

01 – 2021

14th. June 2021



**Marflet
Marine**

Quality, Health, Safety, Security & Environment Bulletin (QHSSE)

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14/06/2021

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iiiiHappy international seafarers dayiiii

Every year, June 25 is celebrated as IMO's International Seafarers' Day, and this year marks the 11th anniversary of this annual celebration.

The theme of Seafarers' Day at Marflet Marine is the Human Element.

Our Fleet crews is on the front lines of the COVID-19 pandemic, playing an essential role in maintaining the flow of vital goods. However, the crisis has created uncertainties and difficulties regarding access to ports, resupply, crew changes and repatriation.

The shore staff at the Marflet Marine Office know what it means to be confined, to some degree, for a few weeks or months as a result of COVID-19.

But our Fleet crews are doing the same, in a smaller space and away from family. Yet despite all that, the Marflet Marine fleet is delivering cargo as reliably as ever.

When the COVID-19 pandemic has placed extraordinary demands on seafarers, stranded on ships for months beyond their original contracts, unable to be repatriated due to national travel restrictions.

This crisis of crew change, which has lasted almost two years, is a humanitarian emergency that threatens the safety of shipping.

Throughout this year 2021, Marflet Marine will focus on issues related to the Human Element of the ships of the fleet, including the safety and protection of life on board, well-being and the importance of ensuring properly trained and qualified personnel, prepared to face the challenges and opportunities of the complexity of our ships

Thanks to all the Fleet Masters and crews for their great effort and dedication.

New shore personnel under Marflet Marine flag

We welcome the staff incorporated in the first quarter of this year 2021, wishing them that all their goals are fully met.

Purchasing Department:

Miss Lorlyn Baptista, Chief Mate,
She has worked as a Technical Officer
(purchaser) in the company Bernhard Schulte
Shipmanagement China Shanghai



Financial Department:

Javier Piñero

CFO

Chief Financial Officer focussed in company who
provide services.

Financial and Tax management experience in
different industries such as International Real Estate
Investment Fund, Tech (start up), Consultancy, IT,
Pharma and Catering Services for more than 15
thousand kids.



Accounting Trainee

Daniel Moreno

Degree in Finance and
Accounting from the Carlos
III University of Madrid



Technical Dep Trainee

Guillermo Bodas

Naval and Ocean Engineer from the Escuela
Tecnica Superior de Ingenieros Navales,
Universidad Politecnica de Madrid



BEST PRACTICES REPORT (1ST. Q)

STOP SPREADING COVID 19 ARRANGE YOUR ISPS BOX

PREVENTION IS BETTER
THAN CURE !!!!!



KEEP SOCIAL
DISTANCE !!!!!



BE READY BEFORE
VISITORS COME ON
BOARD !!!!!



NON-CONTACT
THERMOMETER, GLOVES,
MASKS, SANITARY ALCOHOL
GEL AND PRE-BOARDING
FORMS COVID-19

CHOFF LUIS NARRO / MATTHEOS I



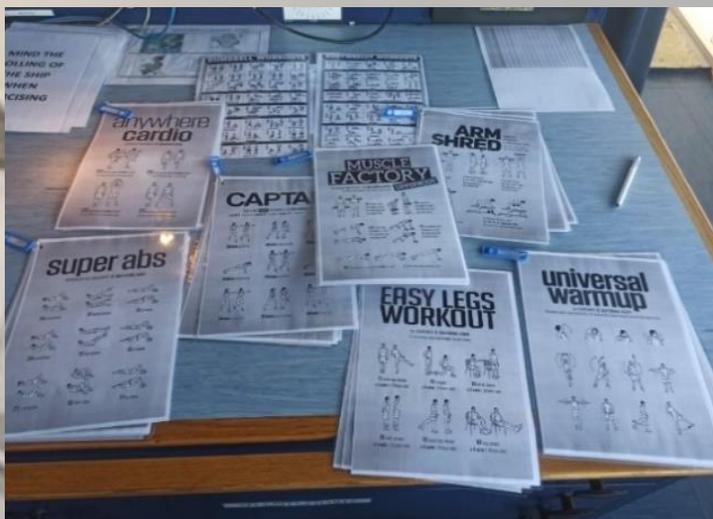
BEST PRACTICES REPORT (1ST. Q)



My goal is to create basic exercise routines for the crew that can be done on board to combat sedentary lifestyle without wasting too much free time, they printed illustrated posters showing different training routines.

In this way, better work performance can be achieved by bringing the crew to a better physical and mental state.

