



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

**SPECIAL POINTS  
OF INTEREST:**

- EST Applies For The Gold Bee Award to Eben
- Disposal of garbage in the Mediterranean - New Restrictions
- Lifeboat Launching - Clarification
- Influenza A(H1N1) - What Can I do to Protect Myself?

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# EST Newsletter

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## EST Applies For The Gold Bee Award to Eben

EST has earned the Bronze Bee Award in year 2007 and later on the Silver Bee Award in year 2008. In the beginning of year 2009, EST has applied for the Gold Bee Award –the highest distinction in the field of Ethics- and an assessment took place at our premises on 7<sup>th</sup> June by EBEN Assessors. Now, the company is anticipating the final report and the results further to the assessment.

EBEN aims to promote ethics and excellence in businesses for sustainability to increase awareness about ethical challenges in the global market place and to promote dialogue upon ethics governance and CSR among different stakeholders.

The meaning of the terms Ethics governance and CSR are almost unknown to most people, therefore we will endeavor to provide a short explanation.

"Ethics governance" is a set of processes and policies, customs and laws that the company has adopted and it affects the way it is directed, administrated and controlled and includes the relationships among the many stakeholders involved and the goals for which the company is governed. The principal stakeholders are the shareholders, management and the board of directors. Other stakeholders include customers, partners, employees, suppliers, regulators and the community at large.

Key elements of "ethics governance" principles include honesty, trust and integrity, openness, performance orientation, responsibility and accountability, mutual respect, and commitment to the organization.

The meaning of the term "Corporate Social Responsibility" (CSR) is still confusing as it is considered to be associated with philanthropy and compliance with law. However, it refers to the company that takes under consideration the interests of the society by taking responsibility for the impact of its activities on customers, suppliers, employees, shareholders and other stakeholders as well as the environment and takes voluntarily further steps-beyond the statutory obligation to comply with legislation and conventions-so as to improve the quality of life of the society at large.

EST SA's objective is to monitor and ensure responsible and ethical management of services and processes from the point of view of health, safety and environmental aspects creating an ethical environment in all levels of its organization and to form a culture of ethics between its employees.

As mentioned above, the company is working towards this direction to integrate and incorporate social and environmental concerns in the organization since 2007 and hopes to set an example to other shipping companies especially during this difficult period that the shipping industry is experiencing due to the economic crisis where companies are striving to remain competitive by all means, even if safety and quality are at stake. In the past, the shipping industry has experienced the consequences of a similar situation which led to the loss of lives at sea and damages to the environment which later led to the creation of a bad reputation and a negative public image and we should try to avoid the repetition of same and protect the image of the industry.

## Guilty Plea, Crimes Related to Pollution

[WWW.USDOJ.GOV](http://WWW.USDOJ.GOV)

### Charges Include First for Violation of Anti-invasive Species Law

The captain of the bulk cargo ship the M/V Theotokos, pleaded guilty to 4 felony counts in federal court in New Orleans for violating anti-pollution laws, ship safety laws and obstructing a U.S. Coast Guard investigation. Additionally, the Chief Officer pleaded guilty to 2 felony counts of lying to the Coast Guard and violating recordkeeping laws aimed at reducing the risk of marine invasive species.

The Captain of m/v Theotokos is the first individual ever charged under the anti-invasive species law, a law designed to mitigate the introduction of marine invasive species into waters of the United States. Aquatic nuisance species are non-indigenous species that threaten the diversity or abundance of native species or the ecological stability of infested waters.

The Captain was in charge of the vessel's operation and was responsible for both the deck department and the engineering department. The Chief Officer had direct authority over the deck department, which oversees ship navigation, cargo loading and ballasting. As such, the defendants monitored the ship's ballast water system and directed the crew to take soundings of the ballast tanks to determine the volume of liquid in particular tanks. Ballast tanks are segregated tanks designed exclusively to hold water and are used to control a ship's stability and trim. A properly functioning ballast system is essential to safe vessel operation.

In the summer of 2008, during a passage from the Suez Canal to China, the Captain and Ch.Off. suspected that the atpeak ballast tank was leaking, but the crew was unable to confirm a leak during an inspection. Later, while at a dock, offloading cargo in China, they observed an approximately 24-inch crack in the ship's rudder stem. It was evident that water had passed through the



## Disposal of garbage in the Mediterranean - New Restrictions

Taking this opportunity, we would like to once more remind you that the Mediterranean Sea has become a special area since May 1, 2009, under the provisions of Annex V of the MARPOL Convention.

