



**ENTERPRISES
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EST Newsletter

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SPECIAL POINTS OF INTEREST:

- Marines / Employees Satisfaction Survey 2008 - Results
- USCG Top 10 Deficiencies - Part I
- Mind Your Crew- A Cautionary Tale

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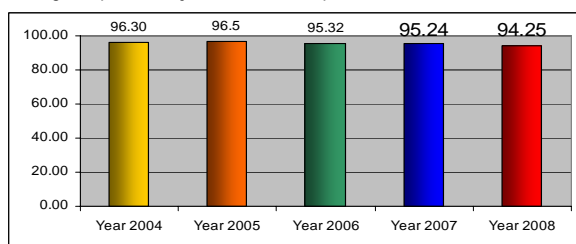
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Marines / Employees Satisfaction Survey 2008 - Results

We are pleased to announce the results of the year 2008 "Marines/Employees' Satisfaction Survey-No. 6", the objective of which was to seek the opinion of officers onboard our vessels as well as the opinion of all employees.

During the year 2008, the Marines' Satisfaction questionnaire was sent to the Master, Ch. Officer and Ch. Engineer 2nd & 3rd Officer as well as to the 2nd and 3rd Engineer. 485 was the total number of questionnaires received by the vessels, which represents a rather good sample of the Marines opinion.

The results obtained from the Marines' Satisfaction Survey (94,25%) were remarkable and the target set (no less than 94%) during the previous year was accomplished.



In reply to the question "I consider the most important issue for the *company's improvement* in general to be" the Officers revolved around the following matters that they considered to be of most importance for company's improvement:

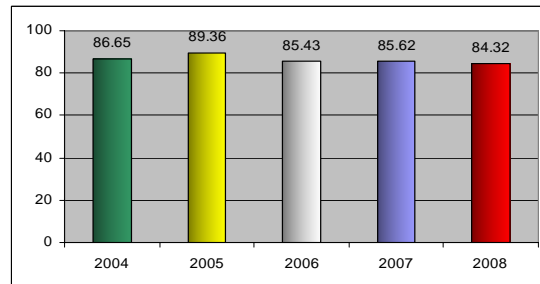
Increase salary · Internet/e-mail for crew members (to communicate with family) · Create a system to simplify paper work · supply the ships with spare parts in time/on demand · Crew changes after the end of the contract at the first convenient port (meet contract period obligation) · crew selection (highly qualified, reliable and experienced seamen) · 4 months in 4 months out (two ships with three groups of crew with salary around the year-basic during vacation) · Allotments should be remitted within the next week after the end of each working month · Payment in euro · Spare parts in accordance to requisition · USA VISA for all crew

All above issues have been addressed to the management and we have proceeded with implementation of a few of them already.

To the question "What do you consider to be the strongest company characteristic regarding the management of its employees" the mariners have focused on the following areas:

Real care and respect of the management for its employees (safety / security /support) · Effective communication between office and vessels · Strong drug and alcohol policy · Company's solidity, consistency and credibility · Strong safety/ environmental policy · Good salaries · Working environment · Company's competence and professionalism · Training ashore and onboard · Rejoin/seniority bonuses ·

With regards to the office personnel the "Employees' satisfaction level" was evaluated during the 5th Survey (year 2008) at 84.32%



and has dropped slightly compared to the previous year. Analyzing the results obtained from the survey, it was revealed that the employees have considered being the most important for the company's improvement to be:

Communication and cooperating among the departments · Employees communication · Training (training in accordance to employees needs) · Employees' appraisal and rewarding system (salaries and bonus to reflect employees' contribution) · Top to bottom communication and bottom to top · Upgrade company's software, adopting new technologies (accounting system) · Selection of crew · Upgrade electronic communication system (lotus notes performance-less breakdowns, improve speed) · Crew training · Employees' development

To the question "What do you consider to be the strongest company characteristic regarding the management of its employees" the employees have focused on the following areas:

Effective problem solving with regards to employees problems (open door at any time) / Managing director is close to the employees · Good working environment · Employees' appraisal and rewarding system (recognition and evaluation) · Management cares for its employees · The sense of belonging to a family (good team spirit/friendly atmosphere) · Respect the employees (treats with fairness and dignity all employees) · Good salaries · Blood donation/charity · Security · Private insurance

At this point we would like once again to thank you for your time invested and for your effort in participating in the survey and for recognizing Management's efforts to improve the quality and safety standards.