Deck cadet Iván Riesgo on board of the Panagia Thalassini.



BEST PRACTICES REPORT (1ST Q)

**AVOID SLIPPERY RISK
DURING HOUSEKEEPING**



To alert anyone who may enter inside a wet space, I have made this poster.

3/0 Alberto Gabarrón Imbernón

BEST PRACTICES REPORT (1ST Q)

ADDITIONAL SAFETY MEASURES FOR THE BA BOTTLES REFILL WITH AIR COMPRESSOR

The filling of BA Bottles with air compressor is a hazardous work, for this reason is very important to carefully keep to safety procedures and implement additional safety measures so as to reduce any possible risk and prevent accidents.

We use a second manometer before, during & after filling in order to avoid unreal gauges and pressure measurements.



At first, we have to check the correct maintenance & state of the equipment and verify Annual & Hidrostatic Tests dates.



We submerge the BA bottle in a bucket with water during filling operations in order to avoid high temperature stress.



Before filling up the next bottle, we release all the pressure of the air compressor & the line to avoid high pressure stress.



When filling up the bottle, we open the pressure maintaining valve at short and continuous intervals so as to prevent high pressure overloads in the air compressor.

When filling up the bottle, we open the pressure maintaining valve at short and continuous intervals so as to prevent high pressure overloads in the air compressor.



We repeat the whole procedure with each BA bottle, improving safety and security of the crew involved during the operation.

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BEST PRACTICES REPORT (1ST Q)

MAINTENANCE OF RESCUE BOAT ENGINE

The rescue boat is a davit-launched motor-propelled light boat provided to perform man-overboard retrieval and raft marshaling duties. The rescue boat must be provided with an inboard engine or outboard motor, in this case, an outboard motor.

According to SOLAS Chapter 3 and LSA Code, some of the following weekly inspections and maintenance must be done to the engine, coordinated by the 3rd Mate and 3rd Engineer:

- Check the oil level of engine and gearbox and refill if necessary.
- The engine must be run ahead and astern according to the operation manual for at least 3 minutes.

PROBLEM FOUND

During the weekly test of the outboard engine we realized that we needed to fill a full drum of fresh water in order to guarantee the water intake through the engine's refrigeration holes. Since it's a great quantity of water and eventually will have oily residues due to the engine functioning, we consider it was not the best practice.



SAFETY FIRST

BEST PRACTICE

ENVIRONMENTAL AWARENESS

We found a solution using these engine flushers for refrigeration. Through the use of this equipment, water goes inside of the engine through the refrigeration suction, so it is not necessary to fill a full drum.

Through the employment of this best practice flushers we avoid spending about 150 liters of fresh water every week. Also we do not generate water with oily residues. By keeping water in this drum, it even adds an extra risk for the malfunctioning of the engine, since if the ship is navigating through cold zones this water could be frozen.



