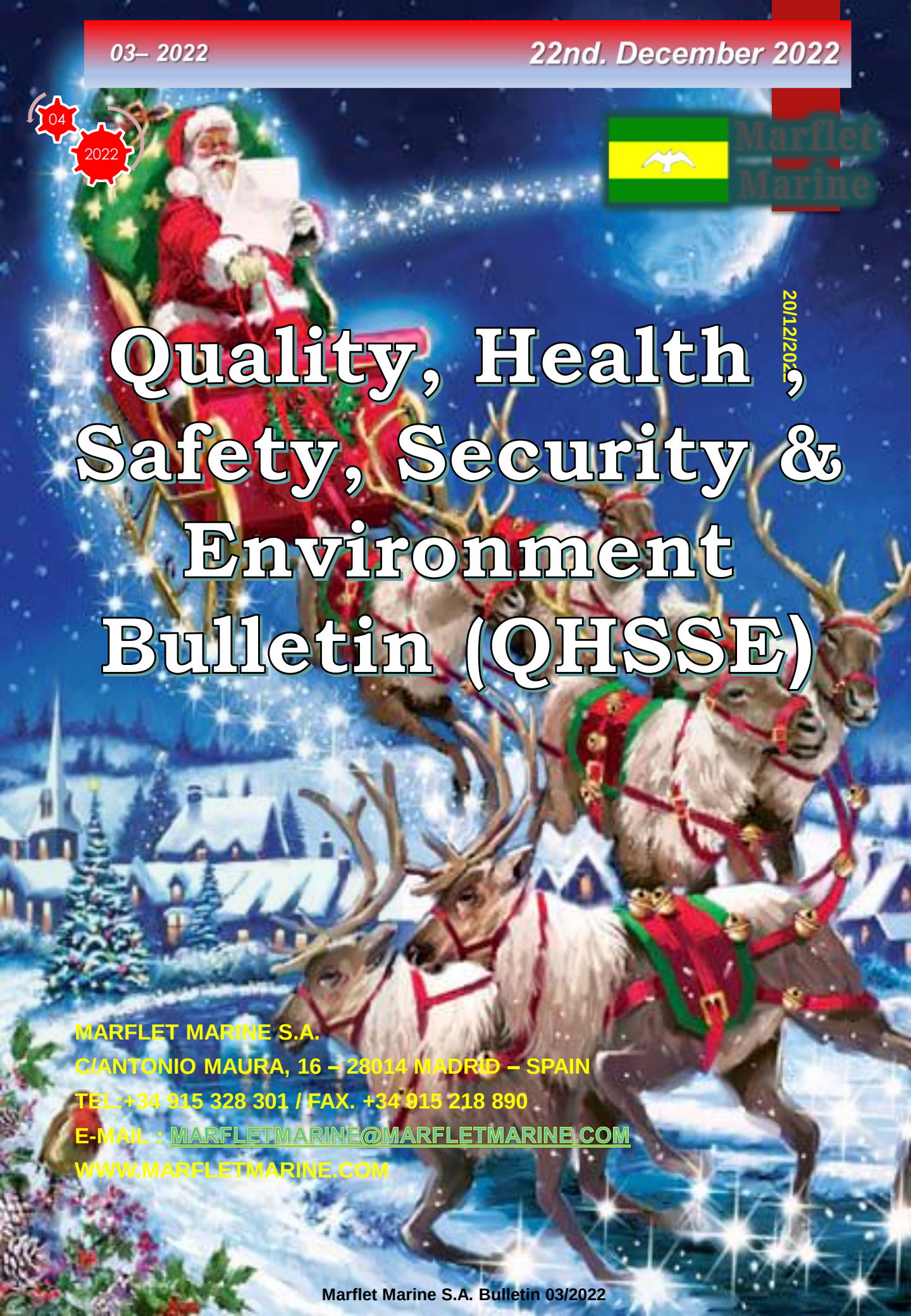

Quality, Health, Safety, Security & Environment Bulletin (QHSSE)

20/12/2022

MARFLET MARINE S.A.
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ISSUES:

Merry Christmass Message 3

BEST PRACTICES REPORT (4Th. Q.) 04-17

BEST PRACTICES AWARDS (4Th. Q) 18-19

HOUSKEEPING AND SAFETY

ENGINE ROON 20-22

WHEELHOUSE 23-25

GALLEY 26-28

VETTING FINDINDS :

SIRE 29-31

CDI 32-36

Stroke: Psychosocial stress, loss of control associated with a higher risk 37-40

We would like to wish a Merry Christmas and a Happy New Year to all members of the company and collaborators, who have allowed us to be leaders in the market in which we operate,

Thanks to your performance, effort, dedication, and efficiency we have been able to satisfy our customers and achieve their absolute loyalty in each of our services.

Thank you very much for the great team that we have built over the years it has allows us to achieve more and more success. We would like to remind you that without your effort, none of what we have today, would be possible. We are proud of your accomplishments and grateful for your compromise and all you do for the future of our company Marflet Marine.

Being a Merchant Marine is not just a job, it is a passion, a lifestyle, feel proud of it.

Merry Christmas to you and your families.

BEST PRACTICES REPORT

SAFETY AWARENESS AT RESCUE BOAT AREA

IT IS IMPORTANT TO KNOW WHERE YOU ARE WORKING AND WHICH ARE THE RISKS AROUND YOU.

FOR THE EASILY SWING PURPOUSE OF THE DAVIT THERE ARE NO HANDRAILS AT THE OUTSIDE PART. IS WHY RESCUE BOAT AREA PRESENTS A HIGH RISK OF FALL DOWN TO THE WATER WHILE WORKING AROUND DURING WEEKLY TESTS AND INSPECTIONS OR DURING MAINTENANCE JOBS.

BEST PRACTICES REPORT

BESIDES ENCOURAGE TO ALL CREW MEMBERS ABOUT THE DANGERS AND ASSOCIATED RISKS THAT ARE INVOLVED IN THE MAINTENANCE OF THE EQUIPMENT, ALSO REMIND THEM NEVER WORK ALONE AND EMPHASIZE THE USE OF A VERY SIMPLE SAFTEY EQUIPMENT:

SAFETY HARNESS

BEST PRACTICES REPORT (4TH Q)

WITH THIS SAFETY PURPOSE I COME ALONG TO THE ACTUAL BEST PRACTICE AND CREATED THE FOLLOWING SAFTEY ALERT TO BE POSTED NEAR BY THE EMERGENCY PROCEDURES FOR THE THE RESCUE BOAT.

2nd OFFICER ANTONI ROIG ROIG
M/T PANAGIA THALASSINI

2212/2022

BEST PRACTICES REPORT

SAFETY ALERT

REMIND TO WEAR A SAFETY HARNESS WHILE WORKING AT THE RESCUE BOAT AREA

BEST PRACTICES REPORT

USE OF OXYGEN ANALYZER BEFORE ENTERING TO FFLB

CO2 can accumulate inside free fall boat because it is situated near the funnel, for this reason it should be ventilated 15 min before entering and the first person to enter should carry a personal oxygen gas analyzer to check the CO2 levels and confirm when it is safe to go inside.

In case of abandoning vessel, first person who arrives to FFLB will be Chief Mate, and he should open the door, leaving FFLB ventilating while he goes to check that the all crew is ready at the muster point.

This procedure is developed especially in drills and inspection, never hindering real abandoning of the vessel.

