



**ENTERPRISES  
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**SPECIAL POINTS  
OF INTEREST:**

- M/V Ostende Max Involved In Collision With Product Tanker
- Maritime Labour Convention – the need to plan now

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# EST Newsletter

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WEDNESDAY, 2 SEPTEMBER 2009

## M/V Ostende Max Involved In Collision With Product Tanker

On Tuesday 18th August 2009 at about 20:50 Lt, the Isle of Man registered m/v Ostende Max (38489 gt, built 1998) and the Liberian registered Product tanker Formosaproduct Brick (39307 gt, built 2005) were in collision off Port Dickson, in LAT 02°32.2' N LONG 101° 38.2' E.

The Ostende Max has sustained damage to her bulbous bow and also suffered a minor fire on her fore-castle, which was promptly and efficiently extinguished by her crew. Three crew members were admitted to the hospital, two with superficial burns incurred whilst extinguishing the fire and one due to minor injury sustained during the collision. All three were released after treatment.

M/V Ostende Max, along with other vessels, stayed by the tanker that caught fire shortly after the collision and was reported to be listing at about 11° to port in order to assist in any possible way. The fire onboard was fully extinguished at 0455 local time on 20th August 2009.

Unfortunately of the 25 reported crewmembers onboard the tanker, 9 lost their lives during the fire, while 16 were rescued by passing vessels and the emergency services. The Malaysian police recovered the bodies of all nine missing crewmembers on 23/08/2009.

An official from the Malaysian Maritime Enforcement Agency (MMEA) said there was no danger of oil spill from the "Formosaproduct Brick" and that shipping in the busy waterway was not disrupted. The local environmental and maritime authorities were closely monitoring the situation.

The tanker carrying the naphtha

cargo from the United Arab Emirates was chartered by Cargill and was enroute to Daesan, South Korea.

Two company's representatives were immediately sent on site to provide all necessary assistance and liaison with local authorities to determine the circumstances leading to this tragic accident. A thorough investigation is also being carried out from the Office side and all fleet will be kept in-

formed of the outcome. Moreover, two casualty investigators from the Isle of Man Ship Registry travelled to Malaysia on 21/08/2009 in order to conduct a preliminary investigation into the possible causes of the incident and have thanked Enterprises and the crew of m/v Ostende Max for their very good cooperation, even under the very difficult circumstances.



m/v Ostende Max following the accident

**INFORMATION ON THE VESSELS**

(source: www.gov.im)

<b>Name:</b>	MT Formosaproduct Brick	MV Ostende Max
<b>Crew:</b>	25	22
<b>Call sign:</b>	A8GJ6	MGRN3
<b>Type:</b>	Oil tanker	Bulk carrier
<b>Tonnage:</b>	39,307	38,489
<b>L.O.A</b>	228.5 metres	225 metres
<b>Port of Registry:</b>	Monrovia, Liberia	Douglas, Isle of Man.
<b>Next Port of Call:</b>	Deasan, Korea Selatan	Singapore
<b>Draft:</b>	11.0 metres	6.0 metres
<b>Cargo/Quantity:</b>	Naphtha, 58,000 tonnes	None / In ballast

# Maritime Labour Convention – The Need To Plan Now

(source: [www.nepia.com](http://www.nepia.com))

The Maritime Labour Convention (MLC) 2006 is a new and important international labour code that sets out the rights of seafarers to proper working conditions. It will come into force 12 months after it has been ratified by 30 countries operating 33% of the world's tonnage and, as all EU member states are expected to ratify it, implementation may well be as early as 2010.

It aims to be a globally applicable, uniformly enforceable code of rights throughout the industry. Though it contains minimum standards that are well within current industry practice, it also contains many new certification, inspection and record-keeping requirements.

## Structure of the convention

The convention aims to consolidate and simplify matters relating to crew welfare and consists of 3 main parts:

- ⇒ Articles – setting out the main principles and obligations
- ⇒ Regulations – the details of the regulations will be approved by parliaments or legislatures during the ratification process
- ⇒ Code – consisting of two parts: part A (mandatory standards) and part B (non-mandatory guidelines).