3rd Mate / J.M Samaniego
Deck Cadet / Sergio Pinera
“M/T Markos I”
20/03/2021

BEST PRACTICES WINNERS PAGE

Deck Cadet Iván Riesgo



3er Mate J.M. Samaniego & Deck Cadet Sergio Pinera



C.O. Luis Narro



3/O Alberto Gabarrón Imbernón



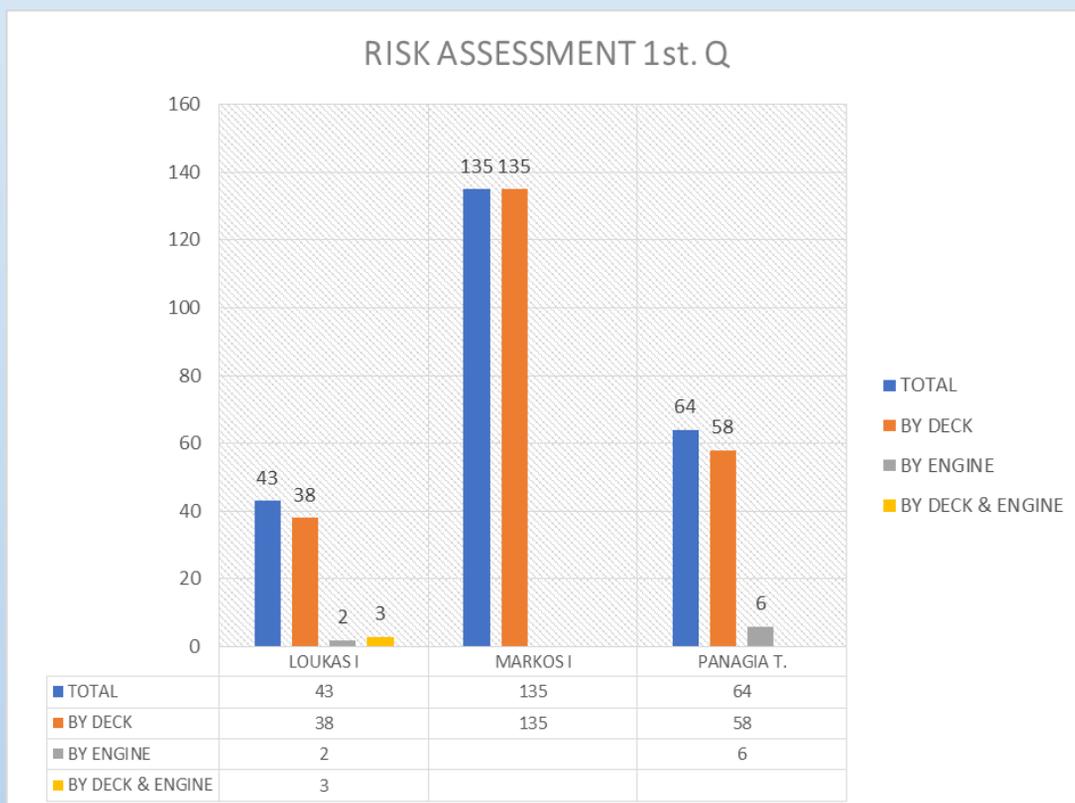
2nd. Mate Gamarra, Edwin & Deck Cadet Garcia, Ignacio



RISK ASSESSMENT

Something is wrong with the risk assessment carried out on the fleet

The statistical graph for the first quarter below



show a big difference in the number of the RAs made by the Deck and the Engine department and also those made by each vessels.

From the DPA department we encourage the Captains, Chief Engineers and Senior Officer to reflect deeply on this fact and freely provide the appropriate measures to eliminate this imbalance in the number of RAs issued by each vessel and / or department.

HEALTH AWARENESS

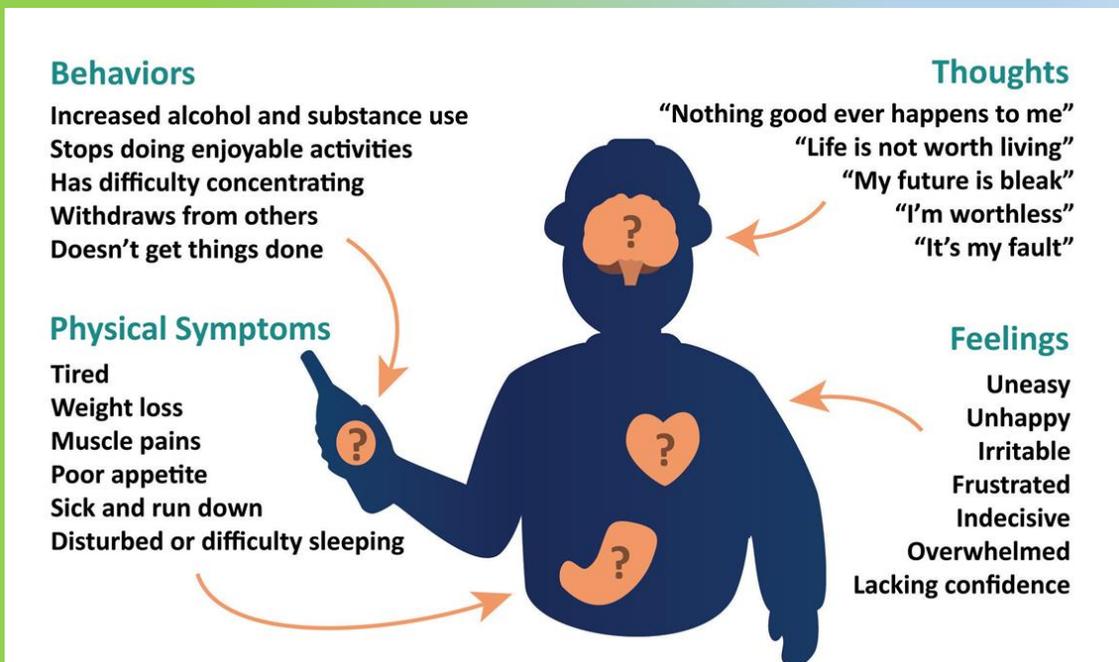
Mental wellness, while often overlooked, is an important aspect of the health and wellbeing of the crew aboard a ship. Accidents or incidents resulting from a seafarer’s mental breakdown will have significant consequences for the company and ship’s crew. In the seagoing community an understanding and engagement in matters of mental health is vital. In this guidance, we will review some of the common risk factors of a developing mental health condition and recommend measures to prevent or treat an occurrence onboard. Recognizing the developing symptoms, or early warning signs, can and will make a difference.