BEST PRACTICES REPORT

M/T "*PANAGIA THALASSINI*" EMERGENCY MUSTER LIST

CREW LIST NO.	RANK	FIRE & EMERGENCY DUTIES	ABANDONSHIP DUTIES	MAN-OVERBOARD DUTIES	OIL SPILL DUTIES
1	Master	Proceed to: BRIDGE Duty: On command	Proceed to: BRIDGE Duty: Embark on FFB seat No 1 / Liferaft	Proceed to: BRIDGE Duty: On command	Proceed to: BRIDGE Duty: On command
2	Ch. Mate	Proceed to: MUSTER POINT Duty: All squad's leader In charge of reporting to the Bridge (*)	Proceed: MUSTER POINT Duty: In charge of open de door of FBB for ventilate /Embark on FFB seat No 2 / Liferaft. Supervision of lowering boat operations	Proceed to: MUSTER POINT Duty: Wear Immersion suit, Rescue boat squad leader	Proceed to: MUSTER POINT Duty: In-charge of deck spill, Follow instructions from C/E in the engine spill, Clean up
3	2Off.A	Proceed to: BRIDGE Duty: in Charge of comunications	Proceed to: BRIDGE Duty: In charge of comunications. Embark in FFB seat No. 3 / Liferaft Carry the GMDSS radio; SART & EPIRB. Bring loogbook if possible.	Proceed to: BRIDGE Duty: In-charge of communications	Proceed to: BRIDGE Duty: in Charge of comunications
4	2Off.B	Proceed to: MUSTER POINT Duty: Squad N1 Leader. Check fireman's outfits	Proceed: MUSTER POINT Duty: Embark in FFB seat No. 4 / Liferaft. Back up person in charge of comunication if necessary	Proceed to: BRIDGE Duty: in Charge of ship's Position plotting	Proceed to: MUSTER POINT Duty: Squad N1. leader. Follow order as directed from C/O or C/E. Clean up
5	3Off .	Proceed to: MUSTER POINT Duty: Reserve squad leader	Proceed to: MUSTER POINT Duty: Embark in FFB seat No. 5 / Liferaft, Check presence of crew, In charge of lowering liferaft	Proceed to: BRIDGE Duty: Assist the Master as directed	Proceed to: MUSTER POINT Duty: Reserve squad leader. Follow order as directed from C/O or C/E. Clean up
6	Ch. Eng.	Proceed to: ECR Duty: In-charge of all engine operations	Proceed to: MUSTER POINT Duty: embark in FFB seat No. 6 / Liferaft, In-charge of Main Engine until recive order of abandon. Bring Engine loogbook if possible.	Proceed to: ECR Duty: Engine attendance	Proceed to: ECR Duty: , In-charge during engine spill, Following instructions from C/O during deck spill, Repairs
7	1Ass.Eng.	Proceed to: MUSTER POINT Duty: N 2 squad leader. Wait order of Master/CH.O/ CH.E to start fire pump (*).	Proceed to: MUSTER POINT Duty: Embark in FFB seat No. 7 / Liferaft. In-charge of Rescue boat Engine if abandon by liferaft.	Proceed to: MUSTER POINT Duty: Wear Immersion suit, In-charge of Rescue Boat engine	Proceed to: MUSTER POINT Duty: Follow order as directed from C/O or C/E, N 2 squad, Repairs
		Proceed to: MUSTER POINT	Proceed to: MUSTER POINT	Proceed to: MUSTER POINT	Proceed to: MUSTER POINT

(*) Fire on deck:	The Chief Officer is in ch communication with the b
Fire in the engine:	The 1st.A.E. is in charge with the bridge. the Chief leader.

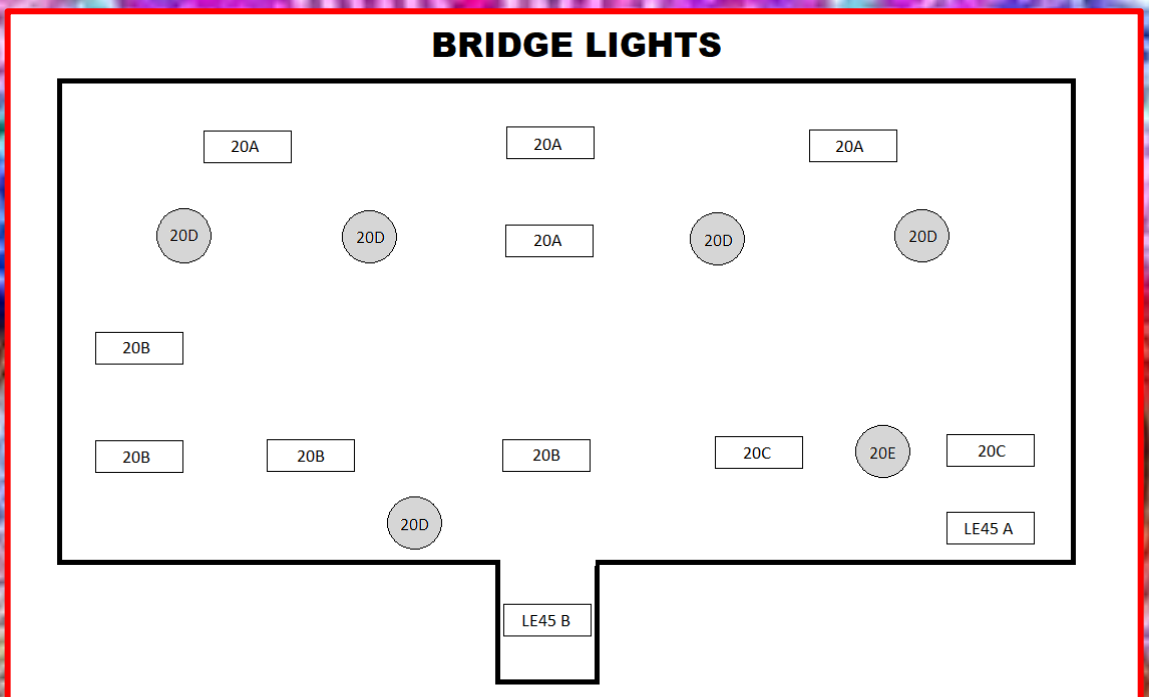
SQUAD N		
Crew List no.	RANK	Firefi
3	2Off B	n 1 squad lead
11	Bosun	n 1 squad, hose
12	Pumpman	n 1 squad, assist wi
14	A.B."2"	n 1 squad, wear the fire
15	A.B."3"	n 1 squad, assist with extra BA Bott

SQUAD N

Deck Cadet Adriana Saiz

Panagia Thalassini

BEST PRACTICES REPORT



PROBLEM:

In the Navigation Bridge, the lights are not named, so whenever a pilot, master or any conning officer will ask for a specific light in the bridge, the officer, cadet or deck rating that is commanded this task, unless the said crewmember has done this duty several times and knows by repetition the 7 groups of lights, he has to try every switch to be able to turn on the demanded one.

This creates a risk at night, while the conning officer, Master or Pilot is inside the Bridge, the lights that turned on and turned off, creating a flashing effect that may blind for a few minutes the crewmember that has to, as per COLREG No. 5, maintain a safe lookout, will not be able to perform such task in the safest manner.

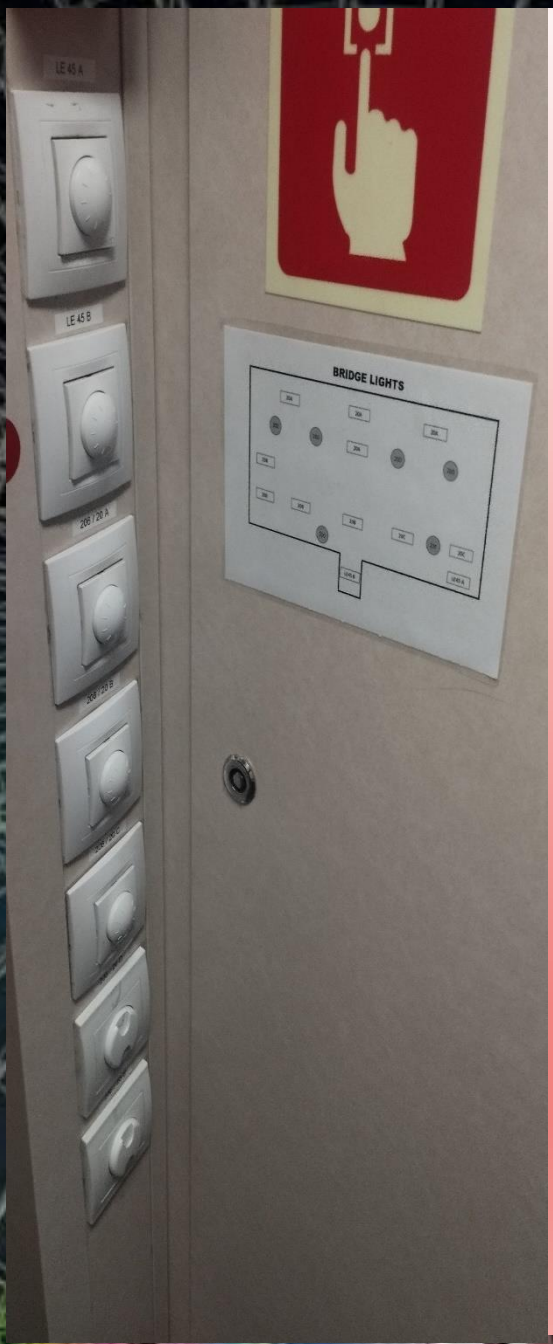
The switches can be stencilled with the name of the groups of lights in the bridge but:

BEST PRACTICES REPORT

1. The switches are already named with a DYMO sign that is useful for the ETO onboard to follow the Ship's Delivery Drawings and check connections between switches and lights, including the emergency ones, marked with a red symbol
2. Also naming each light group can be a little bit confusing if only written.

BEST PRACTICES REPORT

SOLUTION:



In Santiago I, we made a diagram regarding the lights of the Navigation Bridge, and inside each light, as can be seen here, the connection to each switch.