From May 1, 2009, disposal of the following types of garbage into the Mediterranean Sea will be prohibited:

✘ All plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products which may contain toxic or heavy metal residues

And

✘ All other garbage, including paper products, rags, glass, metal, bottles, crockery, dunnage, lining and packing materials.

Food wastes may be disposed of to sea provided disposal is carried out as far as practicable from land. Disposal must not be carried out less than 12 nautical miles from the nearest land.

When garbage is mixed with other garbage types which have different disposal or discharge requirements, more stringent requirements will apply.

All ships will be required to dispose of their garbage to shore reception facilities; where reception facilities are not available garbage is to be retained on board until it can either be disposed of ashore or in accordance with the provisions of MARPOL Annex V outside of the Mediterranean Sea.



## Lifeboat Launching - Clarification

Most of the accidents and all fatalities with regards to lifeboats have occurred during the lowering, launching or recovering of davit launch lifeboats.

These accidents all occurred during training exercises or testing with experienced qualified seafarers either performing or supervising the operations. It is worth mentioning that during the past 20 years, 110 seamen have lost their lives and many have been seriously injured.

Therefore, special attention should be paid amongst others, to the posting of instructions for the safe operation and maintenance of the lifeboats and associated equipment.

Enterprises Shipping & Trading S.A. would like to bring the attention of our seamen to a recent circular released by the International Maritime Organisation (IMO) concerning lifeboat launching arrangements.

The IMO has moved to clarify SOLAS regulation III/19.3.3.3 following some confusion over whether the crew are required to be onboard lifeboats during launching.

Each lifeboat is required to be launched and manoeuvred in the water at least once every three months as part of an abandon ship drill under SOLAS regulation III/19.3.3.3.

When in the water the boat is required to be manoeuvred by its operating crew but the crew is not required to be onboard during the lifeboat launching operations.

The circular released by the IMO provides clear interpretation of the regulation and we would advise vessels to follow this procedure unless the Master considers it necessary for the crew to be onboard during launching and has considered all aspects of safety.



## Influenza A(H1N1) - What Can I do to Protect Myself?

Enterprises Shipping & Trading S.A. is monitoring the worldwide situation and in conjunction with the trading pattern of our vessels, additional information and guidance are provided in a case by case approach. Moreover, in order to minimize potential H1N1 outbreaks, EST S.A. is making arrangements to acquire adequate quantity of Tamiflu at various ports in order to supply the whole fleet. However this task may require some time owing to the difficulties that appear due to shortage / unavailability and local authorities drug restrictions.

The main route of transmission of the new influenza A(H1N1) virus seems to be similar to seasonal influenza, via droplets that are expelled by speaking, sneezing or coughing. You can prevent getting infected by avoiding close contact with people who show influenza-like symptoms (trying to maintain a distance of about 1 metre if possible) and taking the following measures:

- avoid touching your mouth and nose;
- clean hands thoroughly with soap and water, or cleanse them with an alcohol-based hand rub on a regular basis (especially if

touching the mouth and nose, or surfaces that are potentially contaminated);

- avoid close contact with people who might be ill;
- improve airflow in your living space by opening windows;
- practise good health habits including adequate sleep, eating nutritious food, and keeping physically active.
- restrict access to the vessel to only essential visitors and limit visitor access to only those locations considered necessary to their purpose on board.
- prohibit access to food store rooms, mess-room, galley, or cabins.
- visitors should not be served any cold meals on board or drinks from unsealed bottles/tins.
- reduce the time spent in crowded settings during shore leave.
- if deemed necessary, measure body temperature of all crew daily.
- after departure from the port, the crew should disinfect all hand-rails, public toilets, tables, chairs, etc. which visitors may have been in contact with.

### ➤ continued fm page 1 "Guilty Plea, Crimes Related to Pollution"

crack because water was streaming out of it from inside of the ship. The Captain reported the crack to company personnel, but failed to write a written report. He did not report it to the Coast Guard until he was confronted by Coast Guard inspectors in New Orleans. In court documents, he admitted that he knew the crack could have adversely affected the safety and safe handling and operation of the vessel. No repairs were undertaken on the rudder stem crack until the Coast Guard ordered it repaired upon its discovery.

