	2	25	12	13	31
Metalurh Zaporizhzhya	17	7	6	4	17	15	2	27
Dnipro Dnipropetrovsk	17	6	6	5	15	13	2	24
Zarja Lugansk	17	5	6	6	18	25	-7	21
FK Chornomorets Odesa	17	6	2	9	18	21	-3	20
SK Karpaty L'viv	17	4	7	6	16	21	-5	19
Kryvbas Kryvyi Rih	17	4	7	6	14	20	-6	19
Arsenal Kyiv	17	3	5	9	12	21	-9	14
Tavria Simferopol	17	3	5	9	19	31	-12	14
Illichivets Mariupol	17	3	3	11	16	30	-14	12
FC L'viv	17	3	3	11	11	25	-14	12
FK Kharkiv	17	0	9	8	10	25	-15	9

Russian Football Premier League

Team	MP	W	D	L	GF	GA	+/-	Pts
Rubin Kazan	30	18	6	6	44	26	18	60
CSKA Moskva	30	16	8	6	53	24	29	56
Dinamo Moskva	30	15	9	6	41	29	12	54
Amkar Perm	30	14	9	7	31	22	9	51
Zenit St. Petersburg	30	12	12	6	59	37	22	48
Krylya Sovetov Samara	30	12	12	6	46	28	18	48
Lokomotiv Moskva	30	13	8	9	37	32	5	47
Spartak Moskva	30	11	11	8	43	39	4	44
FK Moskva	30	9	11	10	34	36	-2	38
Terek Grozny	30	9	8	13	28	42	-14	35
Saturn Moscow Region	30	7	12	11	26	30	-4	33
Spartak Nalchik	30	8	8	14	30	39	-9	32
Tom Toms	30	7	8	15	23	39	-16	29
FK Khimki	30	6	9	15	34	54	-20	27
Shinnik Jaroslavl	30	5	7	18	25	48	-23	22
Luch-Energiya Vladivostok	30	3	12	15	24	53	-29	21

Global News

UN International Court Refuses To Recognize Zmiinyi Island As Part Of Ukraine's Coastline And Take It Into Account During Border Delimitation

(Ukrainian News Agency) The UN Organization's International Court of Justice (The Hague, Netherlands) has refused to accept that the Zmiinyi Island influences the determination of the middle line during delimitation of borders on the continental shelf of the Black Sea and exclusive economic zones.

According to the decision, which was announced on February 3, the Zmiinyi Island is too far from the mainland for its coastline to be taken into account during delimitation of borders. As Ukrainian News earlier reported, on September 16, 2004, Romania asked the United Nations Organization's International Court of Justice to delimit its maritime border with Ukraine, including the continental shelf and exclusive economic zones.

During negotiations on the borderline in the Black Sea, Ukraine and Romania disagree on the legal interpretation of the status of the Zmiinyi Island, which Romania seeks to describe as a rock without a right to territorial waters while Ukraine seeks to describe it as an island with the right to its own territorial waters. Large reserves of crude oil and natural gas exist around the Zmiinyi Island.

Poland and Ukraine Talk Gas

Polish President Lech Kaczyński said his Ukrainian counterpart Viktor Yushchenko presented a proposal for a "technical agreement" to allow resumption of gas deliveries to the EU as soon as possible after the two met Jan. 14 in Poland.

But no Russian gas was flowing through Ukraine when this issue of The Warsaw Voice went to print and the Ukraine-Russia conflict that has seen deliveries to the EU cut looked set to drag on.

EU attempts at mediation have so far come to nothing. Both parties have dug themselves in and were looking around for allies to back up their positions. Kaczyński met Yushchenko in the southern Polish mountain resort of Wisla. No

details were disclosed of Yushchenko's proposals for the "technical agreement."

Yushchenko flatly rejected Russian allegations that Ukraine had stolen gas destined for Slovakia and Balkan countries Jan. 13, saying "Ukraine acts responsibly towards its friends in Europe." He added that Ukraine had asked the European Commission to examine the circumstances which gave rise to the crisis during the first week of January and to state its position on Russia's allegations that Ukraine had been stealing gas.