This will make everyone's life simpler and regarding watchkeeping at night, much safer.

It is known that the officers on the entering watch must be at least 5 to 10 minutes before the night watch to get accustomed to night visibility. So, if for some reason, someone during this watch tries to turn on a red light, much more helpful to not loose that night vision, he can do so by simply following the diagram.

Each light is named after the groups of lights DYMO'd into the switches, and the circular and grey ones in the diagram are the red lights, as well as the white lights, marked as rectangles.

This solution we thought it was the best one, because while being the most rapid and safe, it maintains the numeric codes for the ETO and it's the most intuitive of all we tried.

D/C Fernando Supervielle

Santiago I

BEST PRACTICES REPORT

THE USE OF COVER ROPES

During loading operations in Mai-liao (Taiwán), we had Heavy weather conditions which made the vessel Rolling. The moorings lines rubbed with the fairlead. This action was wearing the ropes away. In the pictures we can see the results.

These results will prevent, and we can extend the life of the ropes if we put covers ropes. These covers will be made with synthetic clothing, that make easier the work of the ropes. The covers will be moving around the ropes like this we will be use in all ports. In the pictures we can see various types of these cover ropes

BEST PRACTICES REPORT

the covers may use in all ports independently the weather forecast, although with good weather. If we use the covers ropes always we will extend the life of it. A good carriage of the ropes, can support safe operations during at port.

Requisition for protective sleeves need to be done for first convenient port.

D/C MIGUEL POLVILLO FONSECA

Panagia Thalassini

22/12/2022

BEST PRACTICES REPORT

BEST PRACTICE MARPOL VIOLATION PREVENTION PANAGIA THALASSINI

During my service onboard of Panagia Thalassini I have assessed onboard crew and officers for their theoretical knowledge of different onboard work aspects. I found that crew onboard are not familiar properly with correct interpretation of MARPOL definitions.

I have also reviewed some SMS forms in addition to assessment of crew knowledge, and came to conclusion, to create below best practice in order to secure our owners and crew from potential fines and detentions worldwide, caused by violation of MARPOL regulations.

POTENTIAL VIOLATION: DISPOSAL OF FOOD WASTE, DISCHARGE OF ANNEX1/ANNEX2 OVERBOARD WITH VIOLATION OF MARPOL REQUIREMENTS DUE TO LACK OF KNOWLEDGE. WRONG PLANNING OF SHIP'S ROUTEING WHEN TAKING INTO ACCOUNT UPCOMING TANK CLEANING OPERATION. WRONG SEA AREAS CHOSEN BY CHOFF FOR DISCHARGING OF WASHING WATER/DECANTING OF SLOPS/DISPOSAL OF FOOD WASTE, INCORRECT LOG BOOK ENTRIES AS AN EVIDENCE OF MARPOL VIOLATION ONBOARD.

POTENTIONAL CONSEQUENCES: FAILED 3RD PARTY INSPECTIONS, RUINED/SPOILED COMPANY REPUTATION ALONG OIL AND CHEMICAL MARKET. DETENTIONS AND HEAVY FINES BY LOCAL AUTHORITIES. LONG FURTHER PROBATION PERIODS FOR VESSEL AND OWNER.

ROOT CAUSE: MANY RESPONSIBLE OFFICERS AND CREWMEMBERS ARE NOT FAMILIAR WITH BASIC MARPOL DEFINITIONS, THEREFORE INTERPRET INCORRECTLY MARPOL REGULATIONS.

BEST PRACTICES REPORT

BEST PRACTICE MARPOL VIOLATION PREVENTION PANAGIA THALASSINI

MARPOL definition for ‘’nearest land”
The term 'from the nearest land' means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except for the purposes of the present Convention 'from the nearest land' off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:
latitude 11°00' S, longitude 142°08' E
to a point in latitude 10°35' S, longitude 141°55' E
thence to a point latitude 10°00' S, longitude 142°00' E
thence to a point latitude 9°10' S, longitude 143°52' E
thence to a point latitude 9°00' S, longitude 144°30' E
thence to a point latitude 10°41' S, longitude 145°00' E
thence to a point latitude 13°00' S, longitude 145°00' E
thence to a point latitude 15°00' S, longitude 146°00' E
thence to a point latitude 17°30' S, longitude 147°00' E
thence to a point latitude 21°00' S, longitude 152°55' E
thence to a point latitude 24°30' S, longitude 154°00' E
thence to a point on the coast of Australia in latitude 24°42' S, longitude 153°15' E.

CORRECTIVE ACTION RECOMMENDATION:

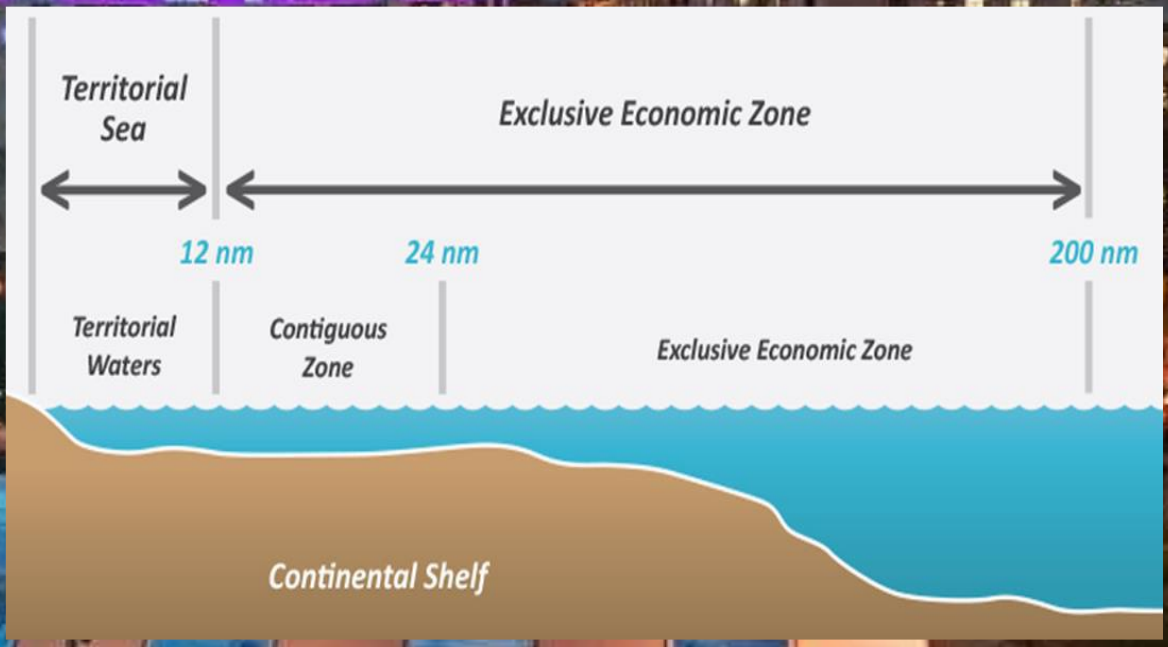
1. POSTERS TO BE POSTED FLEETWISE AT CCR AND BRIDGE VISIBLE PLACES.
2. NAV INSTRUCTIONS FOR PASSAGE PLANNING TO BE AMENDED WITH RELATED INFO.
3. COMPANY FORMS RELATED TO TANK CLEANING PREPARATIONS TO BE UPDATED WITH RELATED INFO.

BEST PRACTICES REPORT

WHEN PLANNING TANK CLEANING OPERATION, DISPOSAL OF FOOD WASTE, ANNEX 2 WASHING WATER OR ANNEX 1 DECANTING OF SLOPS, KEEP IN MIND CORRECT INTERPRETATION OF MARPOL DEFINITION ‘’NEAREST LAND”:

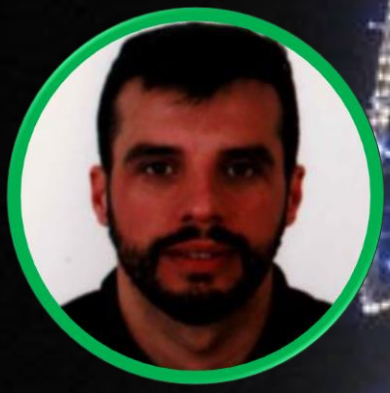
The term 'from the nearest land' means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except for the purposes of the present Convention 'from the nearest land' off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia as stated in MARPOL.

FOLLOW BASIC PRINCIPLE 12NM FROM 12NM FOR THE ABOVE OPERATIONS FOR COUNTRIES ADOPTED ‘’1982 United Nations Law of the Sea Convention”. KEEP IN MIND TO CHECK OTHER LOCAL REGULATIONS, WHERE REQUIRED.



