



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



EST Newsletter

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SPECIAL POINTS OF INTEREST:

- Best Practices On Board!
- Fire Lines - Valves Inspection

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Fire Lines - Valves Inspection

With regards to your efforts to issue the "EST Newsletter" I wish to bring to your attention certain observations concerning Safety.

*Best Regards/Master
Capt. I. Piosik.*

The fireline on board Panamax vessels has the last fire hydrant in the forecastle aft bulk head which comes down through a junction joint from the fire line to provide water to the anchors.

Due to the experience gathered from previous EST S.A. sister vessels, I instructed 3rd Officer and Junior 3rd Offi-

cer (who was assigned for a 1 month round voyage to assist the 3rd Officer) to inspect all valves free rotation etc. as per instructions. After completion of their task, a duly completed check list was presented to



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Best Practices On Board!

KHOROSHAYA MORSKAYA!

UK P&I CLUB

Good practice Engine room emergency exits

GOOD PRACTICE

- ✓ All emergency exits assessed for visibility and effectiveness
- ✓ Appropriate reflective signage
- ✓ All doors functioning correctly and tested monthly as per maintenance schedule

Emergency exits should be highly visible and guide you to safety in reality.

BAD PRACTICE

- ✗ No handle on door in this example
- ✗ Exit not visible in reduced visibility
- ✗ Difficult escape for unfamiliar personnel

It's your ship and equipment - look after them and they will look after you

UK P&I CLUB
MEMBER

For further information please contact:
Loss Prevention Department, P&I Club, PO Box 100, St. Helier, Jersey, Channel Islands, JE4 3DP
Tel: +44 (0)1534 3001
Fax: +44 (0)1534 3011. Email: enquiries@pandc.co.uk

Soon, you will receive posters that have been designed to draw your attention on best practices to everyday occurrences, as witnessed primarily by the UK P&I Club ship inspectors. Some of the photos illustrated under the title "Bad Practice" are not necessarily bad, but when compared to the "Good Practice" photo, it is clear that improvements could and/or should be made. Conversely, some of them can be considered as "Bad Practice" and should clearly be discontinued. The purposes of these posters will be to remind crewmembers of the correct process, technique or methodology that needs to be followed each time.

A "Best practice" is the belief that there is a technique, method, process or activity that is more effective at delivering a particular outcome than any other technique, method, process, etc. The idea is that with proper processes, checks, and testing, a desired outcome can be delivered with fewer problems and unforeseen complications.

"Best practices" can also be defined as the most efficient (least amount of effort) and effective (best results) way of accomplishing a task, based on repeatable procedures that have proven themselves over time for large numbers of people.

Obviously, as times change and things develop there is a need to improve those processes, techniques or methodologies and for the Captains, Officers or crew members who are interested and would like to be involved in promoting good systems by exchanging best practices among the fleet are more than welcomed to share their ideas with the office.



(Continued from page 1. Fire Lines - Valves Inspection)

the Master for control and signature.

I enquired whether they inspected the valve in the forecandle. Of course they answered. I then asked again how much water they drained from the valve when opened, to which they answered about half bucket.

I consequently went to the forecandle to carefully check the valve, which was found very well greased and freely opened, but no water was drained when opened.

The fire pump was started but again no water in the valve. Following the above, the valve was dismantled and it was found that the pipe was full of rust and mud sediments for about 2 meters in length from the join on deck down to the valve which fully choked the fire line.

This part of fire line provides water to wash the anchors and especially



while on the shallow waters a large amount of mud and sediments are taken in, passing through the welded junction hole vertically down, gradually sinking at the

valve. Generally this valve is infrequently used and as a result the sediments harden and finally close the valve.

Since this has become a commonly neglected hydrant, as per my experience from previous vessels, during my assignments it has become a priority to inspect the above critical area.



With the same intention the Master instructed to check all hydrants with high pressure to remove any remaining sediments in the accommodation and E/R. To our surprise, in the accommodation area we found another three new fire hydrants that were recently replaced during the last dry dock, giving very weak pressure. After opening them, plastic blind covers were found that remained intact while assembling and efficiently blocked the water. Same were immediately removed.