Mental health matters

A sign that something is wrong

Situational mental illness unlike the more severe and diagnosed illnesses can result from circumstance or increased stress. Stress can have mental, physical, emotional, and behavioral effects on a person. You may recognize small changes in an individual or feel that “something is just not right.”

Some detectable manifestations include:



These symptoms may cause difficulty with completing tasks and duties aboard ship and should be a sign to a ship’s Master its Officers and Senior crew that a crewmember is in distress. Early intervention can help prevent an illness from worsening.

HEALTH AWARENESS



Steps to Positive Mental Health

BACES



BODY



ACHIEVE



CONNECT



ENJOY



STEP BACK



Take good care of your body

- Try to get as much sleep as you need
- Eat healthily and regularly
- Exercise regularly
- Make good use of rest time
- Beware of drink, drugs, smoking and caffeine



Give your brain a boost

- Plan realistic and achievable goals every day for:
- Work, chores and study, &
 - Connecting to others, enjoyment and exercise



Socialise with fellow crew

- Film and games nights
- Team sports
- Karaoke contests



Aim to do more enjoyable activities

- Plan ahead for your next voyage
- Lift your mood with exercise – try trainingonboard.org
- Learn new skills with an online course,
- Keep a written or photographic journal on board



Take a breath and consider the bigger picture

- Ask yourself:
- Is this thought a fact or opinion?
 - What is another way of looking at this situation?
 - What advice would I give a friend?

B =

BODY

If you don't take care of yourself, no one else will; this is a fact. Taking care of yourself is important in every aspect of your life. It is about ensuring that you give yourself the best opportunity you can to maintain your health, creative energy, network of family and friends, and the smartest skills, in order to cope with everyday challenges.

**HEALTH
AWARENESS**

Overall, it is vital for our longevity to find ways to develop good habits in favor of ourselves. We can have the best diet in the world, get enough sleep, work out daily, hydrate and still feel mentally and emotionally exhausted by life.



Healthy Sleep Schedu

HEALTH AWARENESS

ACHIEVE

Our brain gets a boost when we achieve things during the day. Achievement increases the neurotransmitter dopamine and purposeful activity increases serotonin.

It is helpful to plan realistic and achievable goals every day, such as those concerning work, chores and study, but we can also set goals and achieve activities relating to connecting to others, enjoyment and exercise.

HEALTH AWARENESS

CONNECT



As our mood drops, we feel more tired, and we tend to do less. We start to stay alone more, withdrawing and isolating ourselves. The unique conditions on board a ship can make isolation more likely.

You may have limited opportunities to communicate with friends and family back home but it's important to keep connected to loved ones when you can.

Different shift patterns and other reasons may make it difficult to connect with other crew on board but trying to socialize could help.

Are there opportunities on board to get involved in a film or games night? If not, why not plan a range of regular activities to enjoy with crew mates such as:

game evenings, team sports, movie nights and karaoke contests.

HEALTH AWARENESS

Enjoy

When our mood is pretty good, we tend to do a large variety of enjoyable activities, in addition to the things we must do. As your mood and energy levels drop, we do less and less, until eventually we struggle to even do the necessary daily chores.



ENJOY
EVERY
MOMENT

Aim to do more enjoyable activities.

Try to find activities you can enjoy now and plan ahead for your next voyage/contract – what can you take with you that you can enjoy doing on board?

Try to get a balance between time on your own and time with others

HEALTH AWARENESS

STEP BACK

When we have a problem, we can get caught up in the emotion (anger, frustration, sadness) – it is difficult to think clearly and see the bigger picture at those times and we can react by doing things that are unhelpful. At stressful times, we tend to be driven by our emotions and opinions, which create a vicious cycle by fuelling each other.

Our emotions strengthen our opinions, which in turn, intensify our emotions. This leads to impulsive acts and unhelpful longer-term consequences, which helps to maintain the overall problem. It might seem like doing those things helps at the time, but by reacting impulsively or the same way all the time, we just keep the problem going.

