



Marflet
Marine

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

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How Would You Define a Seafarer?

You can define a seafarer as literally being someone who is employed to serve aboard any type of marine vessel. This usually refers to active seafaring workers but can be used to describe a person with a long history of serving within the profession.

This may sound like a simple definition but delving further into the profession will reveal a plethora of service types and roles that individual seafarers can play in their line of work.

The work that seafarers do is often under-appreciated by the majority, and their working conditions vary. Read on to learn more about the 1.5 million international seafarers worldwide and discover just why they are so important in helping to maintain our way of life.

Seafarers Life on Board Ships

The life of seafarers can be far from idyllic, with many international seafarers regularly completing long term voyages which leave them isolated from friends, family and loved ones for up to nine months at a time. For others it is a career of choice which enables them to provide a better life for their families at home and is worth the sacrifice of time away from them.

Unsurprisingly, communication back home can be problematic for many seafarers owing to varying degrees of access to Wi-Fi on ships or in port. Many seafarers choose to only sail on those ships which provide access to Wi-Fi on board.

However, extended periods away from home can put a strain on relationships with loved ones as well as on mental health. This has been particularly so during the pandemic.

Life on board ship is tough and often dangerous for seafarers who very often have to endure extreme weather conditions, particularly during the cold winter months. Living conditions have improved over the years, but still cabins are functional rather than spacious and vary in quality and comfort. Seafarers face long working hours, long contracts and whilst they are entitled to their own nationality food, sometimes this is not catered for.

A Dangerous Occupation.

Alongside a challenging environment, seafarers will sometimes also face considerable dangers. These can occur for various reasons, including extreme weather conditions and piracy at sea in critical places worldwide. Many people are ill-informed about piracy, believing it to be a long-forgotten life. However, this is far from the truth, with piracy at sea being one of the most extreme dangers seafarers can encounter. Piracy is a frightening experience and often leaves the seafarers suffering mental breakdowns. Consequentially it is considered one of the dangerous occupations.

How Does The Office Help to Seafarers?

The office offers practical support and guidance when asked to all seafarers regardless of rank. Seafarers are generally tough individuals that usually restrict their problems to their minds and hearts. Being in a job that demands thorough involvement automatically translates into high pressure and, at times, a brewing dissatisfaction. It should be understood that it is not cowardly or unmanly to step forward and ask for help. If you seek assistance as a seafarer, don't hesitate; go ahead and contact the office for the assistance required.

BEST PRACTICES REPORT

CHEMTAGS AT THE MANIFOLD AREA

For crewmembers' onboard oil/chemical tanker it is essential to be familiar with the properties of the cargo carried onboard at any time. For that purpose, Material Safety Data Sheet is always available in public spaces inside accommodation and on deck during cargo operations. Also, key points are discussed during pre-cargo operations meetings. Obviously, the crew always read and understand MSDS but sometimes these booklets are quite heavy to keep in mind all the time. So for the members of cargo watch in port it would be useful to have a brief guide of cargo properties, hazards and actions in case of emergency just in front of their eyes.



By Chief Officer Bondarenko Vyacheslav

This Best Practice recommends briefed information posters at manifold area, additionally to the briefed MSDS placed inside accommodation. The best option for open areas is the Chemtag, a plastic poster that is noticeable, informative and durable. Crew can quickly find all needed cargo information at the working place even in conditions of raining or lack of illumination. Original Chemtags can be ordered or printed and laminated, as was done by Markos I's crewmember. See below illustrations for more details:



BEST PRACTICES REPORT



Conserving water means using our water supply wisely and be responsible. As every individual depends on water for livelihood, we must learn how to keep our limited supply of water pure and away from pollution. Keeping our water supply safe and pure will protect the water for the generations to come.

Conserving water involves refraining from water pollution. This requires the use of strategies that includes reducing wastage, prevent damaging water quality, and improve water management.