Russia has proposed a Moscow summit for those countries whose gas has been cut off as a result of the conflict. Kaczyński and Yushchenko came up with a similar initiative after their talks in Wisla, only they said any summit should be called by the Czech Republic, which holds the rotating EU presidency, and be held in Prague. They said they had discussed the proposal with Czech Prime Minister Mirek Topolánek over the telephone.

Polish Foreign Minister Radosław Sikorski was present at the Wisla talks. The government and the president were in agreement in Wisla despite the opposing positions they had held previously when Kaczyński stood by Ukraine while the government adopted a more cautious approach.

"Both the government and the president understand the need to ensure energy security for Poland," foreign ministry spokesman Piotr Paszkowski said.

North Korea may test-fire missile toward Japan

SEOUL (Reuters) - North Korea may be preparing to use the site of its previous ballistic missile launches on the east coast to fire its longest range missile, possibly toward Japan, news reports said on Wednesday. The missile reports follow threats directed at Seoul and Washington, which analysts said are meant to intimidate conservative South Korean President Lee Myung-bak and grab the attention of new U.S. President Barack Obama.

South Korea's Chosun Ilbo newspaper quoted government sources as saying that a large object suspected to be part of a long-range Taepodong-2 missile was being transported to the missile site on North Korea's east coast.

(continued to page 5)

(continued from page 4)

"The test site on the east coast means the missile will likely be fired over Japan and in the direction of the United States," Chosun Ilbo quoted the source as saying.

The Taepodong-2 is supposed to have a range that could eventually take it as far as Alaska, but has never successfully flown. South Korea's Yonhap news agency quoted a government source as saying the object could be headed for an east coast test site in the town of Musudan-ri, or a newly built site on the west coast, near China, or to an unidentified third location.

General Walter Sharp, the commander of U.S. Forces Korea, called on North Korea to stop its provocations while a senior South Korean lawmaker warned a launch could come soon. "North Korea will definitely fire a missile within a month at the earliest," Kim Hak-song, head of the parliament's defense committee, told the Maeil Business Newspaper. "If the United States shows little interest after the launch, North Korea could test fire another one around May."

BLUSTER AND BRINKMANSHIP

North Korea fired a ballistic missile from Musudan-ri in 1998 that flew over Japan and landed in the Pacific Ocean. A Taepodong-2 launched from there in 2006 reportedly failed less than a minute into flight.

North Korea, which has a history of conducting diplomacy with bluster and brinkmanship, knows its missile facilities are monitored by spy satellites, and

that it can put pressure on the United States and its allies simply by moving missile parts.

It takes North Korea about a month or two to prepare a Taepodong-2 for launch, which could be Pyongyang's deadline for when it expects something positive from Seoul or Washington, analysts said.

"If North Korea were to successfully launch a Taepodong missile, it would significantly alter the threat environment to the U.S. and its Asian allies," said Bruce Klingner, a Korea expert at the Heritage Foundation.

North Korea, which tested a small nuclear device in 2006, is seen as one of the greatest threats to regional security. In 2007, it started to disable a nuclear plant that makes arms-grade plutonium as a part of an international disarmament-for-aid deal.

But experts say they do not believe it has the technology to miniaturize an atomic weapon to mount on a missile as a warhead.

North Korea is directing much of its venom toward the conservative South Korean president, who ended this left-leaning predecessors' policy of unconditional aid to the impoverished North when he took office last year.

"It is as clear as noonday that inter-Korean dialogue can never be resumed as long as the crafty political swindler remains in power as his deeds do not agree with his words," North Korea's state media said on Tuesday.