This was evident throughout the current year, as ESTSA has placed more emphasis on quality and safety issues by implementing new initiative projects as a strategy to keep its customers satisfied particularly during the economic crisis that the shipping industry is facing presently.

This questionnaire that is being filled in by your goodselves is mainly produced not only to encourage the communication within the organization but also to keep the initiative of trying to identify not only problems but also your needs and your expectations that the management will try to meet.

USCG Top 10 Deficiencies - Part I

The U.S. Coast Guard conducted an analysis of all deficiencies recorded while inspecting vessels in US WATERS. The purpose of this analysis was to identify the ten most common deficiencies to share with the owners /operators so problems can be rectified prior to scheduling the next Coast Guard examination.

The top ten deficiencies, including a brief explanation of the deficiency, applicable regulation, and potential correction methods will be presented in issue 34 and issue 35 of EST Newsletter. These deficiencies are not listed in any specific order.

Oil water separator

Recordkeeping is a concern. The documentation of routine preventive maintenance (by contracted third party) is not always available to the inspector. The periodicity of such service should be clearly stated in the vessel's Safety Management System. Likewise, documentation which would attest to the calibration of the OWS is not always onboard. Owners/operators need to ensure that an appropriate crewmember is available to demonstrate proper operation of the OWS for the inspector.

Remark: The condition of the Oil Filtering Equipment should be checked as per Oil Record Book, Code Letter "F". In case of any damage, same should be recorded in the Oil Records Book.

Structural Defects

- ◆ Hull Plating. While inspecting older vessels inspectors will typically find breaches (holes and cracks) in the hull plating, as well as wastage of structural members. Where temporary repairs had previously been made, it is recommended that owners/operators make arrangements for permanent repairs before scheduling the examina-

tion. Occasionally, an inspector notices a temporary repair that had not been previously documented.

- ◆ Deck Plating: A common defect is cracked (hatch) corner brackets. Look for cracks in the vessel's winch foundations.
- ◆ Ballast Tanks: Some operators of ships that are constructed with upper and lower ballast tanks, are required to inspect their Lower Wing Ballast tanks and notify the USCG district. These operators should have documentation available for the inspector.

Watertight doors

A very common finding is that hinges and dogs are in need of lubrication and adjustment. In some extreme cases, the door is badly warped to the point that replacement is required. Another common finding is deteriorated gaskets. Additionally, Class 1 WTDs should be labeled clearly on both sides "KEEP THIS DOOR CLOSED". Occasionally, the inspector finds that someone has recently painted over the stenciling. Operators should be prepared to demonstrate manual closing of Class 3 WTDs, in addition to closing them under power and should be aware that all hardware for the hydraulics must be approved by an appropriate classification society

Firemain

Temporary patches that have been made to fire main piping are sometimes found by the inspector. Operators should make any necessary permanent repairs before the inspection. The most common deficiencies are leaks and wasted piping.

Wastage is treated the same as a temporary repair; a situation where permanent repair is required. Leakage from piping is also grounds for a permanent repair. Owners should be prepared to demonstrate proper operation of all fire pumps so that the appropriate pressures (at remote outlets) can be verified. Therefore, enough personnel have to be available to tend the hoses and run the pumps. *Article to be continued in EST Newsletter issue 35.*



Bridge Navigation Watch Alarm System

In every navigational watch you hear a variety of audible alarms. It may start with the GMDSS alert, continue with the MF DSC alarm and if you have a dewatering system installed in the cargo holds you may also hear a very powerful alarm – hopefully, a false one. That is not the end, as the steering gear, the GPS receiver, the radar and the AIS receiver have their own alarms. Summing up the above, the Duty officer may be requested to reset various real or false alarms as many as twenty times per watch.