We need to encourage ourselves to learn and apply use efficiency techniques and be aware of the importance of saving water on board. Besides of environmental advantages, with the crew well trained and aware of water efficiency practices, it would save extra cost to the company

BEST PRACTICES REPORT

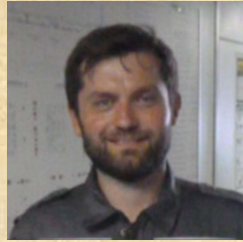
There are a few simple things we can do onboard to ease the water supply and save money in the process as:

1. Turn off the faucet while brushing your teeth.
2. Only run the washing machine and dishwasher when you have a full load.
3. Use a low flow shower head and faucet aerators.
4. Fix leaks.
5. Install a dual flush or low flow toilet or put a conversion kit on your existing toilet.
6. Share your knowledge about saving water through conservation and efficiency with other crewmembers.



By 2nd Off. Cristina Garcia & 3rd Off Antoni Roig

BEST PRACTICES WINNERS PAGE



Chief Officer Bondarenko Vyacheslav



3rd Off Antoni Roig



By 2nd Off. Cristina Garcia

The smoking epidemic

- 1 billion smokers
- 5 million people die every year
- This figure will have doubled by 2030



75% of smokers want to quit

<2% of smokers quit each year

No smoking rules vital for life onboard



Smoking causes damage to nearly every organ in the body and is directly responsible for a number of diseases; nonetheless the majority of the smokers find it difficult to quit. Smoking is not just a bad habit but a treatable medical condition. Although many believe that quitting smoking is an easy task, in fact, it is a physiological and psychological challenge.

Smoking causes damage to nearly every organ in the body and is directly responsible for a number of diseases; nonetheless the majority of the smokers find it difficult to quit.

Nicotine withdrawal: the 4 'D's



Drink water slowly



Deep breathe.



Do something else (eg exercise)



Delay acting on the urge to smoke

Safety (and Health) First!

Specifically, for a healthy lifestyle onboard, many shipping organizations implement a no-smoking policy onboard ships, especially on tankers and on those carrying dangerous flammable cargo. Smoking onboard cargo vessels is only permitted in specific areas, however, crew members smoke in their cabins too. Apart from the implications that smoking has on one's health, smoking onboard is considered as a risky habit and a possible cause of fire on board. So far, many incidents have been reported in which a cigarette butt was blamed for sparking a fire and in most cases, the fire broke out from a crew cabin.

Therefore, clearly designating safe smoking locations should be implemented where smoking may be suspended if it interferes with normal safety requirements on board or in port. Also, the deck access code must be followed, and suitable receptacles must be provided for extinguishing discarded cigarette butts. It is recommended smoking not to be permitted in any cabin, public and office space or recreation area within the accommodation, nor any working area, bridge, machinery spaces, workshops or control rooms, galley and pantries, store rooms, under deck passageways, cranes, cargo areas, main decks, poop decks, mooring decks or forecastle spaces on board the ship.

Action to be Taken

In order to protect crew members from the negative consequences of smoking, Marflet Marine is considering the following for both the crew health and safety onboard:

1. Specify the smoking areas on board and implement disciplinary measures for non-compliance.
2. Have adequate self-closing ashtrays in the areas that smoking is permitted.
3. Post 'No Smoking signs' to all areas that smoking is prohibited, including crew cabins.
4. Restrict the areas where smoking can take place, so nonsmoking staff are protected from passive smoking, while smokers can gain access to a designated safe smoking locations in their off duty periods.
5. Provide adequate recreational facilities in order to keep crew occupied during free time and encourage physical exercise and activities on board.
6. Reduce the amount of provided cigarettes on board.
7. Provide information on the health damage caused and awareness on the interactions between smoking and the workplace.
8. Send information of past incidents in the word's fleet in which fires started from cigarettes on board and discuss lessons learned and possible consequences.

Covid-19 (Coronavirus) / Omicron Update

There are still a number of COVID cases affecting crews and others around the world, and many ports and countries continue to operate with changing restrictions and regulations, which differ from place to place; and the new Omicron variant of COVID-19 is now beginning to sweep the world.

It is too early to conclude how the new Omicron variant will affect our fleet operation, but the health authorities are currently investigating the new behavior of this variant, but solid information confirm that it spreads more easily than the previous Delta variant.

The emergence of the Omicron variant essentially exposes the same pattern. Due to this some countries have postponed both reopening, and reinstall immigration bans, and then some have reacted by not changing their current policies at all.