The regulations and code are divided into 5 titles dealing with the following:

- minimum requirements for seafarers to work on a ship
- conditions of employment
- accommodation, recreational facilities, food and catering
- health protection, medical care, welfare and social security protection
- compliance and enforcement.

## Certificates of compliance

All commercial ships engaged in international voyages and which fly the flag of a signatory state – or which enter a port of a signatory state – must comply with the convention and those of 500 GT or over will also be required to carry a Maritime Labour Certificate and a declaration of

Maritime Labour Compliance on board.

A significant number of living and working condition aspects must be inspected and approved by a signatory Flag State before they can grant such a certificate of compliance.

Under the code, a seafarer is defined as, 'any person who is employed or engaged or works in any capacity on board a ship to which this Convention applies'. This definition is significant because 'hotel' type workers on board passenger ships are clearly covered by the rights of the MLC.

## Port State inspections

Living and working conditions will also be subject to detailed inspections by authorized inspectors in the ports of a member state carrying out a Port State inspection. Ships of all flags (irrespective of ratification) will be subject to inspections in any country that has ratified the convention and these ships will receive 'no more favorable treatment'. The enforcement provisions allow an inspector to prevent a ship from sailing until any non-conformity has been rectified or the inspector has accepted a plan of action to rectify problems where a ship is found not to conform to the convention.

## Promotion and planning

The MLC aims to promote awareness of the need to comply with its requirements at every level of operation. In planning for compliance, Members will need to address the following operational issues.

- ⇒ Seafarers must be informed of their rights and remedies, for example there should be an effective complaints procedure.
- ⇒ Shipowners must develop and carry out plans to ensure the MLC is complied with.
- ⇒ Masters will be responsible for carrying out shipowners' plans and for keeping proper records.
- ⇒ Flag States will review shipowners' plans and verify they are in place.
- ⇒ There will be inspections in ports of ratified states and ships of all countries (irrespective of ratification) will be subject to inspection and possible detention.



## This Might Happen To You...

Source: [Chevron Safety Bulletin](#)



You do not inspect equipment prior to use

*This Might Happen To You*

### INCIDENT DESCRIPTION

A crew member was sweeping the alleyway using a broom which had a thin wall metal tube handle sheathed in plastic.



The broom handle failed and the crew member's left index finger became pinched in the sharp edge of the opening and cut his finger.

The crew member was given first aid treatment onboard and was sent ashore for further medical treatment where he received five stitches and antibiotic

medication. He returned on board and continued his duties.

### What Went Wrong

- Vigorous use of the broom causing the handle to collapse.
- Equipment was not inspected prior to use to verify it was fit for intended service-the plastic sheathing was in good condition but it inhibits inspection of the tubing below. Process was not effective.

### Lessons Learned/Action Plan

- Always identify all possible hazards for all activities. Perform a safe performance self assessment or other form of pre-task risk assessment-even simple routine tasks have risks.
- Remove similar brooms from service-Brooms should be of "Industrial Grade"
- Only use tools suitable for their intended service and regularly inspect equipment to verify it is fit for purpose and remove damaged or defective equipment from service.
- Never place your hands/fingers in pinch points.
- If there is any doubt the operation/work must be stopped.

### Tenets of Operation Broken

- ⇒ Always follow safe work practices and procedures and act to stop unsafe condition and actions
- ⇒ Always operate in a safe and controlled condition



## Prescribed Medication - A Mist for Safety at Sea



The North of England P&I club has reminded its shipowner members to ensure their seafarers comply fully with any prescribed course of medication while at sea. 'We are seeing an increasing number of claims where crew-

members have been seriously ill, or died, as a result of not taking the necessary medication in the frequency and amount required,' says North's head of loss prevention Tony Baker.

While the more widespread use of higher quality pre-employment medicals has decreased the number of claims resulting from pre-existing illnesses, Baker says the process has helped to diagnose illnesses that can be managed on board provided seafarers comply with their prescribed medication.