Cap. Ievgen Teslenko
Panagia Thalassini

BEST PRACTICES AWARDS



D/C Marcos Lomoro

2 A/E Emmanuel Graza

CATOS Hans Ladines

BEST PRACTICES AWARDS

D/C Narest Diaz

D/C Alina Rudyk

2/O Antoni Roig

Housekeeping

HOUSEKEEPING METHODS FOR ENGINE ROOM

Your engine room is one of the most important parts of your ship — and often the most hazardous. With so much machinery, piping and fuel in a single space, it is critical that you practice smart engine room housekeeping methods, including:

PREVENTING ENGINE ROOM FIRES:

Fire safety precautions on cargo ships include covering and protecting all points of exhaust and ductwork, repairing fuel leaks immediately, replacing any contaminated or damaged insulation, testing all thermometers and pressure gauges regularly and having clearly marked fire-rated exit doors. Never allow smoking in the engine room, and avoid leaving flammable materials in open containers. Install and regularly test a high-level fire detection system. In addition, practice emergency fire procedures so each person knows what to do and where to go in the event of a fire.

Housekeeping

HOUSEKEEPING METHODS FOR ENGINE ROOM

MAINTAINING PERSONNEL SAFETY:

To protect your ship's crew and ensure your own personal safety on board a ship, there are a few actions you can take. Make sure there are no loose bottom plates in the engine room, as they are a tripping hazard. In addition, regularly clean your ladders and floor plates to remove oily residue that could cause slippage. Avoid touching steam pipes, especially with exposed skin. When in the engine room, all crew should wear safety-rated, dry clothing. No crew member should ever operate machinery outside of their expertise, and all machines should be used according to manufacturer guidelines.

Housekeeping

HOUSEKEEPING METHODS FOR ENGINE ROOM

PREVENTING ENGINE OR MACHINERY FAILURES

Scheduling cargo ship maintenance inspections can help prevent engine and machine failures and address concerns before they grow into larger issues. If concerns arise, have them addressed as soon as possible. Remember to replace important parts, including gauges, as they age.

Housekeeping

SAFETY IN THE WHEELHOUSE

A clean and well-organized wheelhouse is essential for safe vessel operation. To avoid potentially hazardous situations, put the following tips into practice:

KEEP LINES OF VISION CLEAR: While in the wheelhouse, check that all necessary areas are visible, including the surrounding water and the work deck. Eliminate any objects that may obstruct the view from the wheelhouse, including items on the deck. Avoid tinting wheelhouse windows — instead, use an anti-glare screen or removable visor. Have wheelhouse windows cleaned each time you are in port and have a plan to eliminate salt build-up while on the water if necessary. Always follow environmental regulations when cleaning windows.

22/12/2022

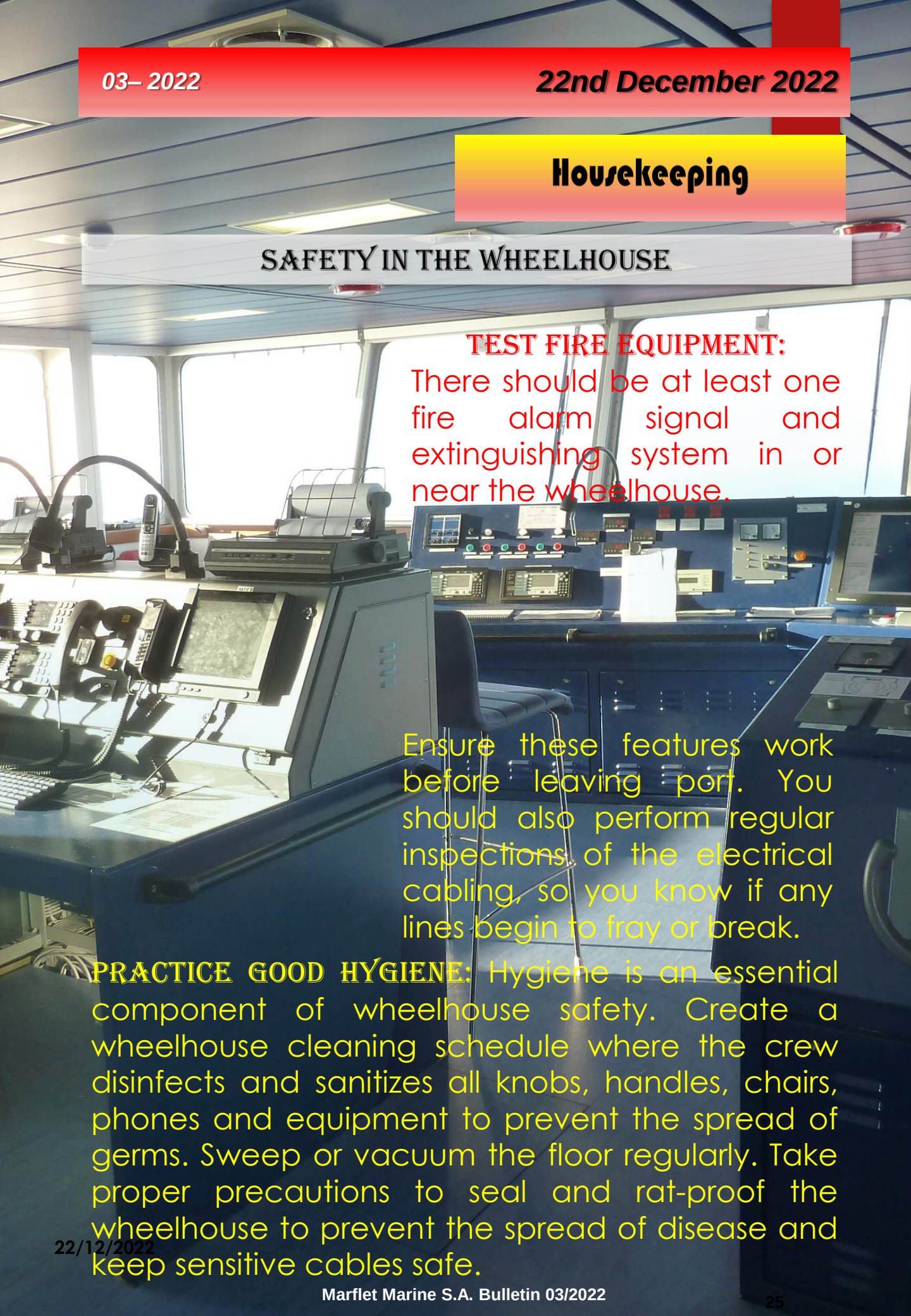
Housekeeping

SAFETY IN THE WHEELHOUSE

INSPECT TOOLS AND EQUIPMENT: Implement a regular equipment inspection plan, including visual and performance inspections each time you prepare to leave port. Test that all whistles, horns and signals are fully operational and have any broken or malfunctioning tools repaired or replaced.

Housekeeping

SAFETY IN THE WHEELHOUSE



TEST FIRE EQUIPMENT: There should be at least one fire alarm signal and extinguishing system in or near the wheelhouse.

Ensure these features work before leaving port. You should also perform regular inspections of the electrical cabling, so you know if any lines begin to fray or break.

PRACTICE GOOD HYGIENE: Hygiene is an essential component of wheelhouse safety. Create a wheelhouse cleaning schedule where the crew disinfects and sanitizes all knobs, handles, chairs, phones and equipment to prevent the spread of germs. Sweep or vacuum the floor regularly. Take proper precautions to seal and rat-proof the wheelhouse to prevent the spread of disease and keep sensitive cables safe.

Housekeeping

MAINTAINING SAFE GALLEY AREA CONDITIONS

Nourishing meals are the fuel to help you and the crew make it through a full day of operations. If food is prepared incorrectly, crew members can become seriously ill. If galley workers are not trained on proper galley safety, injuries can also occur. The galley, like all kitchens, requires a specific set of worker hygiene and attire standards.

GALLEY HYGIENE STANDARDS

All galley workers and crew members should uphold high hygiene standards while in the galley. Foodborne illness is a frequent cause of sickness aboard cargo ships. In severe cases, these illnesses can be transported to land and infect others or cause your entire crew to postpone operations until recovered.

Housekeeping

MAINTAINING SAFE GALLEY AREA CONDITIONS

Proper galley hygiene includes:

- Washing your hands when entering the galley or after using the restroom and drying them with disposable towels.
- Eliminating all spoiled or contaminated food promptly.
- Clearly labeling food products and storing them at the appropriate temperatures.
- Cleaning and disinfecting the galley and utensils each day.
- Removing jewelry, including rings and watches, before working with food.
- Treating and covering all open wounds.
- Wearing gloves when working with food and changing them as they become contaminated.
- Refraining from smoking in the galley.
- Using an approved grease trap to catch all grease before discharging or treating kitchen waste.