We are following the evolution of the outbreak and the areas affected by the NEW VIRUS, continuing to promote vaccination and compliance with proven sanitary measures such as masks, physical distancing, and hand hygiene. We continuously review our management plans for crew changes and implement all relevant recommendations in the revised IMO endorsed protocols for crew changes.

VETTING FINDINGS (SIRE)

| MJR | CHPTR | SIRE OBSERVATIONS |
|---------|-------|---|
| KOCH | 7,12 | Upon random review of the visitor logbook kept at the gangway, it was noted that the visitor log was not sighted/signed by SSO for the last two months. |
| KOCH | 8,21 | In CCR on the ballast control monitor, Ballast valves No. BA 15 and 18 showed CMD error at the time of the inspection was in alarm mode. (Position feedback indication error). As per ship staff, spare requisition no. 0420-21/E17 was raised and expected to receive the spares at the next port. |
| KOCH | 10,32 | The right corner sighted glass of Hot Well was found cracked during the engine room inspection, located on Portside middle platform of machinery space. Replaced by new glass by ship staff before the inspector disembarked. |
| KOCH | 4,5 | The 2nd.Mate was not adequately aware of the squat principles nor the reason for the 1.5% B & use of relative speed log speed requirement stated in the UKC procedure. |
| KOCH | 6,16 | The Incinerator Mixing Tank has been used for evaporation, although this is not approved in the IOPPC Form B, latest 23.oct.21. |
| KOCH | 9,26 | Bow Stopper manoeuvre requires one roller with an acute lead angle, issue checked known. |
| EQUINOR | 5,10 | A gas tight door on 'A' deck accommodation starboard entrance was not fully closed at the time of the inspection due to the self-closing device was not correctly set to activate. |
| EQUINOR | 9,10 | Two mooring lines on poop deck (mooring winch drums port aft & starboard aft) were not fully tightened to the marked rendering point by the band brakes at the time of the inspection. |

OCIMF updating SIRE TO SIRE 2.0

OCIMF updating SIRE tanker inspection programme with new version from 2022.

OCIMF is currently developing an updated and enhanced version of its Ship Inspection Report Programme (SIRE) tanker risk assessment tool, the ship inspection regime that has become central to supporting safety and best practice in the marine industry. The new regime, SIRE 2.0, will replace the current system from Q2 2022, delivering a more comprehensive inspection regime with enhanced tools, strengthened governance processes and more in-depth reporting outcomes, following a risk-based approach, the oil industry body has confirmed.

Significantly, SIRE 2.0 inspections will be completed using an intrinsically safe, Ex-proof (IECEX) tablet device, allowing inspections and feedback to be reported and documented in real-time. An expanded question set covering core (critical requirements), rotational (ad-hoc), conditional (unique to vessel, operator or ship type) and campaign (a target area of concern) questions will be created for each vessel inspection. In another key development, every question in the inspection report will be assessed in relation to equipment, processes and human factors.

This approach will allow inspections to be completed more efficiently and enable 'grades' of reporting from positive to negative, providing more detailed marine assurance data for identifying and addressing root causes of deficiencies or problems onboard. Use of tablet devices will also enable Inspectors to submit photographic evidence to support findings and allow GPS tracking and auto-logging of inspection start and finish times. Enhanced governance processes will ensure greater transparency and control for OCIMF and other parties involved in the programme, with stringent compliance requirements enhancing accountability.

OCIMF report that has been working on this project to develop SIRE 2.0 since 2017. Three working groups responsible for governance, inspection and technology report to a steering group that is tasked with delivering the new programme.

The SIRE 2.0 regime is expected to become operational from Q2 2022. Until then, the current SIRE programme will continue to be updated and improved to incorporate the latest standards, best practice and regulations.

SIRE 2.0 will transform the industry's ability to protect people and the environment from harm, but the present challenge will be to manage this change.