These observations are meant as a good *Lesson Learnt* for future embarkations on other Panamax vessels of similar construction. It is in the good interest of all to carry out the inspection jobs with safety consciousness and as a result have full confidence that all was done in the correct way.



Wartsila Engines Running on Biofuels

www.renewableenergyworld.com

Wärtsilä, a leading supplier of flexible power plants for the decentralized power generation market, has successfully performed a number of tests that demonstrate the ability of its engines to run on a range of vegetable and animal-based oils. This enables a wider range of renewable fuel options for the Wärtsilä engines, while at the same time enabling further CO2 emission reductions.

In the tests, conducted between February and April of this year at the VTT technical research centre in Espoo, Finland, a Wärtsilä Vasa 4R32 engine successfully operated on jatropha oil, fish oil and chicken oil.

The company performed the tests to demonstrate the ability of its engines to run on a range of vegetable and animal-based oils. Vesa Riihimäki, Vice President, Power Plant Technology commented: "Liquid biofuels represent an emerging market".

We see that fuel supply infrastructures for crude vegetable oils are being developed at an increasing pace, suggesting that the availability of such fuels will be vastly extended during the next 5 to 10 years." Riihimäki added: "In addition to commodity fuels, we see a significant potential in industry process side streams, such as, fish and chicken oils, which can be used for generating renewable energy."

Since 2003, Wärtsilä engine power plants have been in commercial operation using palm oil as the fuel source but the aim of the tests has been to assess the capability of engines to operate on renewable fuels that do not compete with agricultural uses.

The first engine test with straight jatropha oil was performed in January 2009, with the engine being operated on a batch of oil delivered from India. An additional test will be conducted later this summer on a

further batch of jatropha oil imported from Tanzania.

In tests using fish oil and chicken oil, the engine performed in much the same way as when running on vegetable-based oils. No further fish oil testing will be necessary for evaluation purposes at this stage, Wärtsilä says, concluding that most animal fats are similar to conventional diesel fuels in terms of energy content, and ignition and combustion properties. The main differences are the melting point, the level of impurities, and the degree of acidity.

In April last year, Wärtsilä secured an order for an engine-based power plant that will run on jatropha oil at the Koekhoven combined heat and power plant in Merksplas, Belgium. This plant, which is expected to start operation this autumn, will be the first commercial installation of an engine running on the fuel.



Dealing with mental illness

Source: London P&I Club, Stop Loss Bulletin

The recognition and understanding of psychological disorders has progressed over many years, and yet it remains the case that, too often, such problems are not identified, or dealt with, as quickly, as knowledgably or as sympathetically as is the case with physical illness and injury. This seems to be particularly the case in the context of the robust working environment typically encountered at sea. The Club views with concern the large numbers of seafarers now being repatriated early suffering from a range of psychological difficulties.

One report suggests that as many as one in three repatriations which require a medical escort are related to such ailments. Great care must be taken to protect the interests of all seafarers when dealing with such issues. In extreme cases, the afflicted crew member can be a danger to others on board, or may constitute a suicide risk. Help and advice is available to masters and crew in recognizing - and deal-

ing with those suffering from - mental illness. The World Health Organization's 'International Medical Guide for Ships' divides the problem into three broad categories - anxiety, depression and psychotic disorders. It provides brief details of symptoms to assist early recognition, as well as limited advice on treatment.

However, the guide emphasizes the need for more detailed, immediate assistance of the type that can be obtained through Radio Medical Advice from organizations such as Italy's Centro Internazionale Radio Medico (CIRM). This is a long-established provider of radio-medical assistance on an international basis. It has wide experience of providing medical assistance to people of all nationalities, all over the world. And it is fully aware of problems which may arise from the lack of an adequate onboard health culture.

The medical locker on board, for example, will almost certainly contain drugs which

may constitute appropriate medication, but CIRM urges ships' staff to seek tele-medical advice, whenever possible, prior to administering any medicines. CIRM also reports that some problems are exacerbated because some ships' medical lockers are not stocked in accordance with flag state requirements. Prof Francesco Amenta, CIRM Scientific Director, says, "When dealing with psychological problems, including stress, anxiety and depression, requests for medical advice should always be sought at the earliest opportunity. "What may be lacking in the maritime culture is sufficient sensitivity to health problems. For example, shipping is much more sensitive to technology and safety issues than it is to health problems, so it is perhaps not surprising to hear about the difficulties being encountered in dealing with mental health issues at sea."