Nevertheless IMO approved the draft amendments to the SOLAS Regulation that requires the mandatory carriage of a bridge navigation watch alarm system. A bridge watch alarm system is a device which triggers an alarm if an Officer on Watch (OOW) becomes incapable of performing the OOW's duties.

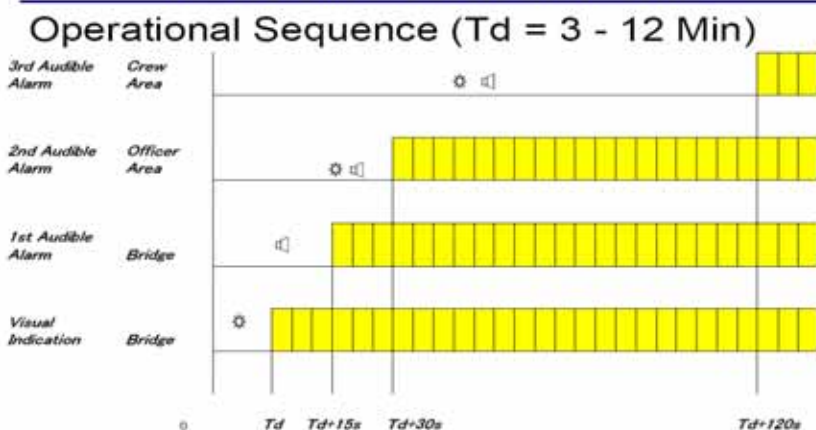
IMO had adopted the performance standard as MSC. 128 (75) and there are ships which have already installed the equipment on a voluntary basis. Currently, there are two types, i.e., one which requires the watch officer to press a button in intervals (if he fails to do so, it triggers the alarm), or another, which detects movements of the watch officer, using the motion sensor technology. (So far as the sensor finds movements of the watch officer the alarm will not go off).

Application: The draft amendments stipulate as follows:

- ✓ 1st July 2011 on or after for all new build-ings of 150 gt or over - (keel lay base)
- ✓ Ships constructed prior to 1st July 2011 will have to fit the BNWAS by the 1st survey after:
- ✓ 1st July 2012 for cargo ships of 3000 gt or over and all passenger ships.
- ✓ 1st July 2013 for cargo ships of 500 gt or over but less than 3000 gt.



The demand of BNWAS.



Mind Your Crew- A Cautionary Tale

Source: www.skuld.com

During a routine voyage last year a crew man was lost overboard from a member's vessel. A tragic event, made even more tragic because it could, perhaps, have been prevented...

During the night a member of the crew contacted the master to say he felt threatened by another crew man, who he didn't identify, and was worried about his own safety. The call came in fairly late and the master told the crew man to go to sleep and that they would talk in the morning. Unfortunately, by that time, it was too late. As part of an investigation carried out later by the P&I Club, the events of the night in question were reconstructed. Shortly after contacting the master, the crew member left his cabin and proceeded to take several items of ship's equipment for survival at sea, including a life jacket and an immersion suit. Weather conditions were rough. It was clear he was desperate to leave the ship as he apparently tried to launch two life rafts. During this operation, or in the process of trying to get on to one of them, he fell into the water and drowned. His body was recovered later by fishermen.

What would drive a man, someone who was no stranger to life at sea, to take such a great risk by trying to leave the ship at night when it was under way in circumstances where the smallest mistake could cost him his life?

The investigation revealed that the phone call on that fateful night was not the first sign of trouble. Subsequent interviews with the master and the crew disclosed that the crew man did feel threatened by someone, but for reasons unknown, and that he had previously wanted to leave the ship and sign off. In addition, a close family member had become seriously ill not long before this event,

and a request for compassionate leave had been refused. The crew man's behaviour had become more erratic in the days leading up to the tragedy. Misadventures of this nature or suicides always result in difficult situations for members, as families rarely like to admit that a loved one made such a tragic decision.