CDI FINDINGS

| CHPTR | CDI OBSERVATION |
|-----------|--|
| 1.2.1 (S) | The Fire Safety Training Manual from the Crew Messroom was not ship specific. Operating instructions for the Emergency Generator and Emergency Fire Pump fitted on board the vessel had not been entered into the relevant parts this manual. Rectified during the inspection. |
| 6.2.2 (D) | 3 months Fuel oil pump emergency stops: last recorded test was 15 Feb. 2021. The test is required to be carried out quarterly by Company instructions. The record was two months out of date |
| 6.3.1 (S) | Workshop equipment: Homemade steel handles welded to 4x hammerheads located in the Pumpman's workshop on deck. |
| 7,1,4 (D) | Emergency procedures are available and adequate for actions to be taken onboard in the event of an emergency situation in nearby proximity to the vessel (i.e. fire onboard a nearby vessel, a release within the terminal, etc.). |

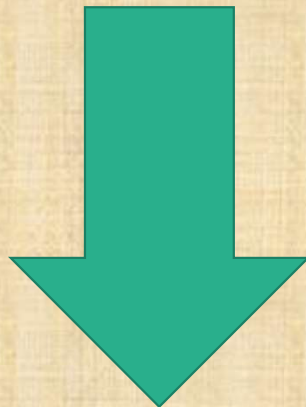
Safety issues

The Code of Safe Working Practices (COSWP)

COSWP provides guidance on improving health and safety on board vessels and articulates how statutory obligations should be fulfilled.

The Code details the regulatory framework for health and safety on board ship, safety management and statutory duties underlying the advice in the Code and the areas that should be covered when introducing a new recruit to the safety procedures on board.

Amendment 6 includes the following updates:



Safety issues

| Chapter | Title / Paragraph Number (old reference if altered) | Reason for 2021 Amendment | 2021 Amendment Title / Paragraph Number |
|--|--|--|---|
| Chapter 3 – Living On Board | 3.6 Avoiding the effects of fatigue | Following the outcome recommendation of MAIB report Seatruck Progress MGN 638 Human Element Guidance – Distraction: Mobile Phones and Personal Devices was developed. This amendment adds some from MGN 638. | 3.6.3 Preventing fatigue inclusion of reference to using electronic devices <u>New Section</u> 3.15 Mobile Phones and Other Personal Electronic Devices |
| Chapter 4 – Emergency Drills and Procedures | 4.1.7 4.2.8 4.2.9 4.4 Abandon Ship Drills 4.9 Action in the event of a dangerous space emergency | MSN 1722 (M+F) Guidelines for Crews for the Purpose of Launching Lifeboats and Rescue Boats from Ships making Headway through the Water. - Incorporation of relevant content Stakeholder comment on consultation | 4.1.7 Added wording. 4.2.8 Amended wording. 4.2.9 Added new final sentence. 4.4.10, 4.4.11, 4.4.12 & 4.4.13 Insertion of new sections. New annex 4.2 Precautions to be taken when carrying out launching drills 4.9.2 Added wording. |
| Chapter 11 – Safe Movement on Board Ship | 11.6 Guarding of Openings 11.10 Entry into dangerous (enclosed spaces) 11.12 Adverse weather | MCA adoption of YDSA equivalence proposal for small commercial vessels : 1m guardrail height Stakeholder comment on consultation Stakeholder comment on consultation | 11.6.4 Insertion of new paragraph. 11.10.2 reference to Chapter 15.1.5 & 15.1.6 added – identifying dangerous spaces 11.12.3 Added new final sentence. |
| Chapter 12 – Noise, Vibration and Other Physical Agents | 12.9 Noise arising from music and entertainment | Amended to reflect Health and Safety Executive (HSE) current policy and resources. | 12.9.1 Amended wording. |
| Chapter 14 – Permit to Work Systems | Annex 14.1.1 Permits to work entry into dangerous (enclosed) spaces | Stakeholder comment on consultation, amendments increase clarity on procedures. | Annex 14.1.1 Annex review and updated. |