The Port and Waterways Safety Act (PWSA) requires that a vessel operator must report all hazardous conditions to the Coast Guard prior to arrival in a U.S. port. Under the PWSA regulations, a hazardous condition does not have to be a definitive danger or imminent threat, but need only be a condition that may adversely affect the safety of any vessel, bridge, structure or shore area or the environmental quality of any port, harbor or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard or manning-shortage.

The Coast Guard has notification processes in place to utilize for vessels arriving to U.S. ports that have identified hazardous conditions onboard, such as excessive leaks and major equipment malfunctions. A vessel operator has several options available, including notifying the Coast Guard 96 hours prior to arrival of the hazardous condition or contacting the applicable ports' 24-hour Sector Command Center or Vessel Traffic Service.

Through further investigation, the Coast Guard also found fuel was leaking, or "migrating" from the deep fuel tanks into the forepeak ballast tank. The forepeak tank, found in the bow of the ship, is the most forward tank of any sort on the M/V Theotokos. Directly astern of the forepeak tank were two fuel tanks, known as the deep fuel tanks.

In mid-September 2008, the Captain and Ch.Off.

learned that fuel oil may have been leaking into the forepeak ballast tank because it was reported that the sounding tapes were dirty with oil. After opening the tank's hatch, two inspections confirmed the presence of oil in the forepeak tank. Following this discovery, the Captain ordered the crew to undertake a cleaning operation that initially involved skimming the surface of the water in order to remove the oil. In order to facilitate further cleaning, he ordered the level of the liquid in the tank lowered by pumping it directly overboard through the ballast pump. As the liquid level was lowered the crew could clean more of the tank, with the cleaning operation expanding to rags and a portable pump. The discharged ballast liquid was contaminated with oil.

The Act to Prevent Pollution from Ships and its regulations require that discharges from the machinery spaces of a cargo ship must be fully and accurately recorded in the oil record book. This obligation extends to emergency, accidental, or other exceptional discharges of oil and oily mixtures. The Captain ordered the ballast discharges and counter-signed each page of the oil record book, certifying its accuracy. However, none of the contaminated ballast water discharges were recorded in the Oil Record Book.

When the vessel was about two days out from arriving in New Orleans, in late September 2008, it was clear that oil was continuing to leak into the forepeak tank. Prior to entering the Mississippi River and about a day out from New Orleans, the Captain ordered two filters to fabricate and install an obstruction device onto the forepeak tank's sounding tube so that during Coast Guard inspections, when taking a sounding, the results would only reveal water and not the presence of oil in the tank. The obstruction device consisted of a rubber hose with a metal stopper at the bottom end. Before being affixed to the sounding tube, the rubber hose was partially filled with water.

On Oct. 1, 2008, the Coast Guard boarded the M/V Theotokos near New Orleans in order to inspect the ship. During the inspection, the Coast

Guard oversaw the sounding of the forepeak tank which indicated the presence of water in the tank but did not reveal the oil. Later, as part of the inspection, the Coast Guard had the crew open the hatch to the forepeak tank which revealed approximately one meter of oil in the tank. During the initial inspection, confined spaces safety regulations prevented the Coast Guard inspectors from retrieving the obstruction device. Although the inspection lasted another two days, he ordered the fitters to remove the rubber hose from the tank and restore the sounding tube to its original condition. The removal occurred before the Coast Guard had an opportunity to enter the tank.

Additionally, during the inspection, a Coast Guard inspector asked to see complete ballast records for the Theotokos. The Ch.Officer responded by physically handing the inspector a copy of the Sept. 27, 2008, ballast report, which is a report of soundings and volumes of water in the ballast system. He prepared, signed and maintained these reports as part of his duties as chief officer. In court documents he admitted, that at the time he presented the ballast report to the Coast Guard inspector, he knew that the form was false.

Maintenance of accurate ballast water records is required under Ballast Water Management for Control of Nonindigenous Species regulations promulgated under the Nonindigenous Aquatic Nuisance Prevention and Control Act.

"Invasive marine species are a serious problem that can be transmitted in the ballast water of oceangoing vessels. Today's pleas should act as a warning to industry and crewmembers alike that we will investigate and prosecute those who ignore not only pollution laws but those laws designed to protect native species," said John C. Cruden, Acting Assistant Attorney General for the Justice Department's Environment and Natural Resources Division.