In addition, the loss of a breadwinner is a serious blow and can place a family into real difficulty, especially in the current economic climate. In all likelihood, a significant claim for death compensation may follow, to which a member may also have to add investigative expenses and costs relating to recovery and repatriation of the remains. A criminal investigation may also follow.

Technically and legally speaking, a member will not normally be liable for death or injury resulting from suicide or another willful act of self harm. Yet, as it can be difficult to successfully prove that mitigating circumstances exist, such cases often end in a situation where it's impossible to firmly conclude whether a death resulted from a deliberate act or just misadventure. Employment tribunals and courts may, understandably, also be very sympathetic to a grieving family facing a difficult time.

The key lesson from this story is that shipowners need to maintain a clear focus on ensuring crew welfare, not just in terms of physical health, but also their mental well-being. Seafaring is stressful and demanding, and crews face ever increasing challenges from coping with the amount of work a modern ship creates, the never-ending increase in regulatory requirements, as well as the risks of accidents, piracy and the criminalization of seafarers. Add to this the general stress that a harsh economic climate brings, and some people are pushed to the edge and beyond. A happy crew is a safe crew a well-managed ship with an alert master and officers, attuned to the crew and their needs, is one of the very best loss prevention measures possible. A happy crew is a safe crew and vital for the sound operation of the ship.



Mental Health: Avoiding Burnout

Source: [Chevron Safety Bulletin](#)

Burnout is a state of emotional, mental and physical exhaustion caused by excessive and prolonged stress. It occurs when you feel overwhelmed and unable to meet constant demands. As the stress continues, you begin to lose interest or motivation.

Burnout reduces your productivity and saps your energy, leaving you feeling increasingly helpless, hopeless, frustrated, cynical and resentful. Eventually you may feel like you have nothing more to give. In many cases, the stress of work and life can build up to the point of feeling helpless and completely detached. When combined with the stress of an individual's personal life, burnout can hold twice the burden. Burnout is not the same thing as being stressed, but it is the feeling of being completely overwhelmed by continuous stressors.

Warning Signs of Burnout

There are several indicators a person could have that lead up to burnout such as any of the following:

- ⇒ Considering every day to be a bad day;
- ⇒ Feeling a constant struggle of energy to care about your

work or home life;

- ⇒ Feeling tired and exhausted all the time. Lowered immunity, feeling sick a lot;
- ⇒ Feeling as if the majority of your day is spent on tasks that are dull or unfulfilling;
- ⇒ Loss of motivation and a decreased satisfaction and sense of accomplishment;

Keys to Preventing Burnout

- ⇒ Ask for help or support from others, whether it be co-workers, family members or friends;
- ⇒ Routinely discuss your workload with your manager/supervisor;
- ⇒ Rethink your processes. If you are struggling at work, try a different strategy. If you are struggling at home try changing your routine to better fit your needs;
- ⇒ Work proactively and leave room for change. Always allow some space for flexibility;
- ⇒ Reevaluate your goals and priorities. Set boundaries, don't over-extend yourself;
- ⇒ Discuss your health with your health care provider. This discussion should include items addressing both physical and emotional health;
- ⇒ Get the support and tools needed to maintain a proper work/life balance;
- ⇒ Take the vacation time you need.



Sports - Football Standings

Ukraine Premier League

Team	Pld	Pts
1 FC Dynamo Kyiv	14	38
2 FC Metalist Kharkiv	14	32
3 FC Shakhtar Donetsk	14	31
4 FC Dnipro Dnipropetrovsk	14	25
5 FC Metalurh Donetsk	14	24
6 SC Tavriya Simferopol	14	23
7 FC Karpaty Lviv	14	21
8 FC Obolon Kyiv	14	18
9 FC Vorskla Poltava	14	16
10 FC Arsenal Kyiv	14	16
11 FC Illychivets Mariupil	14	15
12 FC Metalurh Zaporizhya	14	13
13 FC Chornomorets Odesa	14	12
14 FC Zorya Luhansk	14	11
15 FC Zakarpattya Uzhhorod	14	10
16 FC Kryvbas Kryvyi Rih	14	7