To promote these standards, implement regular galley inspections.

Housekeeping

MAINTAINING SAFE GALLEY AREA CONDITIONS

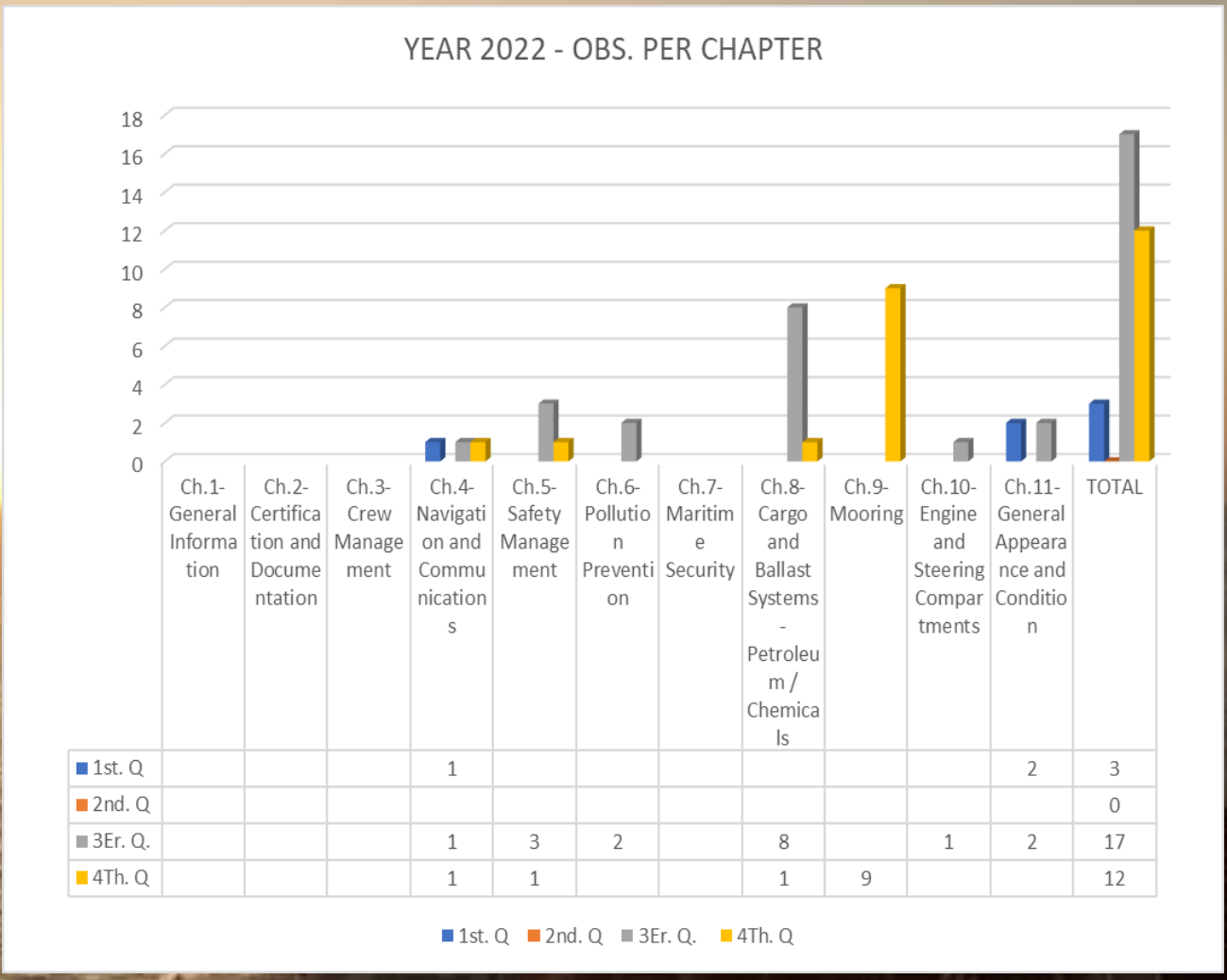
GALLEY WORKER ATTIRE

Galley workers should wear appropriate attire to prevent injuries like burns or cuts. This attire includes:

- Closed-toe, slip-resistant shoes
- Aprons
- Disposable gloves
- Hairnets and beard nets

Clothes should always be clean and laundered, including aprons. All hair, including facial hair, should be neatly groomed and secured away from the food.

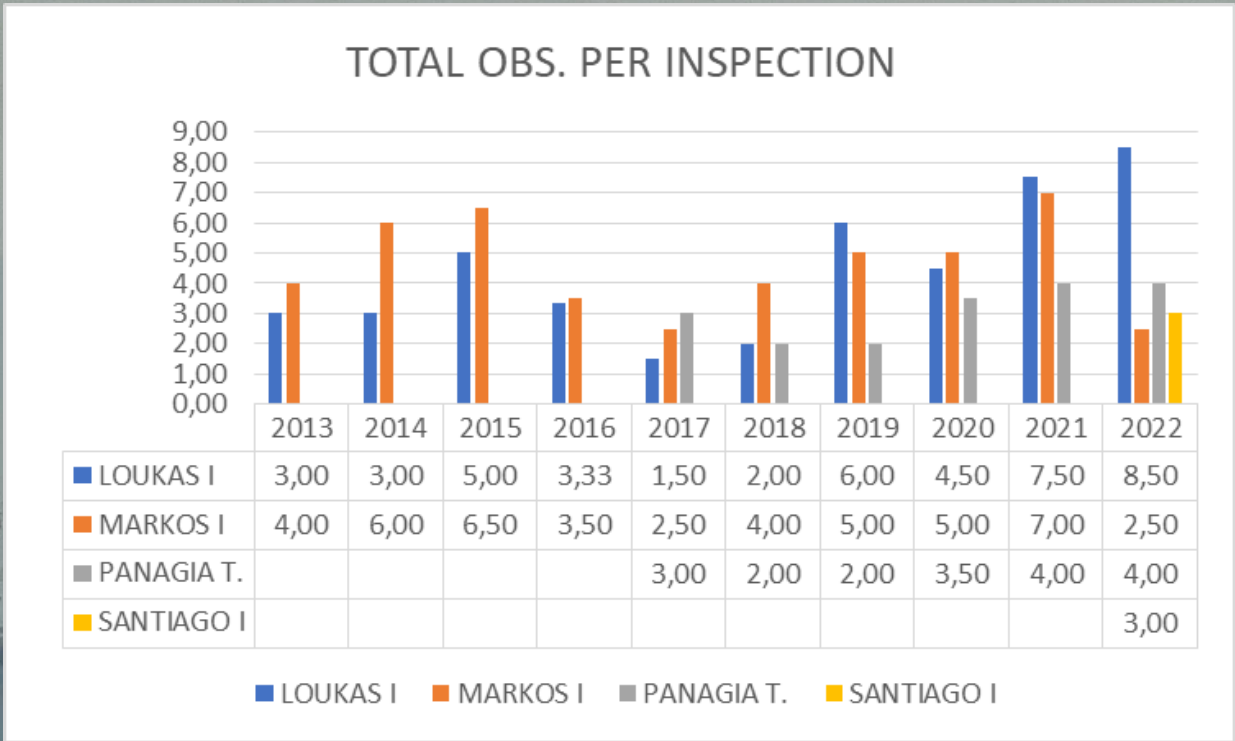
VETTING FINDINGS (SIRE)



	Ch.1-General Information	Ch.2-Certification and Documentation	Ch.3-Crew Management	Ch.4-Navigation and Communications	Ch.5-Safety Management	Ch.6-Pollution Prevention	Ch.7-Maritime Security	Ch.8-Cargo and Ballast Systems - Petroleum / Chemicals	Ch.9-Mooring	Ch.10-Engine and Steering Compartments	Ch.11-General Appearance and Condition	TOTAL
1st. Q				1							2	3
2nd. Q												0
3Er. Q.				1	3	2		8		1	2	17
4Th. Q				1	1			1	9			12