According to North, non-compliance with medication regimes on board can seriously compromise duties such as watch-keeping and cargo-care, potentially resulting in serious casualties, and can result in life-threatening medical emergencies in the middle of the ocean.

'It is vital that crew members understand the importance of taking their medication properly and ensure they have sufficient medication on board for the duration of each voyage, plus ideally an extra two to three months supply,' says Baker. 'If there is any concern there may be insufficient drugs, this should be brought to the attention of the ship operator as soon as possible so an effort can be made to arrange for additional supply.'

North adds that crew members also need to discuss their illnesses, and the medication they need to take, with both the ship operator and master. 'Should any problems occur the owner and master will be better able to identify the cause and seek appropriate emergency medical care,' says Baker.

## Emergency Medical Evacuation Procedures

(source: [www.nepia.com](http://www.nepia.com))

There is a degree of uncertainty amongst some seagoing personnel when it comes to organizing an emergency medical evacuation. This article seeks briefly to describe and clarify general 'medevac' procedures.

### Getting medical advice

The ITU publishes a List of Radiodetermination and Special Service Stations, which includes commercial and government radio stations that provide free medical advice to ships. With modern communication these organisations can be contacted directly from the vessel. However, the advantage of passing the communications through an RCC (Rescue Co-Ordination Centre) is that the RCC will be monitoring the situation and the speed of response should be faster where medevac is necessary. When seeking medical advice, or 'medico' as they are known, messages should always be prefixed with 'DH Medico' in order that they can be prioritised by the RCC.

Where a master is of the opinion that medical advice is necessary, the first step should be to contact the appropriate RCC for the SRR (Search and Rescue Regions) by reference to Admiralty List of Radio Signals, volume I. Masters should seek medical advice earlier rather than later as seemingly trivial symptoms can mark the onset of serious conditions. This is particularly important where the vessel may be operating in remote locations or when on ocean passage.

The RCC should ensure that medical advice can be obtained from doctors who may have special training in the risks associated with medical emergencies at sea and with the risks of medevac. The doctors will provide advice on the immediate care of the patient and, where medevac is considered necessary, on the best method of evacuation. The most common method of medevac is by helicopter.

### Preparing for a medevac

The RCC will require information from the vessel so that the medevac can be fully considered. The IAMSAR volume III, section 4, covers on-board emergencies and contains a check-list of the

information the RCC is likely to require from the vessel, and masters should have this information prepared before contacting the RCC. There is also advice for masters on the preparation of both the patient and the vessel for the operation.

Once the decision to carry out a medevac has been taken, the RCC will set the procedures in motion. Vessels should be aware that the service may be subject to delays, caused by factors such as refueling stops or poor weather. It should be noted that where weather conditions are very poor or a helicopter may be operating at extreme range, the final decision as to whether it is safe to conduct an evacuation rests with the person in command of the rescue facility.

As usual in these matters, a diversion for the purpose of emergency medical evacuation should be reported to the Association prior to the intended diversion, or at the earliest possible opportunity after it has occurred.

### Summary

In summary, the actions that can be taken to ensure a medevac is timely and without delay are as follows.

- Medical advice should be requested through the appropriate RCC. Remember that the sooner medical advice can be sought, the sooner the decision on whether to initiate a medevac can be made and the higher the probability of a successful outcome.
- Prepare the information that may be requested by the RCC.
- Prepare to divert the vessel in order to rendezvous with a helicopter or rescue craft.
- Prepare the patient for a medevac.
- Prepare the vessel for a medevac.