kg

EST S.A. Fleet Position List

Ship Name	Port	ETA	ETD	Ship Name	Port	ETA	ETD
1 African Jaguar	Abu Dhabi	5/2/2009	6/2/2009	34 Energy Patriot	Puerto Moin	presently	7/2/2009
2 African Lion	Saldanha Bay	12/2/2009	14/2/2009	35 Energy Pioneer	Singapore	14/2/2009	16/2/2009
3 African Oryx	San Lorenzo	15/2/2009	18/2/2009	36 Energy Power	Gibraltar	6/2/2009	7/2/2009
4 African Puma	Port Harcourt	2/2/2009	8/2/2009	37 Energy Pride	Houston	presently	6/2/2009
5 African Wildcat	Kandla	3/2/2009	7/2/2009	38 Energy Progress	New York	5/2/2009	7/2/2009
6 African Zebra	Constanza	9/2/2009	14/2/2009	39 Energy Protector	New York	7/2/2009	8/2/2009
7 Antwerp Max	P.D.Madeira	11/2/2009	13/2/2009	40 Energy Puma	Gibraltar	14/2/2009	orders
8 Bay Ranger	Tampa	29/1/2009	5/2/2009	41 Energy Ranger	Chekka	2/2/2009	8/2/2009
9 Bergen Max	Hodeidah	18/2/2009	22/2/2009	42 Energy Skier	Pennington	presently	1/3/2009
10 Bet Commander	Beilun	2/3/2009	5/3/2009	43 Energy Sprinter	Philadelphia	16/2/2009	20/2/2009
11 Bet Fighter	Dampier	13/2/2009	21/2/2009	44 Force Ranger	Callao	8/2/2009	11/2/2009
12 Bet Intruder	Shanghai	13/2/2009	17/2/2009	45 Ghent Max	Ponta Do Ubu	9/2/2009	10/2/2009
13 Bet Prince	Al Jubail	6/2/2009	10/2/2009	46 Glorius	Singapore	20/2/2009	20/2/2009
14 Bet Scouter	Singapore	5/2/2009	5/2/2009	47 Good Hope Max	Norfolk	3/2/2009	7/2/2009
15 Bremen Max	Salalah	2/2/2009	6/2/2009	48 Hamburg max	Singapore	23/2/2009	23/2/2009
16 Brugge Max	Bayuquan	11/3/2009	14/3/2009	49 Iron Baron	Richards Bay	5/2/2009	7/2/2009
17 Channel Ranger	Cape Town	16/2/2009	16/2/2009	50 Iron King	Xiamen	10/2/2009	13/2/2009
18 Constantia	Xiamen	31/1/2009	5/2/2009	51 Iron Queen	Itaguaí	5/2/2009	12/2/2009
19 Davakis G	Alicante	5/2/2009	8/2/2009	52 Island Ranger	Ravenna	30/1/2009	5/2/2009
20 Delos Ranger	Dakar	2/2/2009	6/2/2009	53 Louis Pasteur	P.Bolivar	31/1/2009	5/2/2009
21 Delphi Ranger	Bunbury	8/2/2009	11/2/2009	54 Miden Max	Longku	4/2/2009	7/2/2009
22 Delphin Voyager	Ho Chi Minh	4/2/2009	7/2/2009	55 Newcastle Max	Singapore	3/3/2009	3/3/2009
23 Delta Ranger	Novorossiysk	4/1/2009	14/2/2009	56 Ntabeni	Shanghai	6/2/2009	8/2/2009
24 Elbe Max	Mundra	14/2/2009	17/2/2009	57 Olympius	P.Walcott	6/2/2009	11/2/2009
25 Energy Centaur	Port Said	13/2/2009	14/2/2009	58 Ostende Max	Newcastle	2/2/2009	11/2/2009
26 Energy Centurion	Southwold	4/2/2009	6/2/2009	59 Pierre Doux	Gibraltar	14/2/2009	14/2/2009
27 Energy Century	Kashima	presently	5/2/2009	60 Power Ranger	Port Harcourt	15/2/2009	18/2/2009
28 Energy Challenger	San Juan	presently	4/2/2009	61 SA Ailius	Singapore	4/3/2009	4/3/2009
29 Energy Champion	Cristobal	12/2/2009	14/2/2009	62 SA Fortius	Rotterdam	8/2/2009	11/2/2009
30 Energy Chancellor	Antwerp	12/2/2009	orders	63 Steel Glory	Kandla	1/2/2009	4/2/2009
31 Energy Commander	Cristobal	3/2/2009	4/2/2009	64 Steel Might	Bejaia	5/2/2009	10/2/2009
32 Energy Conqueror	Freeport (BAH)	presently	5/2/2009	65 Storm Ranger	Bilbao	19/2/2009	22/2/2009
33 Energy Panther	Gibraltar	10/2/2009	orders	66 Victorius	P.Hedland	28/1/2009	8/2/2009

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