MARKOS I

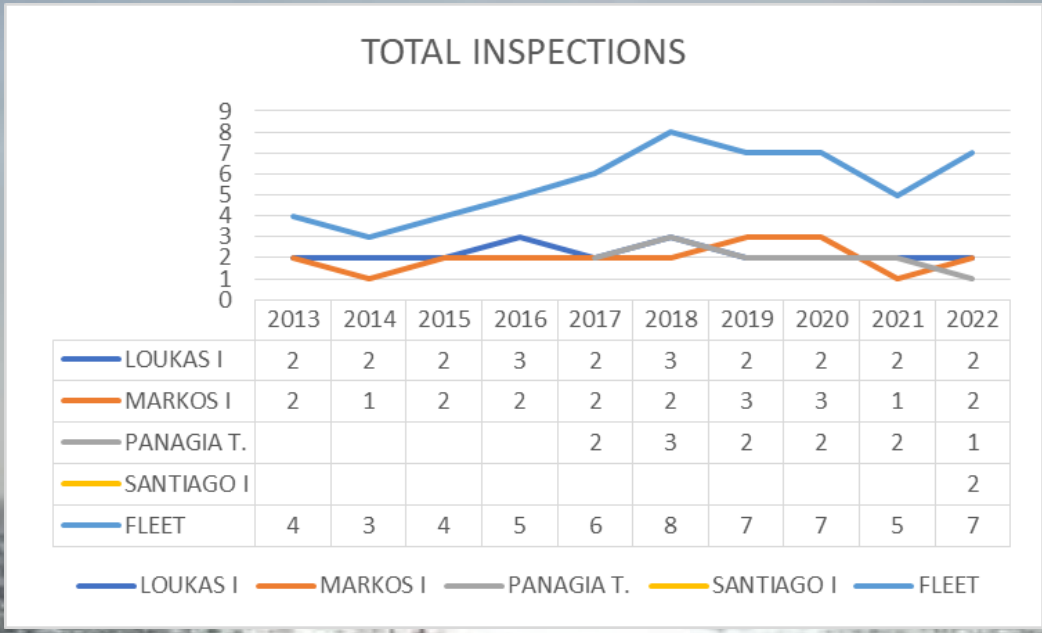
VETTING FINDINGS (SIRE)



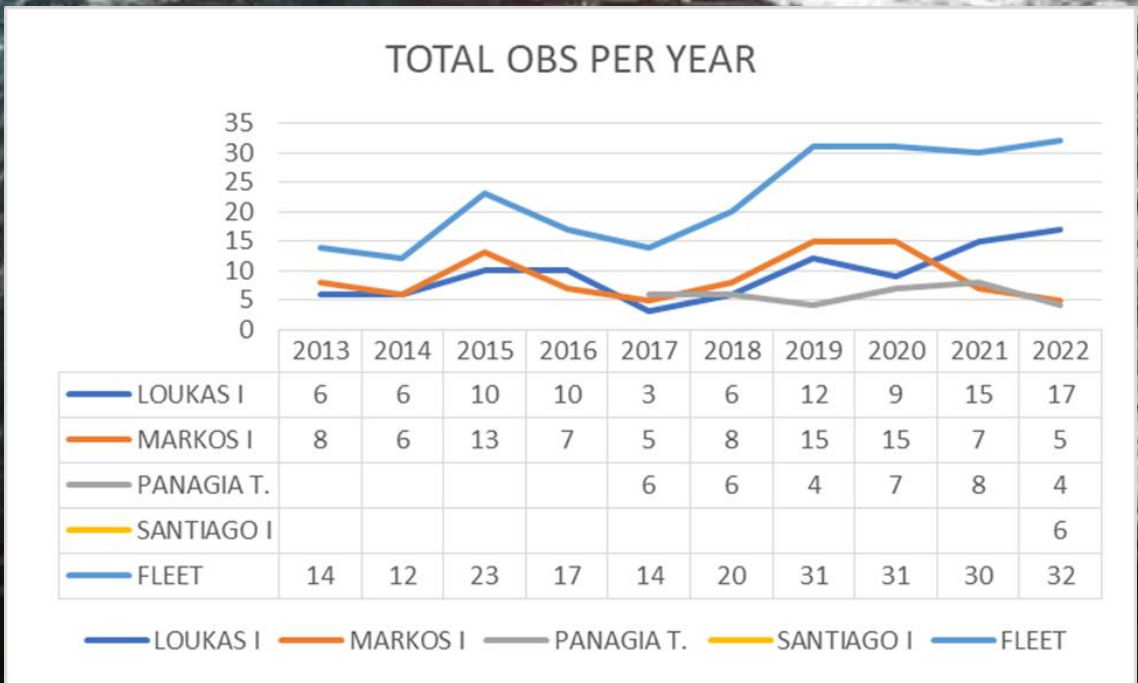
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
LOUKAS I	3,00	3,00	5,00	3,33	1,50	2,00	6,00	4,50	7,50	8,50
MARKOS I	4,00	6,00	6,50	3,50	2,50	4,00	5,00	5,00	7,00	2,50
PANAGIA T.					3,00	2,00	2,00	3,50	4,00	4,00
SANTIAGO I										3,00

PANAGIA THALASSINI

VETTING FINDINGS (SIRE)



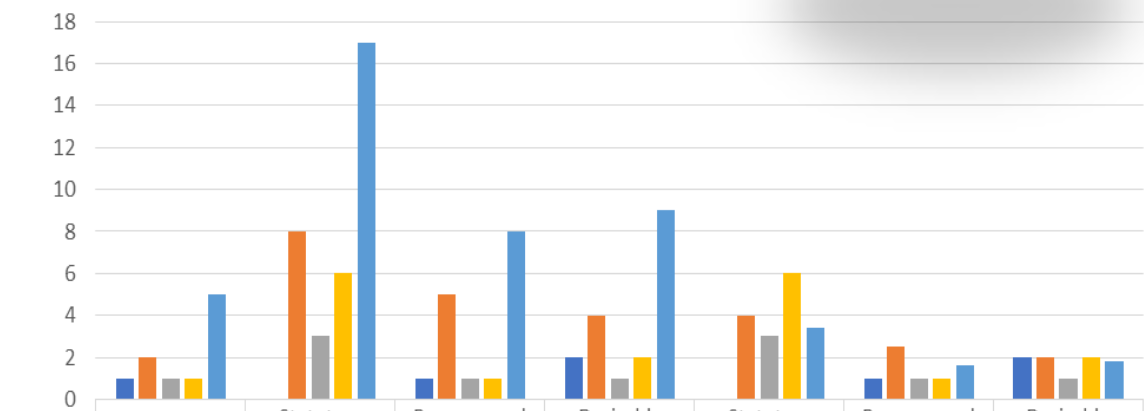
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
LOUKAS I	2	2	2	3	2	3	2	2	2	2
MARKOS I	2	1	2	2	2	2	3	3	1	2
PANAGIA T.					2	3	2	2	2	1
SANTIAGO I										2
FLEET	4	3	4	5	6	8	7	7	5	7



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
LOUKAS I	6	6	10	10	3	6	12	9	15	17
MARKOS I	8	6	13	7	5	8	15	15	7	5
PANAGIA T.					6	6	4	7	8	4
SANTIAGO I										6
FLEET	14	12	23	17	14	20	31	31	30	32

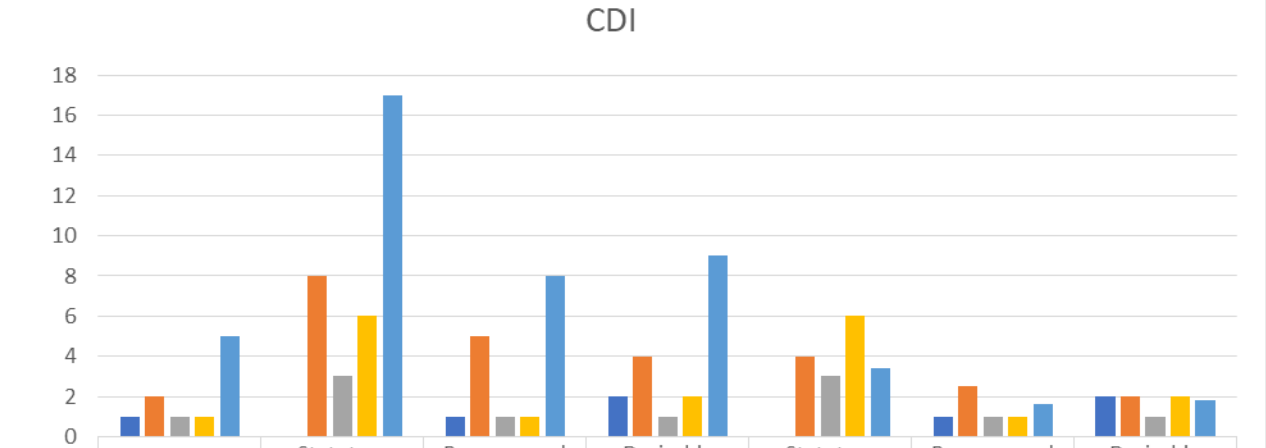
LOUKAS I

CDI FINDINGS



	Nº. INSPECTIONS/YEAR	TOTAL CDI OBSERVATIONS			CDI OBS/INSP		
		Statutory	Recommend	Desirable	Statutory	Recommend	Desirable
1 Q	1	0	1	2	0,00	1,00	2,00
2 Q	2	8	5	4	4,00	2,50	2,00
3 Q	1	3	1	1	3,00	1,00	1,00
4 Q	1	6	1	2	6,00	1,00	2,00
TOTAL	5	17	8	9	3,40	1,60	1,80