Members can obtain information about the ITU List Of Radiodetermination and Special Service from the ITU website:

[www.itu.int/publications/sector.aspx?lang=en&sector=1](http://www.itu.int/publications/sector.aspx?lang=en&sector=1),

and about the International Radio Medical Centre from the CIRIM website:

[www.cirm.it/eng/telesoccorso\\_eng.html](http://www.cirm.it/eng/telesoccorso_eng.html)

# Sports

## UEFA Champions League

<b>Group A</b> Bayern Juventus Bordeaux Maccabi Haifa	<b>Group E</b> Liverpool Lyon Fiorentina Debrecen
<b>Group B</b> Man. United CSKA Moskva Beşiktaş Wolfsburg	<b>Group F</b> Barcelona Internazionale Dynamo Kyiv Rubin
<b>Group C</b> Milan Real Madrid Marseille Zürich	<b>Group G</b> Sevilla Rangers Stuttgart Unirea Urziceni
<b>Group D</b> Chelsea Porto Atlético APOEL	<b>Group H</b> Arsenal AZ Olympiacos Standard

## 2009/10 UEFA Europa League group stage

<b>Group A</b> AFC Ajax (NED) RSC Anderlecht (BEL) NK Dinamo Zagreb (CRO) FC Timișoara (ROU)	<b>Group B</b> Valencia CF (ESP) LOSC Lille Métropole (FRA) SK Slavia Praha (CZE) Genoa CFC (ITA)	<b>Group C</b> Hamburger SV (GER) Celtic FC (SCO) Hapoel Tel-Aviv FC (ISR) SK Rapid Wien (AUT)
<b>Group D</b> Sporting Clube de Portugal (POR) SC Heerenveen (NED) Hertha BSC Berlin (GER) FK Ventspils (LVA)	<b>Group E</b> AS Roma (ITA) FC Basel 1893 (SUI) Fulham FC (ENG) PFC CSKA Sofia (BUL)	<b>Group F</b> Panathinaikos FC (GRE) Galatasaray SK (TUR) FC Dinamo 1948 București (ROU) SK Sturm Graz (AUT)
<b>Group G</b> Villarreal CF (ESP) S.S. Lazio (ITA) PFC Levski Sofia (BUL) FC Salzburg (AUT)	<b>Group H</b> FC Steaua București (ROU) Fenerbahçe SK (TUR) FC Twente (NED) FC Sheriff (MDA)	<b>Group I</b> SL Benfica (POR) Everton FC (ENG) AEK Athens FC (GRE) FC BATE Borisov (BLR)
<b>Group J</b> FC Shakhtar Donetsk (UKR) Club Brugge KV (BEL) FK Partizan (SRB) Toulouse FC (FRA)	<b>Group K</b> PSV Eindhoven (NED) FC København (DEN) AC Sparta Praha (CZE) CFR 1907 Cluj (ROU)	<b>Group L</b> Werder Bremen (GER) FK Austria Wien (AUT) Athletic Club Bilbao (ESP) CD Nacional (POR)

# Global News

### ⚡ Court Rules Illegal Decision Of NERC On Increase Of Gas Prices For Population

(Ukrainian News Agency) The Kyiv District Administrative Court has satisfied the appeal of the National forum of trade unions against the resolution of the National Electricity Regulation Commission on the increase of the gas prices by 20% for population from September 1st, the forum said.

Chairman of the forum Myroslav Yakybchuk said that the resolution on the increase of the gas prices violates important constitutional principle aggravating the social state of people. According to the head of the legal department of the NERC Viktoria Morozova, the commission has not obtained any information regarding the consideration of the case.

As Ukrainian News earlier reported, the resolution of the National Electricity Regulation Commission on the increase of prices for the natural gas for population of 20% from September 1st has not taken effect, not having been agreed with the trade unions.

Federation Chairman Vasyl Khara said that the Federation of Trade Union considered a petition from the National Electricity Regulation Commission seeking agreement from the trade unions with a decision envisaging higher natural gas rates for the population from September 1 and decided to reject the petition having found such plans as economically unfounded.

The National Electricity Regulation Commission has raised natural gas retail prices for households by 20% from September 1, 2009, and the ceiling prices of natural gas for the municipal heating companies by 20% from October 1, 2009. Higher natural gas rates for households and municipal heating companies is one of the conditions for Ukraine's receiving a loan from the International Monetary Fund and loans for buying natural gas into the underground gas storage facilities of Ukraine.

Moreover, under a memo between the Ukrainian government and the International Monetary Fund, the government is obliged to introduce from 2010 quarterly indexation of natural gas prices for the said categories of consumers.