"Coast Guard Investigative Service will continue to aggressively investigate those who profit by violating our environmental laws," said Damon Rodriguez, Special Agent in Charge, Gulf Region, Damon Rodriguez.



# Sports

## Golden Greeks Conquer France

Source: [www.eurobasket.com](http://www.eurobasket.com)

Div. A Final Standings	
1. Hellas	
2. France	
3. Spain	
4. Italy	
5. Lithuania	
6. Turkey	
7. Montenegro	
8. Croatia	
9. Russia	
10. Latvia	
11. Serbia	
12. Ukraine	
13. Slovenia	
14. Germany	
15. Israel	
16. Belgium	

Greece's already-storied 1989-90 generation added another chapter to its legacy by defeating France 90-85 to capture the gold medal at the 2009 U20 European Championship. Following last year's European championship and the second place in the world three weeks ago, the Greek team won another European championship succeeding something that no other team has actually succeeded during the last twenty years.

After winning the French NT 90-85, Nikolaos Pappas (194-G-90), Kostas Papanikolaou (203-F/G-90) and his pals won two golden medals in European level and one silver medal in World level in just

one year!!

Seven players including all five starters scored in double figures led by tournament MVP Kostas Papanikolaou's 15 points as the golden generation added Hellas's first ever U20 gold to U18 gold in 2008 and silver from this month's U19 FIBA World Championship. Konstantinos Sloukas (197-G-90), Georgios Bogris (208-C/F-89) and Charalampos Giannopoulos (201-F-89) all scored 14 points; Leonidas Kaselakis (202-C-90) had 11 points; and Nikolaos Pappas and Vladimir Jankovic (203-F-90) each chipped in 10 points.

France guard Edwin Jackson (191-G-89) poured in a game-high 32 points and Antoine Diot (191-G-89) - selected as a member of the All-Tournament Team - added 21 points, 7 rebounds, 6 assists and 3 steals. And fellow All-Tournament Team colleague Kevin Seraphin chipped in 10 points, 6 rebounds and 2 blocks.

France had the better start to the game and Les Bleus were ahead 14-11 when the Greeks started hitting from long range. Kostas Miskas's men remained hot in the second quarter opening a 12-point bulge - 28-16. And it was 31-19 when France began to pull back into the game.

Jackson and Kevin Seraphin had room to operate, combining for all 13 points in a 13-6 run to bring Jean-Aymi Toupane's team within 37-32. And Thomas Heurtel (188-G-89)'s break away layup made it 39-37. With the shot clock running down, the Greek lead was 45-39 at intermission.

Jackson nailed triples from both sides to lead an 8-0 France run out of the break for a 47-45 lead. Heurtel later hit from the right wing and Jackson followed with another three-ball as France built the lead to 59-50. Greece, however, would score on their next 6 possessions.

Charalampos Giannopoulos's next triple gave the hosts a 10-point gap - 71-61. The French were able to trim the deficit back to five points, but the Greeks were just too balanced and motivated.

'Everybody is exhausted. That's the reason we won because we all gave everything we had,' said the Hellene center Zisis Sarikopoulos (213-C-90), who was one of seven Greek players to win both medals this summer.

'This is a special moment. Another gold and first in Europe. We want to enjoy this moment. Every medal is special. This is special because we are at home in Rhodes with our friends and family,' said Pappas, a member of the U19 All-Tournament Team in New Zealand.

'Oh man, I am very tired, very tired. I want to go somewhere far away. Away from everybody and relax.'

'It's fabulous. I don't know how to tell you how I feel. This summer, this year closed the best way. I am in the clouds. It's amazing, perfect. Today is our day,' added Bogris.

# Global News

## Clinton, U.S. journalists leave North Korea after pardon

SEOUL (Reuters) - Former U.S. President Bill Clinton left North Korea on Wednesday with two American journalists, having secured their release in a meeting with the hermit state's leader who a U.S. official said was not promised any rewards. The official said Clinton talked to North Korea's leadership about the "positive things that could flow" from freeing Laura Ling and Euna Lee, who had been held since March.

The Obama administration official gave no details but some analysts have speculated that Clinton's visit and discussions with North Korean leader Kim Jong-il could open the way to direct nuclear disarmament talks. Analysts said Washington faces a tricky task of trying to convince North Korea to give up dreams of becoming a nuclear weapons power without being seen to reward it for repeated military acts or ignoring the demands of others in the region.