Greece Super League

Team	Pld	Pts
1 Olympiacos FC	12	30
2 Panathinaikos FC	12	29
3 PAOK FC	12	21
4 FC Kavala	12	18
5 AEK Athens FC	12	18
6 Panionios GSS	12	18
7 Ergotelis FC	11	17
8 Aris Thessaloniki FC	12	16
9 Asteras Tripolis FC	12	16
10 Skoda Xanthi FC	12	14
11 Atromitis FC	12	13
12 Larissa FC	11	13
13 Iraklis FC	12	12
14 Levadiakos FC	12	11
15 PAS Giannina FC	12	11
16 Panthrakikos FC	12	1

Russia Premier-Liga

Team	Pld	Pts
1 FC Rubin Kazan	30	63
2 FC Spartak Moskva	30	55
3 FC Zenit St. Petersburg	30	54
4 FC Lokomotiv Moskva	30	54
5 PFC CSKA Moskva	30	52
6 FC Moskva	30	48
7 FC Saturn Moskovskaya Oblast	30	45
8 FC Dinamo Moskva	30	42
9 FC Tom Tomsk	30	41
10 PFC Krylya Sovetov Samara	30	36
11 PFC Spartak Nalchik	30	35
12 FC Terek Grozny	30	33
13 FC Amkar Perm	30	33
14 FC Rostov	30	32
15 FC Kuban Krasnodar	30	28
16 FC Khimki	30	10

Poland Ekstraklasa

Team	Pld	Pts
1 Wisla Kraków	15	34
2 Legia Warszawa	15	31
3 KS Ruch Chorzów	15	29
4 Lech Poznań	15	28
5 GKS Bełchatów	15	27
6 KS Lechia Gdańsk	16	23
7 KS Polonia Bytom	15	22
8 Śląsk Wrocław	15	20
9 MKS Cracovia Kraków	15	17
10 Arka Gdynia	16	15
11 GKS Piast Gliwice	15	15
12 Korona Kielce	15	14
13 KSP Polonia Warszawa	15	14
14 Zagłębie Łubin	15	13
15 Jagiellonia Białystok	15	12
16 MKS Odra Wodzisław Śląski	15	9

Greece Beats Ukraine 1-0 to Qualify for World Cup

DONETSK, Ukraine (AP) - Greece advanced to its first World Cup in 16 years on Wednesday, beating Ukraine 1-0 after Dimitrios Salpididis' first-half goal in the second leg. The Panathinaikos striker scored in the 31st minute after receiving a pass from Celtic forward Georgios Samaras to give the Greeks a 1-0 win on aggregate to reach next year's tournament in South Africa. The countries played out a 0-0 draw on Saturday in the first leg in Athens.

Ukraine applied huge pressure in the second half but, at the end of the match, Salpididis knelt on the turf in tears and was hugged by teammates. Moments later, the players formed a circle in the middle of the ground and danced in celebration before briefly lifting up coach Otto Rehhagel. "This is a huge win and we're celebrating it," Salpididis said. "We've heard a lot of criticism during the qualifiers and this is an answer to our critics. We never stopped believing in ourselves and we've made it."

With the away goal advantage meaning Ukraine now had to score twice, Greece came out in the second half to defend, putting men behind the ball and quickly closing down any Ukrainian in possession.

Ukraine started to apply pressure but were restricted to long-range efforts. Greece, the surprise winner of the 2004 European Championship, last reached the World Cup in 1994, at the United States "I'm pleased for the guys," Rehhagel said. "I told them no hill was too high, and they played with passion and commitment." "Ukraine played a very good game. We weren't able to break up Ukraine's game as well as we hoped, but we hit them once on the break."

"It is very painful for me that it has ended this way as I felt we deserved to qualify for the World Cup," Ukraine coach Oleksiy Mykhailychenko said. "It's a shame we didn't have quite enough skill and creativity. I don't have any complaints about our players, they gave everything they had but it wasn't enough."