### ⚡ Mazuria Makes Finals

Poland's Mazurian Lake District has made it to the finals of a global online

poll that aims to pick out the "new seven wonders of nature."

Alongside 76 other sites around the world, Mazuria first made it to the semifinals following a global poll by the Swiss-based New7Wonders Foundation. After the semifinals closed July 7, a panel of judges selected 28 finalists July 21. A second global poll will now begin and continue until 2011, when the "new seven wonders of nature" will be announced. Mazuria is competing in the Landscape and Ice Formation category.

The second Polish semifinalist, the Białowieża Forest, which competed in the Forests and National Parks category, failed to make it to the finals and is now on a reserve list.

Polish people have never been in any doubt about Mazuria being a national treasure. The region has been a magnet for people wanting to unwind or just get back to nature, whatever the time of year, for generations. The lake district is in the northeast of Poland, wedged between the Baltic coast and the country's borders with Russia, Lithuania and Belarus. Some 2,700 lakes each with a surface area of more than a hectare cover this post-glacial



terrain of 13,000 square kilometers. And this only accounts for 7 percent of a landscape otherwise dominated by virgin forests, swamps and peat bogs.

The Mazurian Landscape Park, which accounts for a significant portion of the area, tempts visitors with its undisturbed tranquillity. While accessible to tourists,

Mazuria resists the sort of rampant commercialization that would denude it of its rustic charm. Health resorts and five-star hotels are only to be found in the larger centers. The rest of the region is a place to get away from civilization. People come here to walk through the forest and pick mushrooms, to go kayaking down the Krutynia River and bump into an otter (now a highly protected species), or try their hand at fishing for catfish, pike or eels.

Sailing, windsurfing and kayaking enthusiasts make up the greater part of the hundreds of visitors who come here. Mazuria offers yachtsmen infrastructure from old, makeshift landings to private marinas, right on to the

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large jetties found in the towns of Mikolajki and Ruciane-Nida. As many as 60,000 people flock to the lakes during the tourist season.

Mazuria offers a slew of cultural activities as well. The Festiwal Szantowy (Shanty Festival), where you can come and hear old sea dogs belt out authentic sailors' songs, is one example. The festival is held in Mikolajki in late July and early August. The main Mazurian musical event, though, is dedicated to a genre of music completely unconnected with the region. Mragowo plays host to the Country Picnic, a world-famous country music festival, every year in late July.

The region's complicated political and ethnic heritage makes it no less a mecca for history buffs. The Order of the Teutonic Knights, who arrived on the wave of the medieval crusades, made an indelible mark. The knights conquered the region we now know as Warmia-Mazuria province and ruled it for the next few hundred years. The combined forces of Poland and Lithuania

waged an unrelenting campaign against the knights at the start of the 15th century, finally emerging victorious at the 1410 battle of Grunwald. The battlefield is now a popular tourist attraction, as are the many fortresses the knights left behind. Impressive as those in Barciany, Gizycko and Kętrzyn are, the most stunning of them all is located a short distance to the west in Malbork.

Kętrzyn is not far from Wilczy Szaniec (Wolf's Lair), Hitler's eastern front headquarters during World War II and the scene of an unsuccessful attempt on the dictator's life in 1944.

The New7Wonders Foundation came to wider attention with a spectacular campaign during which in July 2007 it named seven contemporary wonders of architecture. It holds numerous online polls such as The Kings of Music of All Times, The 7 Best Movies of All Times, and The Most Influential Artists of All Times.