ONE
DOES

IT JUST
THAT
TAKE THE
FORWARD
BUT WISER

MEANS
YOU WILL
SAME STEP
AGAIN..
THIS TIME...

www.healthythoughts.in

Mental health matters

Stop!

Just pause for a moment

HEALTH AWARENESS

Take a breath

Notice your breathing as you breathe in and out.

Observe

What thoughts are going through your mind right now?

Where is your focus of attention?

What are you reacting to?

What sensations do you notice in your body?

Pull back – put in some perspective

What's the bigger picture? Take the helicopter view.

What is another way of looking at this situation?

What advice would I give a friend?

What would a trusted friend say to me right now

RELAXATION AT SEA

Managing stress with relaxation techniques

We talk about feeling stressed when the pressures or demands of life get on top of us. We all feel stressed at times. Stress is not only normal but essential for survival and can be beneficial to us.

Although stress has a useful function, the effects of stress can be unpleasant or uncomfortable. If the stress is prolonged or repeated, many of the changes in our body can have longer term effects on our physical health and our wellbeing.

For all these reasons, it is important to recognize stress and take measures to manage it. The audio relaxation exercise, combines two techniques which can help

Relaxation and Controlled Breathing are both ways to relax your body. These work by calming your body and mind and reversing the physiological changes which happen in our bodies at times of stress.

RELAXATION AT SEA

Progressive Muscular Relaxation is the easiest method for learning how to relax your body. The idea of the exercise is to learn the difference between how your muscles feel when they are tense and how they feel when they are relaxed.

It is physically impossible to be stressed and relaxed at the same time. Practicing relaxation techniques helps us to build up some resilience to stress and makes it easier to use the techniques when we need them.

Controlled Breathing Technique:

All the physical effects of stress begin with the breath.

If we control our breathing (that, is we breathe slowly and deeply from the bottom of our lungs), the heart slows down, and the body returns to its resting state.

You can use controlled breathing any time you notice your breathing is a little shallow or fast or whenever you notice sensations of stress, anxiety, fear or even anger. Controlled breathing can help you take a moment out before reacting and is excellent to use quickly just before you enter into a difficult situation.

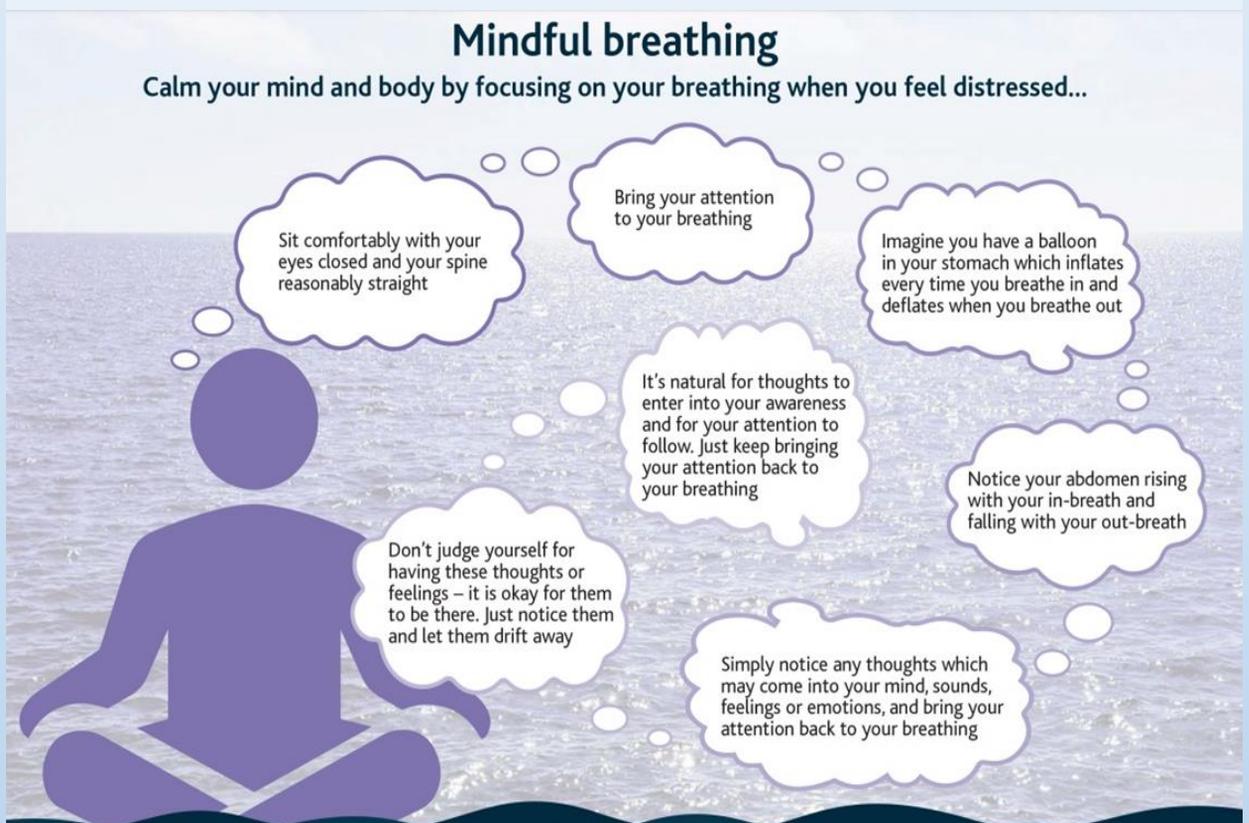
The audio relaxation exercise must combine muscle relaxation with the controlled breathing technique. Practicing them together helps your mind to associate relaxation with controlled breathing. This means that when you need to relax quickly and easily you can take a slow deep breath in, from the bottom of your lungs, remind yourself to relax and release the tension from your muscles. Like any new skill, relaxation does take time to learn.