"President Clinton had made clear that this was a purely private humanitarian mission," the U.S. official told reporters in Washington after Kim granted the journalists a pardon and allowed them to leave with Clinton and fly to Los Angeles. His wife, U.S. Secretary of State Hillary Clinton, told reporters in Nairobi she was happy and relieved. "It's just a good day to be able to see this happen," she said.

North Korea had agreed in advance that Bill Clinton's trip would not be linked to the nuclear issue, said the official, speaking on condition of anonymity. He said North Korea would face deeper isolation if it continued "provocative behavior" that has included nuclear and missile tests. Washington would maintain efforts to enforce U.N. sanctions imposed on North Korea over its May 25 nuclear test, the official added.



U.S. journalists Laura Ling (L) and Euna Lee (2nd R) head to a chartered plane at an airport in Pyongyang August 5, 2009 in this photo released by China's official Xinhua News Agency.

The two journalists, who work for Current TV, an American TV outlet co-founded by Clinton's vice president, Al Gore, were arrested for illegally crossing into the North from China. They were each sentenced to 12

years hard labor in June.

Television footage showed the two journalists wearing green and red shirts and carrying luggage, greeted by Clinton as they boarded a plane. Clinton put his hand over his heart and then gave a final salute to North Korean officials at the airport.

### WHAT WAS DISCUSSED?

Financial markets in Tokyo and Seoul largely ignored the visit, though some South Korean traders said it did add a more positive atmosphere to what has been a string of negative reports over the North in recent months. There were questions about what North Korea might expect in return. The U.S. official said Clinton likely expressed his view on North Korean denuclearization in talks with Kim.

"It's hard to believe that North Korea released the journalists just on humanitarian grounds. It probably had something to do with a package deal with the US, to resolve the issues of denuclearization and normalization of ties," said Tadashi Kimiya, an associate professor at the University of Tokyo. In North Korean media photographs of the meeting, Kim was smiling and looked in reasonable health after speculation he was seriously ill. Kim was suspected of suffering a stroke last year.

"Regardless of what the U.S. administration says, the Clinton and Kim meeting signals the start of direct bargaining ... It's a matter of time when U.S.-North bilateral talks begin," South Korea's Chosun Ilbo daily said in an editorial.

Nicholas Szechenyi, Northeast Asia expert at the Center for Strategic and International Studies in Washington, said the biggest risk was that North Korea would demand a similar U.S. approach to the nuclear issue. North Korea last year quit

(continued to page 5)



(continued from page 4)

five years of on-and-off six-party negotiations with the United States, China, Japan, Russia and South Korea and has since suggested it will only talk with Washington.

"We've seen this pattern before and it could send a very bad signal to the region if the administration suddenly shifts to a bilateral approach," said Szechenyi. South Korea and Japan both have politically sensitive concerns about citizens held in North Korea.

**"REJECT BILATERAL TALKS"**

"I think the U.S. should resolutely reject bilateral talks. They won't be accepted by other East Asian countries," said a North Korea expert at the Central Party School in China. Japanese Chief Cabinet Secretary said Tokyo welcomed the release of the journalists but wanted North Korea "to take note of the message from the international community in U.N. resolutions (and) quickly return to the six-party talks".

Pyongyang, craving the recognition that direct negotiations with the Obama administration would bring, painted the meeting between Clinton and Kim as high-level talks which the North Korean leader will certainly use to boost his image at home.

"(The two) had candid and in-depth discussions on the pending issues between the DPRK (North Korea) and the U.S. in a sincere atmosphere and reached a consensus of views on seeking a negotiated settlement of (the two journalists)", the North's KCNA news agency reported.

In comments that could well make U.S. officials wince, KCNA said: "Clinton expressed words of sincere apology to Kim Jong Il for the hostile acts committed by the two American journalists against the DPRK after illegally intruding into it."

The U.S. official said Clinton did not offer any apology from Washington.