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## EST S.A Fleet Position List

vd/mc

Ship Name	Port	ETA	ETD	Ship Name	Port	ETA	ETD
1 African Jaguar	Mombasa	presently	2/9/2009	34 Energy Patriot	Daesan	17/9/2009	orders
2 African Lion	Gwadar	presently	6/9/2009	35 Energy Pioneer	Texas City	3/9/2009	5/9/2009
3 African Oryx	Chittagong	15/9/2009	20/9/2009	36 Energy Power	Curacao	presently	5/9/2009
4 African Puma	Richards Bay	11/9/2009	12/9/2009	37 Energy Pride	San Francisco	presently	4/9/2009
5 African Wildcat	Picton	presently	4/9/2009	38 Energy Progress	Montreal	presently	4/9/2009
6 African Zebra	Durban	7/9/2009	orders	39 Energy Protector	Gibraltar	10/9/2009	orders
7 Antwerp Max	Amsterdam	presently	3/9/2009	40 Energy Puma	Valparaiso	8/9/2009	orders
8 Bay Ranger	Aratu	presently	4/9/2009	41 Energy Ranger	Pasir Gudat	presently	15/9/2009
9 Bergen Max	New Orleans	12/9/2009	15/9/2009	42 Energy Skier	Galveston	18/9/2009	21/9/2009
10 Bet Commander	Zhoushan	presently	20/9/2009	43 Energy Sprinter	Le Havre	presently	3/9/2009
11 Bet Fighter	Banjarmasin	presently	6/9/2009	44 Force Ranger	Hamburg	presently	3/9/2009
12 Bet Intruder	Riga	presently	4/9/2009	45 Ghent Max	Gangavaram	presently	6/9/2009
13 Bet Prince	Tarragona	20/9/2009	23/9/2009	46 Glorius	Richards Bay	12/9/2009	15/9/2009
14 Bet Scouter	Beilun	10/9/2009	12/9/2009	47 Good Hope Max	Rotterdam	4/9/2009	7/9/2009
15 Bremen Max	Jingtang	presently	5/9/2009	48 Hamburg max	Qingdao	3/9/2009	5/9/2009
16 Brugge Max	Richards Bay	15/9/2009	orders	49 Iron Baron	Qingdao	9/9/2009	10/9/2009
17 Channel Ranger	Hamburg	presently	8/9/2009	50 Iron King	Rotterdam	24/9/2009	27/9/2009
18 Constantia	Puerto Bolivar	9/9/2009	12/9/2009	51 Iron Queen	Guangzhou	presently	21/9/2009
19 Davakis G	Villanueva	3/9/2009	6/9/2009	52 Island Ranger	Maracaibo	presently	2/9/2009
20 Delos Ranger	Jebel Ali	23/9/2009	27/9/2009	53 Louis Pasteur	Piraeus	presently	orders
21 Delphi Ranger	Santos	presently	3/9/2009	54 Miden Max	Newcastle	presently	6/9/2009
22 Delphin Voyager	Oban	2/9/2009	2/9/2009	55 Newcastle Max	New Orleans	presently	5/9/2009
23 Delta Ranger	Dnebrobuskiy	15/9/2009	20/9/2009	56 Ntabeni	Richards Bay	presently	4/9/2009
24 Elbe Max	Gladstone	10/9/2009	15/9/2009	57 Olympius	Caofeidian	presently	4/9/2009
25 Energy Centaur	Gibraltar	2/9/2009	orders	58 Ostende Max	Pasir Gudat	presently	20/9/2009
26 Energy Centurion	Fujairah	presently	orders	59 Pierre Doux	Piraeus	presently	orders
27 Energy Century	Tantanwan	3/8/2009	5/9/2009	60 Power Ranger	Zhoushan	presently	15/9/2009
28 Energy Challenger	Suez	presently	5/9/2009	61 SA Altius	Mailiao	12/9/2009	15/9/2009
29 Energy Champion	Cristobal	presently	3/9/2009	62 SA Fortius	Dampier	10/9/2009	15/9/2009
30 Energy Chancellor	San Francisco	7/9/2009	9/9/2009	63 Steel Glory	Nouachott	presently	5/9/2009
31 Energy Commander	P.Armuelles	4/9/2009	7/9/2009	64 Steel Might	Lagos	13/9/2009	18/9/2009
32 Energy Conqueror	P.Armuelles	presently	6/9/2009	65 Storm Ranger	Beirut	presently	3/9/2009
33 Energy Panther	Immingham	16/9/2009	orders	66 Victorius	Bayuquan	6/9/2009	16/9/2009



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