CDI FINDINGS

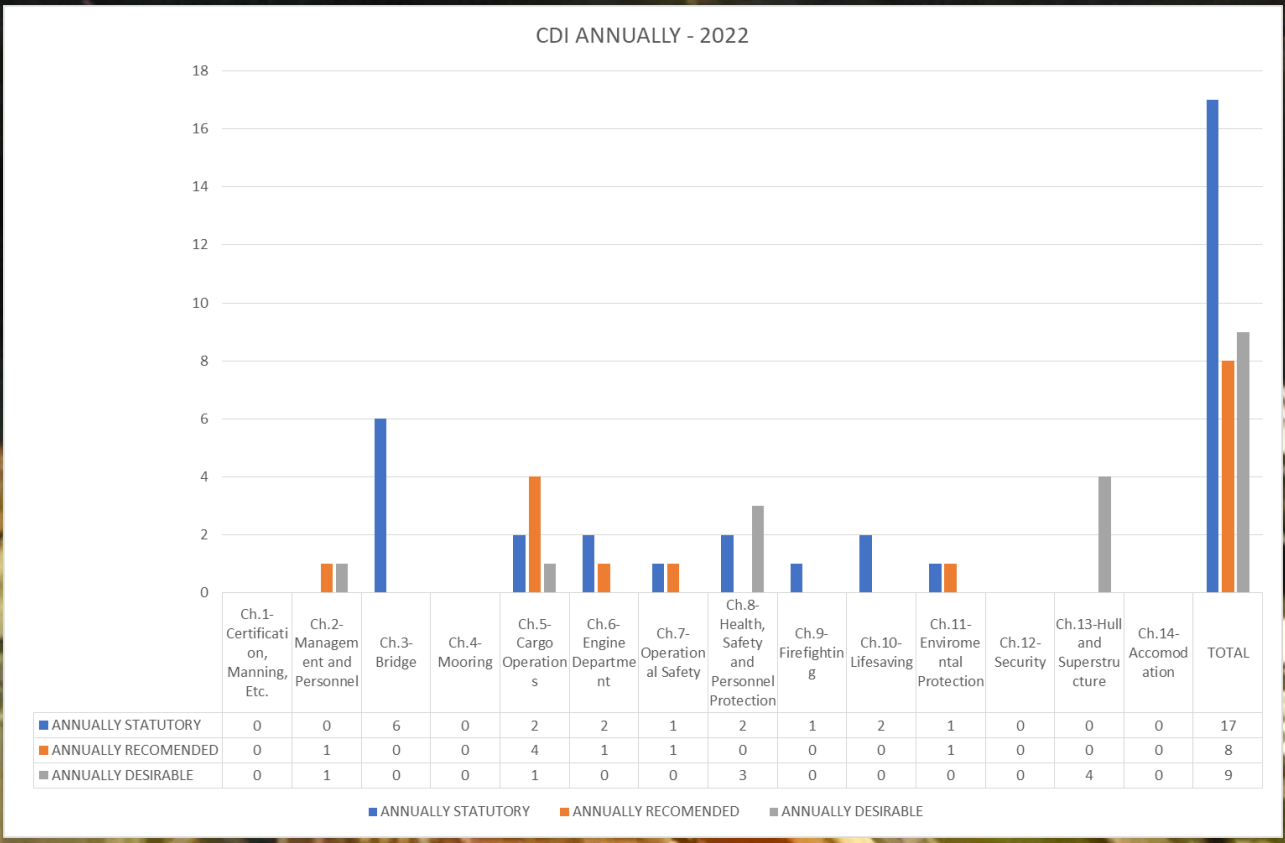


		TOTAL CDI OBSERVATIONS			CDI OBS/INSP		
	Nº. INSPECTIONS/YEAR	Statutory	Recommend	Desirable	Statutory	Recommend	Desirable
1 Q	1	0	1	2	0,00	1,00	2,00
2 Q	2	8	5	4	4,00	2,50	2,00
3 Q	1	3	1	1	3,00	1,00	1,00
4 Q	1	6	1	2	6,00	1,00	2,00
TOTAL	5	17	8	9	3,40	1,60	1,80