Safety issues

| | | | |
|--|--|---|---|
| Chapter 15 – Entering Dangerous (Enclosed) Spaces | <p>15.8 Safety precautions before entry</p> <p>15.11 Additional requirements for entry into a space where the atmosphere is suspect or known to be unsafe</p> <p>15.13 Breathing apparatus and resuscitation equipment</p> | Stakeholder comment on consultation, amendments ensure increased clarity on entry procedures. | <p>15.8.10 Added new section.</p> <p>15.11.1 Removed wording.</p> <p>15.13.1 Added new section.</p> |
| Chapter 17 – Work At Height | <p>17.1 Introduction</p> <p>17.2 General</p> <p>Annex 17.1 Emergency planning for work at height</p> | Amendment alignment with HSE guidance and as outlined within MGN 410 Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Work at Height) Regulations 2010 | <p>17.1.1 Added wording.</p> <p>17.2.1 Wording removed.</p> <p>17.2.2 Added wording and new final sentence.</p> <p>17.2.6 Added new final sentence.</p> <p>Annex 17.1 Amended wording to point 5.</p> |
| Chapter 18 – Provision, Care and Use of Work Equipment | <p>18.28 Ropes and wires</p> <p>18.29</p> | IMO Circ 1620 Guidelines for inspection and maintenance of mooring equipment including lines | 18.28 Section review with new wording and updated guidance. |
| Chapter 19 – Lifting Equipment and Operations | 19.4 Thorough examination and inspection | Clarification of the examination period for lifting equipment. Reference to HSE’s “Thorough Examination of Lifting Equipment (INDG422)”. | <p>19.4.2 Added wording and review of bullet points.</p> <p>New Table 2 – Inservice examination periods</p> |
| Chapter 20 – Work on Machinery and Power Systems | <p>20.7 Auxiliary machinery and equipment</p> <p>20.17 Storage batteries: general</p> <p>20.23 Valves and semi-conductor devices</p> <p>20.23.3</p> | <p>MSN 852 Using diesel engine-starting aids with flammable mixtures – outdated notice for withdrawal but with more current information on battery safety added.</p> <p>Review of COSWP section to incorporate current guidance.</p> <p>Stakeholder comment on consultation</p> <p>MSN 646 Toxic Substances in Electronic Devices – outdated notice for withdrawal.</p> <p>Review of COSWP section to incorporate updated guidance.</p> | <p>20.7.7 Newsection.</p> <p>20.17.5 & 20.17.6 Added new sections.</p> <p>20.23.3 Section reviewed and split with 20.23.4</p> <p>Remaining section number sequence altered</p> |
| Chapter 26 – Anchoring, Mooring and Towing Operations | <p>26.1 Introduction</p> <p>26.2 Anchoring and weighing anchor</p> <p>26.3 Making fast and casting off</p> <p>26.6 Safe Mooring of domestic passenger craft and ships’ launches at quays</p> | <p>Review of COSWP Chapter and sections to incorporate current guidance.</p> <p>Advice concerning keeping clear of any area that could be reached by mooring equipment or ropes.</p> <p>Stakeholder comment on consultation</p> <p>MGN 648 COSWP Self Mooring Operations. Notice to be incorporated into the next COSWP amendment then withdrawn.</p> | <p>26.1.3 Added wording.</p> <p>26.2.1 Added references to current industry guidance and best practice.</p> <p>26.2.6 Added wording.</p> <p>26.3.7 Added wording.</p> <p>26.6.4 Added wording</p> <p>26.6.7 & 26.6.8 Added new sections</p> <p><u>New Section</u></p> <p>26.7 Self Mooring Operations</p> <p>Annex 26.3 – Added new annex: Examples of mooring arrangements</p> |

Electronic logbook

Electronic LogBook is designed to replace paper logbooks, improving data reliability and minimizing the risk of human errors, which can lead to fines or nonconformities. The entries carried out on board are available on shore in order to constantly monitor and support the crew in case of need.