Hebei Spirit raised at 86th session of the IMO Maritime Safety Committee

Source: Wikipedia



The MT Hebei Spirit oil spill is a major oil spill in South Korea that began on the morning of 7 December 2007 local time, with ongoing environmental and economic effects. Government officials are calling it South Korea's worst oil spill ever, surpassing a spill that took place in 1995. This oil spill is about one-third of the size of the Exxon Valdez oil spill.

At about 7:30 local time on December 7, 2007 (2230 UTC on 6 December 2007), a crane barge owned by Samsung Heavy Industries being towed by a tug collided with the anchored Hong Kong registered crude carrier Hebei Spirit, carrying 260,000 tonnes (290,000 short tons) of crude oil. The incident occurred near the Port of Daesan on the Yellow Sea coast of Taean County. The barge was floating free after the cable linking it to the tug snapped in the rough seas.

Although no casualties were reported, the collision punctured three of the five tanks aboard the Hebei Spirit and resulted in the leaking of some 10,800 tonnes (11,900 short tons) of oil. The remaining oil from the damaged tanks was pumped into the undamaged tanks and the holes were sealed.

The spill occurred near Mallipo Beach, considered one of South Korea's most beautiful and popular beaches. The region affected by the spill is home to one of Asia's largest wetland areas, used by migratory birds, and also contains a national maritime park and 445 sea farms.

On December 20, the Korean Coast Guard completed an initial investigation. According to their conclusions, blame is shared between the tug captains, the

barge captain, and the captain of the Hebei Spirit. The tug captains and the barge captain are charged with negligence and violating the marine pollution prevention law. The captain of the Hebei Spirit has been charged with violating marine law.

On June 24, the trial concluded. The two tug captains were found guilty, while the personnel on the barge and on Hebei Spirit were exonerated. Samsung Heavy Industries was also fined.

However, the Hebei Spirit's two most senior officers, Master Jasprit Chawla and chief officer Syam Chetan, continue to be detained in Korea. They were found guilty of criminal negligence and sentenced to serve time in jail for 18 months (Master Jasprit Chawla) and 8 months (C.O. Syam Chetan). Korea's detention of the crew has generated much controversy and protests from around the world. There have been strong protests from the shipping world and demands for the crews release, including from organizations like the International Transport Workers' Federation, International Group of P&I Clubs, BIMCO, International Chamber of Shipping / International Shipping Federation, International Association of Dry Cargo Shipowners (INTERCARGO), International Association of Independent Tanker Owners (INTERTANKO) and the Hong Kong Shipowners' Association



Army of CleanUp workers



First European trophy just the start for Lucescu

Source: uefa.com

FC Shakhtar Donetsk coach Mircea Lucescu believes winning the UEFA Cup is just the start for his side after they collected their first European trophy with a 2-1 victory against Werder Bremen at the Sükrü Saraçoğlu Stadium in Istanbul on Wednesday.

'Fantastic'

Jadson scored the winning goal seven minutes into extra time after Luiz Adriano and Naldo had swapped first-half strikes to leave the Romanian coach full of hope for the future. "This first trophy is fantastic," he said. "There is a great feeling of satisfaction and I am extremely happy. But we want other things. We want to do something in the Champions League. This will give us the confidence to reach the quarter-finals or the semi-finals of the Champions League.

'Continue to build'

"My aim is to continue to build this team, to make it better than it is today," he continued. "I have this passion and want to give my players this conviction. The Champions League will be the aim for eastern European countries. We have played at a high level. Until now we have had a problem with the level of our championship. Now I think eastern European countries have the chance to win the Champions League and we will try to do it."

Lucescu delight

Lucescu was also delighted for the five Brazilians in his side who had such an influence on the outcome, suggesting that the future for Willian, Fernandinho and Ilninho as well as goalscorers Adriano and Jadson is bright. "I am very happy for my Brazilian players," he said. "Now people will know them and maybe [Brazil coach] Dunga will as well. My philosophy is to build teams, to educate players, to try to bring through young players. It's a big passion and I will do it for as long as I can."