## EST S.A. Fleet Position List



Ship Name	Port	ETA	ETD	Ship Name	Port	ETA	ETD
1 African Jaguar	Durban	9/8/2009	15/8/2009	34 Energy Patriot	Rosarito	13/8/2009	15/8/2009
2 African Lion	Singapore	13/8/2009	13/8/2009	35 Energy Pioneer	Las Palmas	8/8/2009	9/8/2009
3 African Oryx	Dammietta	11/8/2009	15/8/2009	36 Energy Power	Yabucoa	16/8/2009	18/8/2009
4 African Puma	Karachi	9/8/2009	12/8/2009	37 Energy Pride	Los Angeles	13/8/2009	17/8/2009
5 African Wildcat	Saganoseki	presently	10/8/2009	38 Energy Progress	Le Havre	8/8/2009	10/8/2009
6 African Zebra	Dammam	15/8/2009	19/8/2009	39 Energy Protector	Los Angeles	11/8/2009	15/8/2009
7 Antwerp Max	Santos	presently	6/8/2009	40 Energy Puma	Jacksonville	11/8/2009	12/8/2009
8 Bay Ranger	Recalada	26/8/2009	29/8/2009	41 Energy Ranger	Prai	10/8/2009	15/8/2009
9 Bergen Max	Kali Limenes	8/8/2009	8/8/2009	42 Energy Skier	Fos	18/8/2009	20/8/2009
10 Bet Commander	Xingang	14/8/2009	31/8/2009	43 Energy Sprinter	Kizomba	16/8/2009	18/8/2009
11 Bet Fighter	Rizhao	12/8/2009	18/8/2009	44 Force Ranger	Hamburg ??	18/8/2009	21/8/2009
12 Bet Intruder	Riga	presently	9/8/2009	45 Ghent Max	Haypoint	presently	14/8/2009
13 Bet Prince	Singapore	8/8/2009	8/8/2009	46 Glorius	Xingang	presently	13/8/2009
14 Bet Scouter	Kemen	11/8/2009	15/8/2009	47 Good Hope Max	P.D. Madeira	11/8/2009	15/8/2009
15 Bremen Max	Gladstone	presently	11/8/2009	48 Hamburg max	Taichung	presently	8/8/2009
16 Brugge Max	Singapore	21/8/2009	21/8/2009	49 Iron Baron	Bayuquan	8/8/2009	13/8/2009
17 Channel Ranger	Aratu	presently	9/8/2009	50 Iron King	Richards Bay	20/8/2009	23/8/2009
18 Constantia	Hadera	14/8/2009	20/8/2009	51 Iron Queen	Dampier	presently	7/8/2009
19 Davakis G	Kaohsiung	18/8/2009	22/8/2009	52 Island Ranger	Gijon or Huelva	14/8/2009	17/8/2009
20 Delos Ranger	Paranagua	6/8/2009	9/8/2009	53 Louis Pasteur	Piraeus	presently	orders
21 Delphi Ranger	Santos	16/8/2009	19/8/2009	54 Miden Max	Lianyungang	presently	9/8/2009
22 Delphin Voyager	NY Alesund	6/8/2009	6/8/2009	55 Newcastle Max	Panama Canal	25/8/2009	26/8/2009
23 Delta Ranger	Lagos	presently	8/8/2009	56 Ntabeni	Singapore	13/8/2009	13/8/2009
24 Elbe Max	Dalrple Bay	presently	9/8/2009	57 Olympius	Caofeidian	22/8/2009	25/8/2009
25 Energy Centaur	Lyme Bay	presently	orders	58 Ostende Max	Port Dickson	8/8/2009	12/8/2009
26 Energy Centurion	Port Said	15/8/2009	16/8/2009	59 Pierre Doux	Piraeus	presently	orders
27 Energy Century	Benchamas	6/8/2009	8/8/2009	60 Power Ranger	Jingtang	10/8/2009	12/8/2009
28 Energy Challenger	New York	6/8/2009	8/8/2009	61 SA Altius	Newcastle	11/8/2009	26/8/2009
29 Energy Champion	Skikda	15/8/2009	17/8/2009	62 SA Fortius	Esperance	6/8/2009	9/8/2009
30 Energy Chancellor	Banias	6/8/2009	8/8/2009	63 Steel Glory	Abidjan	presently	12/8/2009
31 Energy Commander	Cristobal	11/8/2009	13/8/2009	64 Steel Might	Civitavecchia	presently	6/8/2009
32 Energy Conqueror	Cristobal	6/8/2009	8/8/2009	65 Storm Ranger	Gibraltar	17/8/2009	17/8/2009
33 Energy Panther	New York	13/8/2009	15/8/2009	66 Victorious	Haypoint	8/8/2009	18/8/2009



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