Global News

✚ Samaras New ND Leader, Pledges Unity

Antonis Samaras is the new leader of main opposition New Democracy (ND) party, after winning an absolute majority from the first round of the election on Sunday 29/11/2009.

Samaras, who was culture minister in the preceding ND government, is New Democracy's 7th president, succeeding former prime minister Costas Karamanlis, who announced his resignation from the party helm after ND's crushing defeat in the October 4 general elections, that brought the Panhellenic Socialist Movement (PASOK) to power.

Samaras' victory was announced shortly after 4:00 a.m. by election supervisory committee chairman Dimitris Sioufas, as the tally of 72.68 % of the election stations set up throughout the country, representing nearly 550,000 voters, showed 50.18 % of the vote in favor of Samaras, against 38.76 percent for former foreign minister Dora Bakoyannis and 10.06 % for the 3rd candidate, Thessaloniki prefect Panagiotis Psomiadis. A total of 1,039 voting stations were set up throughout the country, while 64 voting stations were set up in other European countries.

This is the first time that the ND president was elected by the party's grass roots, after voting was extended to all registered party members through an amendment of the New Democracy Charter. In early morning statements after his victory was clinched, Samaras said that it was

an honor for him to take on the responsibility of leading the party in new struggles for the progress of the Greek people, and chiefly for the young generation's right to hope, and for the party's return to new victories.

"The people have spoken. The party's rank-and-file, the voters, have spoken. Their mandate is resounding and undisputable," Samaras said.

The new ND leader pledged to safeguard the party's unity, noting that he did not care who they voted for and that everything said up to then has been forgotten. "We will be all together. Nothing separates us now, but we are united by the major challenges of the future," he added.

✚ Yuschenko To Leave Politics If He Loses Presidential Elections

(Ukrainian News Agency) President Viktor Yuschenko intends to leave politics if he loses the next presidential elections. Yuschenko announced this during the "Big Politics" program on the Inter television channel on November 27.

"I will choose the first option... I hate it (politics)," Yuschenko said when asked what he would do after leaving the post of president: leave politics completely or participate in politics in another capacity. Yuschenko said he was proud of what he had managed to do for Ukraine. He reaffirmed his confidence that he would win the next presidential elections.

(continued to page 5)

(continued from page 4)

As Ukrainian News earlier reported, the next presidential elections are scheduled for January 17, 2010.

Yuschenko claims credit for a four-fold increase in foreign investments in Ukraine during the period of 2005-2009.

The Presidential Secretariat considers the introduction of independent external testing of school leavers and the increase in benefits to new mothers as two of Yuschenko's achievements.

🇺🇸 Patriot agreement to be signed Dec 10

An agreement to station Patriot missiles in Poland will be signed with the US on December 10 in Warsaw.

The Status of Forces (SOFA) agreement opens the way for the missiles and US troops to be stationed in Poland next year, Deputy De-

fense Minister Stanislaw Komorowski said Friday, as part of an upgrading of NATO air defences in Europe. He said the negotiations have been going on for the last 14 months.

SOFA rules include provisions for American troops to pay taxes in Poland and if any crimes are committed outside the base then they would come be under the jurisdiction of Polish law.

The head of the President's Office Wladyslaw Stasiak says the head of state is satisfied with the end of the contract negotiations and believes it lays the foundations for further cooperation with Washington.

Vice President Joe Biden was in Warsaw last month to discuss the Patriot missile plan and for Poland to be involved in a new anti-missile system as announced by President Obama in September.

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EST S.A. Fleet Position List