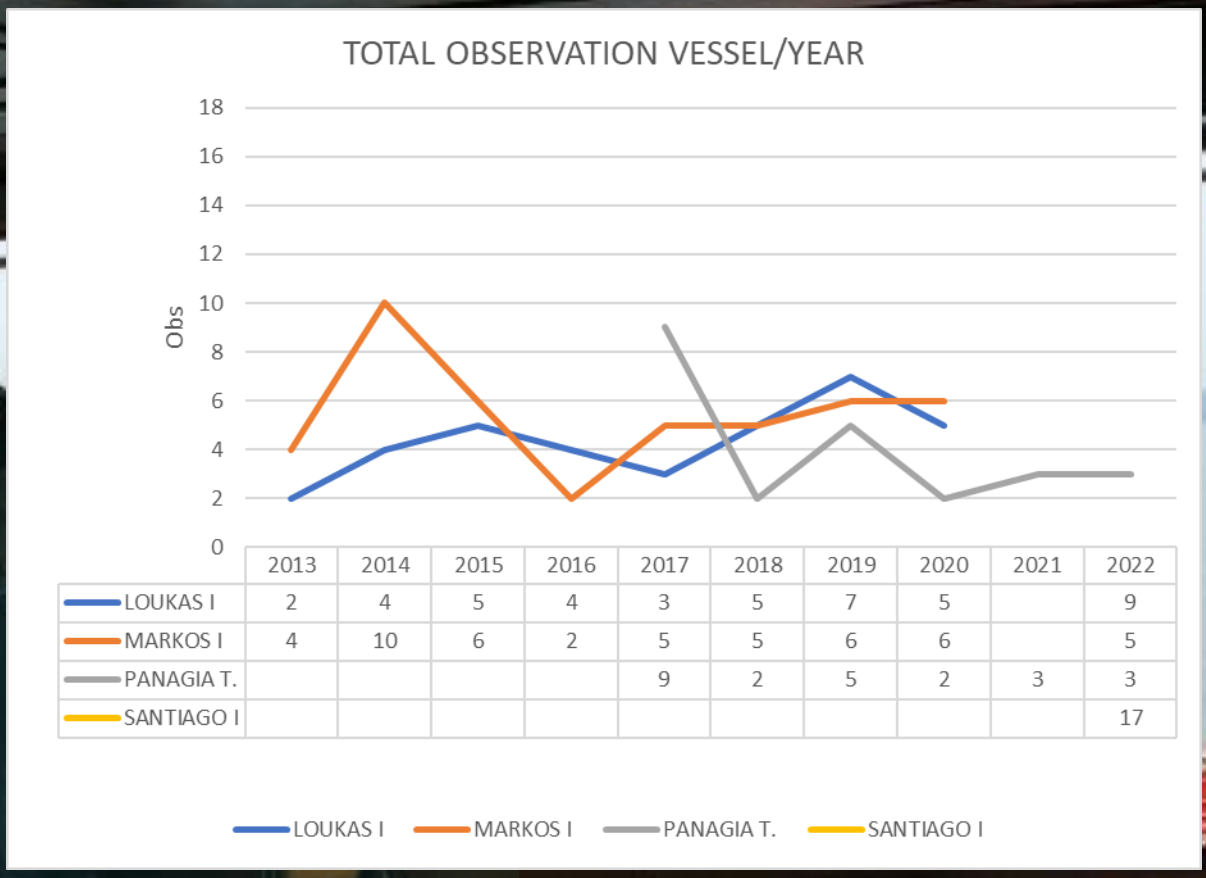
SANTIAGO I

22/12/2022

CDI FINDINGS

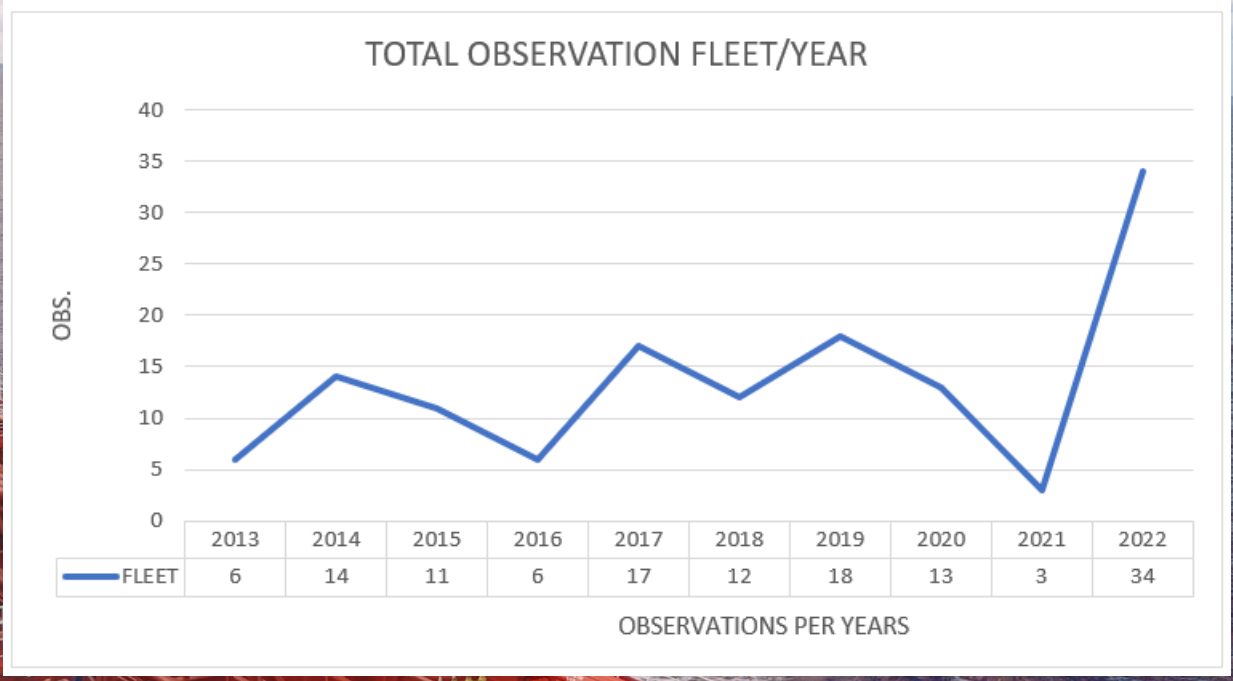


	Ch.1-Certification, Manning, Etc.	Ch.2-Management and Personnel	Ch.3-Bridge	Ch.4-Mooring	Ch.5-Cargo Operations	Ch.6-Engine Department	Ch.7-Operational Safety	Ch.8-Health, Safety and Personnel Protection	Ch.9-Firefighting	Ch.10-Lifesaving	Ch.11-Enviromental Protection	Ch.12-Security	Ch.13-Hull and Superstructure	Ch.14-Accomodation	TOTAL
ANNUALLY STATUTORY	0	0	6	0	2	2	1	2	1	2	1	0	0	0	17
ANNUALLY RECOMENDED	0	1	0	0	4	1	1	0	0	0	1	0	0	0	8
ANNUALLY DESIRABLE	0	1	0	0	1	0	0	3	0	0	0	0	4	0	9

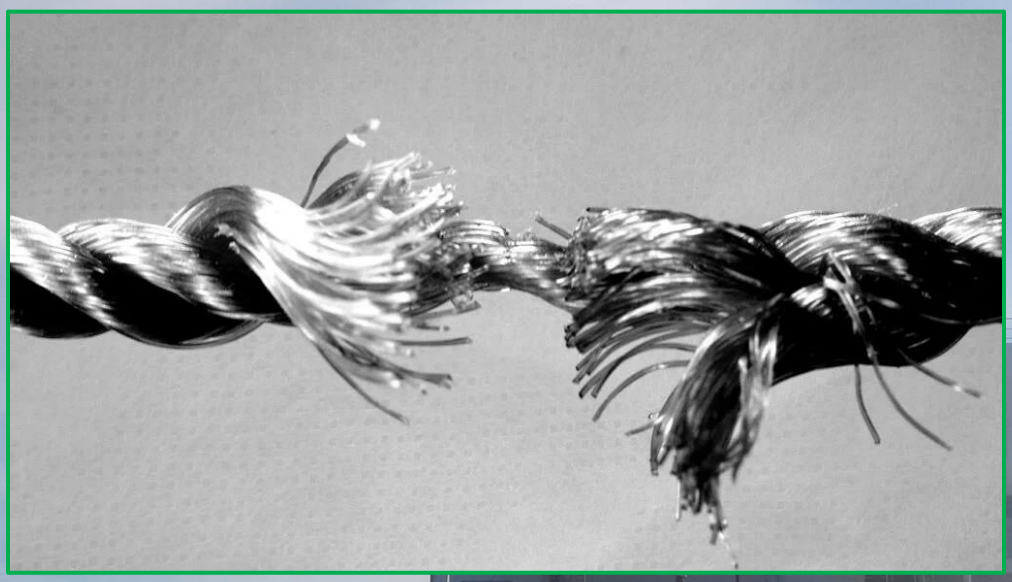


	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
LOUKAS I	2	4	5	4	3	5	7	5		9
MARKOS I	4	10	6	2	5	5	6	6		5
PANAGIA T.					9	2	5	2	3	3
SANTIAGO I										17

VETTING FINDINGS (CDI)



Stroke: Psychosocial stress, loss of control associated with a higher risk



•Psychosocial stress describes experiencing social threats that outweigh a person's ability to cope with them in the home, at work, and elsewhere.
•A recent study shows an association between experiencing psychosocial stress and an increased risk of stroke of all types.
•The risk is highest for people experiencing stress in situations in which they feel they have little control.
•When confronted with stressful life events, there are various tools and resources you can rely on to cope.

Psychosocial stress is different from other forms of stress, such as physiological stressTrusted Source, because it arises from our interactions with others.
This form of stress results from an imbalance between threatening experiences in our daily lives and our ability to handle them emotionally.
A recent study shows an association between experiencing psychosocial stress and an increased risk of all types of stroke and stroke subtypes, including ischemic and hemorrhagic stroke.

These stressors included home stress, work stress, financial stress, and the occurrence of stressful life events. While there is considerable evidence to suggest an association between stress and stroke risk, the new study includes a more diverse range of participants than in earlier research.
For context, INTERSTROKE data comprises risk factors for a first acute stroke in residents of 32 countries in Asia, North and South America, Europe, Australia, the Middle East, and Africa.

The analysis included 13,350 participants who had strokes and 13,462 controls who did not. INTERSTROKE participants self-reported psychosocial stresses and stressful events they had experienced in the previous year, both at home and at work. Yet because the study collected data for stressful experiences from a participant's previous year, there is no data to consider stroke risk beyond that time frame.

Examples of stressful life events

INTERSTROKE recorded participants' experiences with the previous year's stressful events, including:

- marital separation or divorce
- loss of a job or retirement
- loss of a crop or other business failure
- violence
- major intra-family conflict
- major personal injury or illness
- death or major illness of a close family member
- death of a spouse
- other major stressors

Impact of major stressful life events

The analysis found that the occurrence of a major stressful life event increased the risk of a first stroke by 17% compared to control participants.

Two or more stressful life events increased stroke risk by 31%.
The association was consistent for all the contexts explored in the study: work stress, home stress, and financial stress.

The study also found that psychosocial stress may be less damaging for people with a sense of control over their situations.
"Higher locus of control at work and home diminished the magnitude of association between context-specific psychosocial stress and odds of acute stroke,".
"In those who reported severe work stress, the increase in [the] risk of stroke was smaller in those who reported high work control compared to those who reported low work control."

Impact of major stressful life events
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Tips for managing psychosocial stress
Noted that people often respond to stress as a threat.
"If you see the stressor as a full threat to identity, livelihood, etc., it eats away at the person," she said.
"However, if you see the same stressor as a challenge and something you can change, then the person feels empowered, and it turns it into a positive stress."

Reframing stressors as a challenge instead of a threat can "set them up for a positive pathway"

Here are a few tools you can use to help you cope with stressful life events:

•**Pause:** Try to put the situation on hold for a moment to give yourself some emotional reaction time in which to process the stressor.

Breathe: Calm your response with box breathing or other stress-relieving breathing techniques. Inhale slowly, hold your breath for a few moments, then release and repeat.

Move: Freezing up is a natural response to a threat. Move a little to unfreeze yourself. Pay attention to your shoulders. If they are clenched or raised, try to relax them.

Take it one problem at a time: A single stressor may threaten your sense of well-being in more than one way, making a difficult event initially seem more consequential than it may actually be. Try to separate yourself from the problems and their potential effects, thinking through each problem individually.

Focus on one stressor at a time: If you are suddenly confronted by two stressors, for example, try setting aside one for the moment. Come back to it once you have got handle on the first one.

Finally, if you find that you cannot effectively manage your stress on your own, you may wish to talk with a mental health professional for support and guidance.

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