Practice every day at least once a day for 10 days to 2 weeks to get the most from the technique. This exercise lasts 15 minutes.

RELAXATION AT SEA

Mindful breathing: In mindful breathing, we notice our breath without trying to change it; in the controlled breathing technique, we deliberately alter our breathing. More information about mindful breathing can be found in our guide, Steps to Positive Mental Health.

Mindful breathing
Calm your mind and body by focusing on your breathing when you feel distressed...



The infographic features a purple silhouette of a person meditating in a lotus position on a beach. The background is a serene ocean scene. Several thought bubbles are connected to the person, each containing a step or tip for mindful breathing.

- Sit comfortably with your eyes closed and your spine reasonably straight
- Bring your attention to your breathing
- Imagine you have a balloon in your stomach which inflates every time you breathe in and deflates when you breathe out
- It's natural for thoughts to enter into your awareness and for your attention to follow. Just keep bringing your attention back to your breathing
- Notice your abdomen rising with your in-breath and falling with your out-breath
- Don't judge yourself for having these thoughts or feelings – it is okay for them to be there. Just notice them and let them drift away
- Simply notice any thoughts which may come into your mind, sounds, feelings or emotions, and bring your attention back to your breathing

You can listen to Relaxation at Sea via the link above:

<https://www.dropbox.com/s/mqag5nva5zr471y/Relaxation%20Techniques%20at%20Sea%20%28English%29.mp3?dl=0>.

SeafarerHelp

<https://www.seafarerhelp.org>

email : help@seafarerhelp.org

COVID-19 VACCINATIONS:

The vaccination of seafarers is important. Most importantly of all is that they are protected against COVID-19 for the benefit of their health as well as to provide them with some reassurance when travelling and working in an uncertain world.

Vaccinating seafarers therefore benefits the individuals themselves, their families, and the ports and countries they visit. The case for treating seafarers as key workers and vaccinating them as a matter of priority is clear from both a public health and economic point of view.

Marflet Marine, despite all the difficulties, is doing everything possible to vaccinate the fleet's crew as soon as possible, in the safest and most suitable port.

Currently the crew of the Virgen de la Aurora has already been vaccinated, Chalmette (USA) 09.06.2021