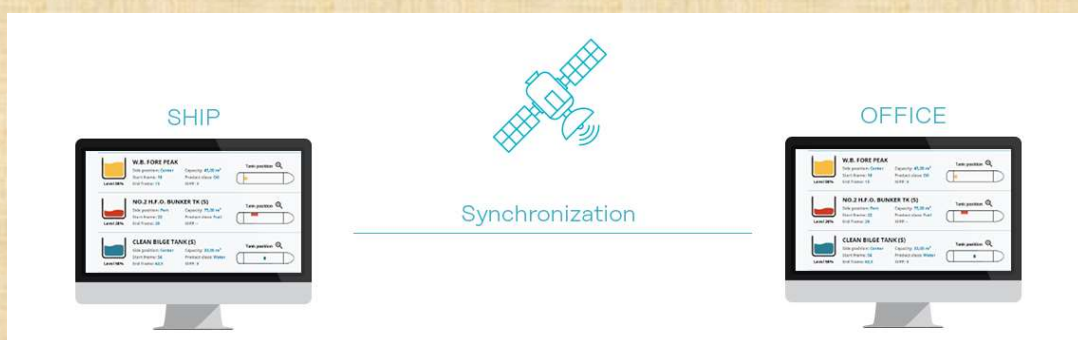
New advanced analytics available for Oil Record Book Part I allows to correlate data providing information/trend on the management of OWS, bilge waters, fuels, sludges and incinerator, identifying measurable KPIs for an effective management of the fleet.

This solution can be installed both on board and on shore:

On board, it works through a web application with off-line functions, making every vessel self-consistent;

On shore, the web application allows to see all the operations done on the entire fleet;

The two applications are constantly synchronized, exchanging data in both directions..



Electronic logbook

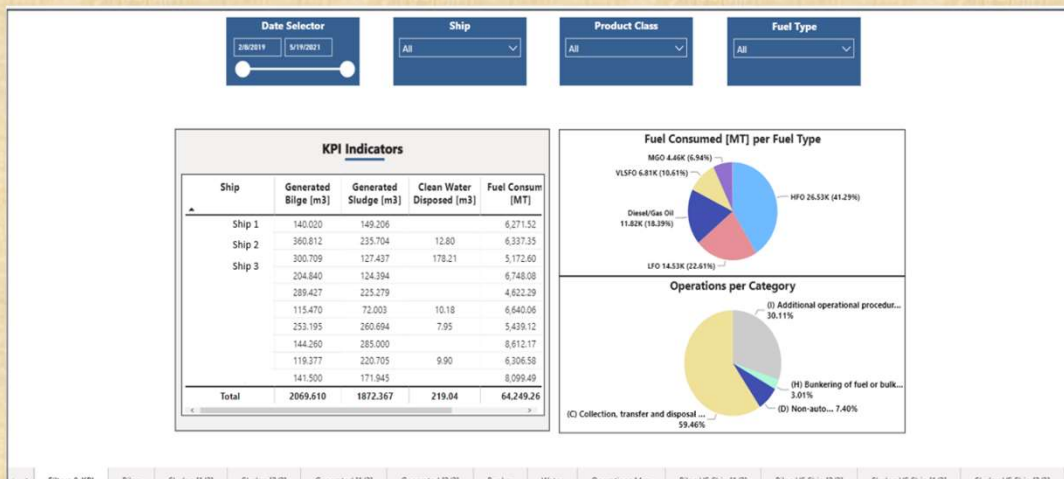
A focus on advanced analytics

The analytics allows to correlate data providing information/trend on the management of OWS, bilge waters, fuels, sludges and incinerator.

The measurable KPI obtained can be used to drive decisions and to measure results for an effective management of the fleet.

Among others, the following analytics are available:

- Desludging VS Fuel Consumed
- Bilge, Sludge and Water KPI
- Bilge and Sludge generated fleet overview
- Bilge and Sludge generated VS Master/Ch.Eng embarked
- OWS and Incinerator performance
- Position of Operations



Electronic logbook

Electronic LogBook can be an essential tool for your activity, because it:

- Simplifies data record
- Improves data quality
- Increases regulatory compliance
- Reduces workload, allowing officers to focus more on operational tasks
- Replaces paper logs
- Is easy to use and it is always readable
- Increases transparency
- Provides more efficient information exchange
- Allows data availability ashore and direct data analysis with advanced analytics
- Is also available on mobile, so that tank soundings on board can be recorded directly on site
- ORB I advanced analytics

*The electronic logbooks are certified by the major class societies and accepted by all major flags as not only equivalent but a more efficient replacement of paper-based logbooks, following the MARPOL amendments for e-log books which came in effect since **01st October 2020** .*