Ship Name	Port	ETA	ETD	Ship Name	Port	ETA	ETD
1 African Jaguar	Dar Es Salaam	9/12/2009	12/12/2009	34 Energy Patriot	Zhenjiang	presently	3/12/2009
2 African Lion	Recalada	12/12/2009	Orders	35 Energy Pioneer	New York	10/12/2009	Orders
3 African Oryx	Altamira	25/12/2009	28/12/2009	36 Energy Power	Drydock	presently	15/12/2009
4 African Puma	Durban	1/12/2009	1/12/2009	37 Energy Pride	New York	3/12/2009	5/12/2009
5 African Wildcat	Gladstone	9/12/2009	11/12/2009	38 Energy Progress	Sitra	2/12/2009	orders
6 African Zebra	Port Lincoln	8/12/2009	10/12/2009	39 Energy Protector	St. Croix	presently	4/12/2009
7 Antwerp Max	Nouadhibou	presently	3/12/2009	40 Energy Puma	Providence	presently	2/12/2009
8 Bay Ranger	Santana	presently	1/12/2009	41 Energy Ranger	Grundartangi	presently	7/12/2009
9 Bergen Max	Aughinish	presently	2/12/2009	42 Energy Skier	Slagen	7/12/2009	9/12/2009
10 Bet Commander	Lazaro Cardena	16/12/2009	19/12/2009	43 Energy Sprinter	Pennington	presently	28/12/2009
11 Bet Fighter	Rotterdam	1/12/2009	9/12/2009	44 Force Ranger	Santos	presently	2/12/2009
12 Bet Intruder	Riga	presently	4/12/2009	45 Ghent Max	Norfolk	2/12/2009	5/12/2009
13 Bet Prince	Tubarao	3/12/2009	4/12/2009	46 Glorius	Singapore	13/12/2009	13/12/2009
14 Bet Scouter	Ferrol	10/12/2009	15/12/2009	47 Good Hope Max	Maputo	3/12/2009	6/12/2009
15 Bremen Max	Rizhao	presently	5/12/2009	48 Hamburg max	Tanjung Bara	3/12/2009	5/12/2009
16 Brugge Max	Montreal	presently	2/12/2009	49 Iron Baron	Singapore	4/12/2009	4/12/2009
17 Channel Ranger	New Orleans	presently	6/12/2009	50 Iron King	Singapore	27/12/2009	27/12/2009
18 Constantia	Yantai	5/12/2009	8/12/2009	51 Iron Queen	Richards Bay	13/12/2009	16/12/2009
19 Davakis G	Port Arthur	presently	2/12/2009	52 Island Ranger	Norfolk	3/12/2009	6/12/2009
20 Delos Ranger	Richards Bay	presently	6/12/2009	53 Louis Pasteur	Perama	Orders	Orders
21 Delphi Ranger	Magdalla	10/12/2009	12/12/2009	54 Miden Max	Gibraltar	6/12/2009	6/12/2009
22 Delphin Voyager	Perama	presently	10/12/2009	55 Newcastle Max	Balikpapan	1/12/2009	3/12/2009
23 Delta Ranger	Mina Saqr	25/12/2009	27/12/2009	56 Ntabeni	Singapore	8/12/2009	8/12/2009
24 Elbe Max	Singapore	4/12/2009	4/12/2009	57 Olympius	Rizhao	8/12/2009	11/12/2009
25 Energy Centaur	Chiba	21/12/2009	Orders	58 Ostende Max	Panaji	presently	7/12/2009
26 Energy Centurion	Southwold	3/12/2009	5/12/2009	59 Pierre Doux	Perama	Orders	Orders
27 Energy Century	Hong Kong	7/12/2009	9/12/2009	60 Power Ranger	Colombo	presently	5/12/2009
28 Energy Challenger	Skikda	9/12/2009	17/12/2009	61 SA Altius	Liuhén	6/12/2009	9/12/2009
29 Energy Champion	Cape Finisterre	4/12/2009	Orders	62 SA Fortius	Nouadhibou	presently	4/12/2009
30 Energy Chancellor	Cristobal	3/12/2009	6/12/2009	63 Steel Glory	Ashdod	presently	4/12/2009
31 Energy Commander	Richmond	10/12/2009	13/12/2009	64 Steel Might	Lagos	presently	4/12/2009
32 Energy Conqueror	Rio De Janeiro	presently	4/12/2009	65 Storm Ranger	Gibraltar	14/12/2009	14/12/2009
33 Energy Panther	Pembroke	9/12/2009	11/12/2009	66 Victorius	Port Kembla	4/12/2009	13/12/2009



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