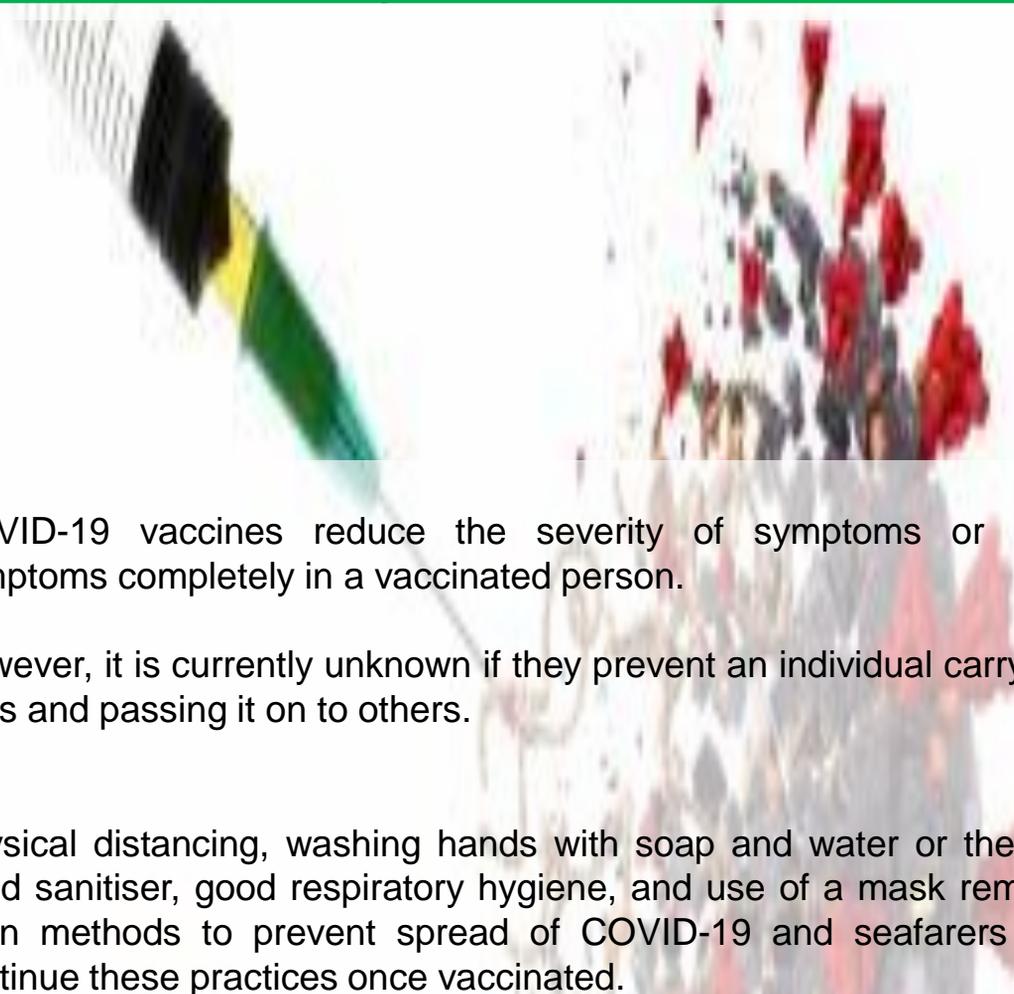
The Panagia Thalassini crew will be vaccinated during the next call in the United States. (Vancouver, W. around 21.06.2021)

The Virgen del Quinche, all crew vaccinated at Beaumont (USA) on 11.06.2021

La Virgen del Cisne, currently awaiting instructions, in the Gulf area, will do everything possible to vaccinate the crew at the first port of call.

On the Markos I, bound for Europe, the crew will be vaccinated, if possible, at the first port of call, Cartagena Spain (around 03.07.2021)

The Loukas I, currently in China, cannot be vaccinated until the first European port about July 28



COVID-19 vaccines reduce the severity of symptoms or prevent symptoms completely in a vaccinated person.

However, it is currently unknown if they prevent an individual carrying the virus and passing it on to others.

Physical distancing, washing hands with soap and water or the use of hand sanitiser, good respiratory hygiene, and use of a mask remain the main methods to prevent spread of COVID-19 and seafarers should continue these practices once vaccinated.



VETTING FINDINGS (SIRE)