Schaaf disappointment

Lucescu's opposite number Thomas Schaaf, was also looking to the future, calling on his Bremen side to put this defeat behind them in time to finish the season on a high with victory in the German Cup final against Bayer 04 Leverkusen. "When you have lost everyone is very disappointed but the season is not over yet," he said. "We still have games ahead, an important one [away to Bundesliga leaders VfL Wolfsburg] on Saturday and then the German Cup final in Berlin. We have to build on this experience and get the team going again. Berlin will be a great event and we have to do ourselves justice. We are disappointed and angry, but starting tomorrow the situation will be different again. We have to put this behind us."

'Learn from this'

While Lucescu believed Shakhtar's victory was "a fair reflection of what you saw on the pitch", Schaaf felt Bremen had not performed to their usual standards. "We weren't able to attack as much as usual," he said. "We knew we couldn't give them space because they are very fast, so we tried to play tight and turn on the break, but it didn't work that way. We weren't able to attack and use the space that well. Our ball control was not as good as usual, particularly in midfield, and we weren't able to target the opposition goal. We had some chances, but didn't make the most of them. We will have to learn from that in the future."



Global News

✂ *Brazil planes spot possible debris from missing jet*

RIO DE JANEIRO (Reuters) - Brazilian navy divers rushed on Wednesday to reach the wreckage of an Air France jet and start pulling debris from the Atlantic Ocean, where the plane with 228 people went down in the airline's worst disaster in its 75-year history.

Four navy ships with recovery equipment and a tanker were headed to a 3-mile strip of water strewn with plane seats, an orange buoy, wiring, hunks of metal and jet fuel stains about 745 miles northeast of the coastal city of Recife. Rear Admiral Domingos Nogueira said the navy was battling tough weather as officials predicted the hardest task would be finding the flight data and voice recorders that hold clues to why the plane fell out of the sky during a severe storm in the middle of the night.

Distraught relatives who had prayed for a miracle gave up hope as experts were certain that all aboard died on the flight, which left Rio de Janeiro on Sunday night bound for Paris. "I just want to find my son's body so that he can have a dignified burial," said Aldair Gomes, the father of Marcelo Parente, who was the head of the Rio mayor's cabinet.

So far no bodies have been sighted on flyovers by the air force, which spotted evidence of the catastrophe on Tuesday, allowing the navy to mount a retrieval operation. "The ships are equipped to arrive and pick up pieces of the Airbus," Nogueira said. "Each ship has two divers on board and smaller ships to throw into the ocean to try and get pieces."

Helicopters would then be used to take wreckage of the Airbus A330 from the ships to a base on the Brazilian archipelago of Fernando de Noronha, 430 miles from the crash site. On Wednesday, armed forces spokesman Christophe Prazuck told Reuters that the French army had no doubt that the debris belonged to the stricken plane.

MYSTERY

Officials said the recorders needed to identify the causes of the mysterious crash could be on the ocean floor at a depth of 6,600 to 9,800 feet. The recorders are designed to send homing signals for up to 30 days when they hit water. One expert said it could be among the hardest recoveries since the decades-long search to find the Titanic. Brazilian President Luiz Inacio Lula da Silva said he was confident that the black boxes would be located.

"I think a country that can find oil 6,000 meters (19,685 feet) under the ocean can find a plane 2,000 meters (6,500 feet) down," he told reporters on Tuesday in Guatemala, referring to recent oil finds by Brazil's state energy company in ultra-deep waters.

Authorities were at a loss to explain how a storm could have caused the plane, operated by three experienced pilots, to crash without sending a mayday call. Officials from France have arrived in Brazil to lead the investigation with help from Brazilian teams.

Brazil's air force last had contact with Flight AF 447 at 0133 GMT on Monday when it was 350 miles from its coast. The last automated signals, which reported an electrical failure, were received about 40 minutes later.

One theory is that a lightning strike or brutal weather set off a series of failures. But lightning routinely hits planes and could not alone explain the downing, aviation specialists said. Two Lufthansa jets believed to have been in the same area half an hour before the Air France mishap could provide clues for investigators, the World Meteorological Organization said.