MJR	CHPTR	SIRE OBSERVATIONS
LUKOIL	2,4	As per records, both the marine and technical superintendents had last visited the vessel on 09 March 2020. And a remote internal audit had been last completed on 18 December 2020. The gap between the last visit and the remote internal audit was more than 7 months.
LUKOIL	2,7	There was one class memoranda listed in the latest class Final Attendance Report dated on 11 December 2020:
LUKOIL	2,8	The vessel was more than 15 years old however the CAP had not yet been completed at the time. The flag state issued a letter for 'extension of special, drydocking and statutory renewal surveys (including the other items, such as the lifeboats 5 yearly load test) until 13 March 2021'.
LUKOIL	2,1	The engine room oil record book was not correctly completed
LUKOIL	2,13	The ballast water record book was in loose leaflet.
LUKOIL	2,15	There was a significant indentation (approximately 2.0 meters in length x 0.5 meters in width x 5 cm in depth) observed on the port side main deck in way of no. 2 ballast tank.
LUKOIL	5,39	There were fault alarms in the control panel of the fixed fire detection and alarm system which indicating the sensor (loop 2) in the vicinity of the boiler was out of order.
LUKOIL	5,47	The turntable (upper platform) of the port side accommodation ladder was in significant deformed condition
LUKOIL	8,49	Slightly cargo leaks (approximately one drop per five seconds) were observed from the capped drain line outlets on no. 3 and 6 starboard side manifold and no. 8 port side manifold. - This was rectified at the time
LUKOIL	9,26	The vessel was equipped for Single Point Mooring operation. However, the pick-up hawser was led to a winch storage drum with the use of one pedestal roller involving an acute angle (70 - 80 degrees) of lead
LUKOIL	11,2	The fore and aft draft marks were not clearly legible due to in rusted condition.
CHEVRON	5,9	ISGOTT SSSCL for Nantong dated 22 Jan 2021 and Kaohsiung dated 30 Jan 2021 mentioned cargo tanks were inerted even though they were not (item 20 on the checklist).
CHEVRON	5,16	It was noted that the Enclosed Space entry permit dated 09 Jan 2021 (for the Emergency Fire Pump space forward had a number of errors and not prepared as per ISGOTT guidance. The boxes in the permits were ticket marked using a computer and all timings printed before entry. The person designated to be in attendance was also the only person entering. Operators procedure require 2 persons entry. Job completion time was not entered and there were no signatures for section 5
CHEVRON	8,8	Cargo discharge plan for Ethylene Glycol cargo at Jiangying for 14 Jan 2021 had some signification errors and commissions. For section 10 on venting requirements the secondary venting alarm settings for both conditions-Vapor return and Non Vapor were mentioned. For section 17- Inerting and Padding, comment was "Yes (O2 less than 3 %)" and this was incorrect as the tanks were neither padded nor was the N2 system in use.
CHEVRON	10,7	The most recent Lube oil report dated 14 Dec 2020 for 4 (P) cargo pump had a Red warning -Water presence 0.18 %..

CDI FINDINGS

CHPTR	CDI OBSERVATION
5.2.2 (R)	Company ship to ship cargo transfer procedures are in line with the SSTG, Company STS transfer procedures/manual did not contain references for ISGOTT 12.9.5 - Electrical currents and Electrical isolation SSTG 3.10.4
5.4.1 (S)	The condition of all cargo handling equipment appears satisfactory (as fitted): - Spray shields on manifold (when required) / Ref: IBC 15.11.4, Spray shields on manifold were not used/available when handling sodium hydroxide (alkalines)
11.1.15 (S)	The Cargo Record Book appears correct and up to date. Entries of underwater overboard discharge in column F-17.1 did not specify the rate of discharge but statement “less than max. rate acc. P&A manual”. Entries were made in same manner since 2017.



Environmental issues

What environmental problems do oil tankers cause?

The oil spill's environmental impact

When burned off, it can easily evaporate into the air, instead of remaining on the water surface like crude oil spills do. If the ship had been carrying heavy crude oil instead of condensate, the collision could have led to one of the biggest environmental disasters on the high seas.

What are 5 environmental impacts related to shipping?

The environmental impact of shipping includes
air pollution,
water pollution,
acoustic, and
oil pollution.

Ships are responsible for more than 18 percent of some air pollutants. It also includes greenhouse gas emissions.

How does oil affect the environment?

Impact of oil spills.

Spilt oil can pollute streams, rivers and, if it soaks through the soil and rock, groundwater. ... We must protect them both from pollution. Oil is toxic and harmful to plants and animals and a threat to their habitats.

Environmental issues

Do oil tankers pollute the ocean?

From Tankers

Recent estimates are that one-third of all oil pollution of the world's oceans is caused by activities generally characterized as “marine transportation.”

Tankers understandably are the single largest contributor of such pollution.



Oil Tanker Sanchi



Shell Oil Spill in the Gulf of Mexico

What percentage of the ocean pollutants come from oil spills?
natural seeps: 46%
discharges from consumption of oils (operational discharges from ships and discharges from land-based sources): 37%
accidental spills from ships; 12%
extraction of oil: 3%

Environmental issues

What ship operations could potentially cause oil pollution?

Oil pollution from tankers originates from two principal sources:
 (1) tanker accidents, and
 (2) normal tanker operations, such as tank cleaning, de-ballasting, and other operational reasons for periodically discharging oil overboard.



Prestige



AMOCO CADIZ

Which is the largest contributor of oil into sea?

Seeps

Of these, seeps are by far the single largest source, accounting for nearly half of all the petroleum compounds released to the ocean worldwide each year. Seeps are also the only natural source of oil input to the environment.