✂ *Governments under pressure in EU Parliament vote*

BRUSSELS (Reuters) - Voters in 27 countries choose a new European Parliament this week in an election likely to be marred by apathy and dominated by protest votes against national governments struggling to combat the global economic crisis.

More than 375 million people are eligible to take part in four days of voting across the European Union that starts in Britain and the Netherlands on Thursday, but opinion polls suggest fewer than half the electorate will vote. Few of the EU's 495 million citizens have much interest in the assembly or much knowledge of what it does, even though it shapes many pan-European laws, endorses the EU executive and budget, and will gain power under the EU's Lisbon reform treaty.

Centrists are expected to remain dominant in the 736-member chamber. But a low turnout could favor fringe parties and extremists, without giving them enough votes to hold up laws such as urgent reforms of the financial regulation system.

"We appeal to all Europeans to vote in the European elections," French President Nicolas Sarkozy and German Chancellor Angel Merkel wrote in an article published in German and French newspapers on Sunday. "There is no better way to support the goal of a strong (European) Union and a safer world," they wrote.

Merkel and Sarkozy have their own concerns. The vote in Germany will test the political waters before a federal election in September. In France, Sarkozy's governing UMP could face a rise in support for far-right parties. Governing parties in other countries, including Britain, Ireland and several EU member states in eastern Europe, are even more concerned as people vote on national issues and scandals, including how governments have handled the economic crisis.

PRESSURE MOUNTS ON GOVERNMENTS

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The EU eventually agreed on a fiscal stimulus package amounting to 5 percent of the bloc's economic output but its response to the crisis, and that of many national leaders, has been widely criticized as too little, too late. Unemployment is rising -- data on Tuesday showed it at 9.2 percent in the 16 countries that use the euro currency -- and several governments have faced social unrest.

Even so, the European People's Party and European Democrats (EPP-ED), a center-right group, is widely expected to remain the main force in the parliament although the Party of European Socialists (PES) could gain seats, opinion polls suggest. "It (the vote) is always more about the national political arena and sending a message to the sitting government," said Hugo Brady of the Center for European Reform in London.

The governing Fianna Fail party is expected to suffer a setback in Ireland, which also holds local elections, but it is not clear how well the Libertas party which opposes the Lisbon reform treaty will fare. The treaty, on which Ireland

holds a referendum in the autumn, is intended to streamline decision-making in the EU and would give the parliament more powers in setting legislation.

A crushing defeat for the Labour Party would increase pressure for ministerial changes in Britain, which also holds local elections this week and is mired in a scandal over expenses claimed by members of the national parliament. The election also comes at a difficult time for Italian Prime Minister Silvio Berlusconi, who is hoping for a resounding win to silence scandals about his love life and business dealings that threaten his credibility.

The new parliament's tasks will include helping shape -- and pass -- laws on anything from the environment to supervision of Europe's financial system to try to avert another credit crunch. It will also have the final say in appointing the next president of the European Commission, the EU's executive and a powerful regulatory body, and its endorsement is also required for the entire Commission to take office.

First results are expected after 4:00 p.m. EDT on Sunday.

kg

EST S.A. Fleet Position List

vd/mc

Ship Name	Port	ETA	ETD	Ship Name	Port	ETA	ETD
1 African Jaguar	Bunbury	presently	12/6/2009	34 Energy Patriot	St. Croix	7/6/2009	9/6/2009
2 African Lion	Thevenard	8/6/2009	10/6/2009	35 Energy Pioneer	Lagos	4/6/2009	8/6/2009
3 African Oryx	Tenerife	5/6/2009	5/6/2009	36 Energy Power	P. Canaveral	7/6/2009	8/6/2009
4 African Puma	Port Elizabeth	4/6/2009	5/6/2009	37 Energy Pride	Karachi	3/6/2009	7/6/2009
5 African Wildcat	Barranquilla	4/6/2009	8/6/2009	38 Energy Progress	Aliaga	4/6/2009	7/6/2009
6 African Zebra	Piraeus	presently	5/7/2009	39 Energy Protector	Onsan	6/6/2009	Orders
7 Antwerp Max	Bosporus	5/6/2009	5/6/2009	40 Energy Puma	Tuxpan	9/6/2009	11/6/2009
8 Bay Ranger	New Orleans	3/6/2009	5/6/2009	41 Energy Ranger	Paranagua	17/6/2009	19/6/2009
9 Bergen Max	Tartous	presently	13/6/2009	42 Energy Skier	El Segundo	presently	22/6/2009
10 Bet Commander	Itaguaí	7/6/2009	10/6/2009	43 Energy Sprinter	USG	17/6/2009	Orders
11 Bet Fighter	Qingdao	14/6/2009	20/6/2009	44 Force Ranger	Singapore	5/6/2009	5/6/2009
12 Bet Intruder	Umm Qasr	presently	5/6/2009	45 Ghent Max	Inchon	27/6/2009	30/6/2009
13 Bet Prince	Huasco	9/6/2009	12/6/2009	46 Glorius	Shanghai	21/6/2009	25/6/2009
14 Bet Scouter	Cape Town	7/6/2009	7/6/2009	47 Good Hope Max	Orders		
15 Bremen Max	Tanjung Bin	11/6/2009	14/6/2009	48 Hamburg max	Zhoushan	presently	25/6/2009
16 Brugge Max	Chennai	3/6/2009	12/6/2009	49 Iron Baron	Xingang	presently	16/6/2009
17 Channel Ranger	Ashdod	presently	3/6/2009	50 Iron King	Singapore	24/6/2009	24/6/2009
18 Constantia	Zhoushan	presently	25/6/2009	51 Iron Queen	Qingdao	presently	10/6/2009
19 Davakis G	New Orleans	11/6/2009	13/6/2009	52 Island Ranger	Tuzla	presently	5/6/2009
20 Delos Ranger	Gibraltar	13/6/2009	13/6/2009	53 Louis Pasteur	Piraeus	presently	Orders
21 Delphi Ranger	Durban	6/6/2009	6/6/2009	54 Miden Max	Hong Kong	presently	7/6/2009
22 Delphin Voyager	Molde	presently	3/6/2009	55 Newcastle Max	New Orleans	presently	4/6/2009
23 Delta Ranger	Savona	7/6/2009	9/6/2009	56 Ntabeni	Richards Bay	9/6/2009	11/6/2009
24 Elbe Max	Singapore	28/6/2009	28/6/2009	57 Olympius	Whyalla	presently	5/6/2009
25 Energy Centaur	Tranmere	11/6/2009	Orders	58 Ostende Max	Chennai	7/6/2009	12/6/2009
26 Energy Centurion	Singapore	7/6/2009	7/6/2009	59 Pierre Doux	Piraeus	presently	5/6/2009
27 Energy Century	Platong	7/6/2009	9/6/2009	60 Power Ranger	Walvis Bay	7/6/2009	8/6/2009
28 Energy Challenger	Augusta	presently	5/6/2009	61 SA Altius	P.D. Madeira	presently	4/6/2009
29 Energy Champion	Freeport(BAH)	4/6/2009	6/6/2009	62 SA Fortius	Singapore	18/6/2009	18/6/2009
30 Energy Chancellor	Cristobal	9/6/2009	11/6/2009	63 Steel Glory	Kohsichang	presently	10/6/2009
31 Energy Commander	ILong Beach	5/6/2009	7/6/2009	64 Steel Might	Mompasa	presently	17/6/2009
32 Energy Conqueror	Richmond	8/6/2009	11/6/2009	65 Storm Ranger	Wilhelmshaven	3/6/2009	6/6/2009
33 Energy Panther	P.Canaveral	8/6/2009	12/6/2009	66 Victorious	Bayuquan	presently	3/6/2009



Enterprises Shipping & Trading S.A.

11, Poseidonos Avenue, Elliniko, GR 167 77, Athens.

Tel: 0030 210 8910143

Fax: 0030 210 8945716

E-mail: ism@ensh.com

Telex: 215346 FRIO GR, 215353 COOL GR



Editing Team:

cgm: Constantinos Messaris

dv: Dimitris Vergis

kg: Katerina Gemidopoulou

kpa: Kostas Angelaras

mc: Michalis Chios

sc: Stelios Charmessizis

sz: Sofia Zogana

vd: Vassilis Demertzis