

QUALITY, HEALTH, SAFETY, SECURITY & ENVIRONMENT BULLETIN (QHSSE)



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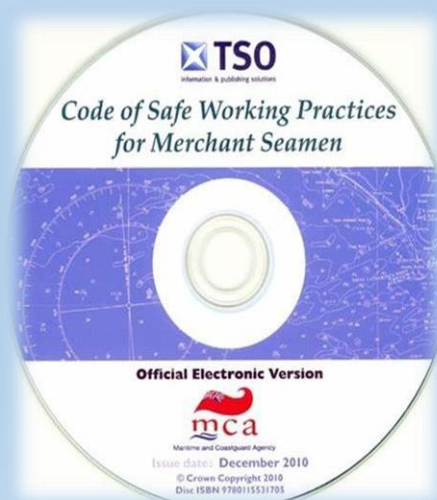
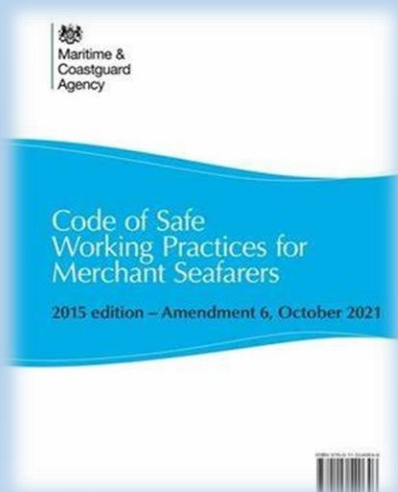


DAYS WITHOUT LTI AWARD

During this 1st quarter of the year 2023 Marflet Marine awarded the Vessel's Crews for their days without Lost Time Incidents with a special contribution to their welfare fund for the Crewmembers to choose how better to invest it.



In this way Marflet Marine wants to reward the Professionalism and Safety Culture of all our Crewmembers and incentive the continuous improvement of all Good Safe Working Practices as established in our Safety and Social Responsibility Policies.



PANAGIA THALASSINI

Last LTI: February 24th, 2017

Days without LTI until December 31st, 2022: 2136 days

5 years – 10 months – 7 days



MARKOS I

Last LTI: June 20th, 2019

Days without LTI until December 31st, 2022: 1354 days

3 years – 8 months – 15 days



LOUKAS I

Last LTI: April 16th, 2020

Days without LTI until December 31st, 2022: 1053 days

2 years – 8 months – 15 days



SANTIAGO I

Last LTI: Nil

Days without LTI until March 14th, 2023: 365 days

1 year – 0 months – 0 days



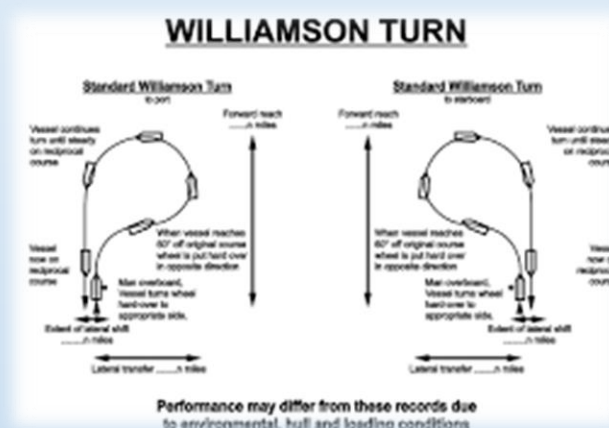
BEST PRACTICES

Author: D/C Fernando Supervielle

Vessel: Santiago I

We have noticed that in the last few Man Overboard drills, there has been a misunderstanding in the procedures of the Williamson Turn.

The Williamson Turn states that, 1st step is turn the rudder hard to the side where the person has fallen, once 60-degree angle from the initial course has been reached, the 2nd step will be to turn the rudder hard to the opposite side, until the variation in course changes and it goes back to the opposite of the previous course, minus 10 degrees. The final step will be a rudder midship when we reach the last noted course and stabilize the vessel once we reach to the opposite of the initial course.



Now, as it happens, when people are stressed because of the situation, their head is not the best at mathematical calculations. That is why, when a Williamson turn is described, it is also illustrated by the diagram of the vessel turning, much simpler to see and understand. As they say, “One image is more valuable than 100 words”.

That is why, we thought that the best way to not commit simple mistakes like the ones seen in the drills, is to have some type of illustration, and follow that, instead of the mathematics of the procedure.

When a Helmsman is steering in normal conditions, for example when pilot is giving him orders to the helm, he is normally checking the overhead panel for the Gyro Course, and for the rudder angle indicator. This could be a mistake when making a Williamson Turn, because as we have explained before, in stressful situations, mathematics can be a little difficult, or even we may think they are correct because they are very simple, like summing up 60 degrees to the previous course we had, they might not be.

We have made markings on the gyro course repeater, for 60 and 230 (= 60+180-10) degrees relative to the bow, port and starboard, according to the first course that we are looking for, and the final order to the helm course.

BEST PRACTICES

Author: D/C Fernando Supervielle

Vessel: Santiago I



So, if the Helmsman is well instructed, he will automatically know, the initial course, the 1st course order to helm opposite side, the 2nd where rudder to midship and the last one or the opposite. Helm orders are simple, first rudder hard to one side, then to the opposite and finally midship. But there is a very important thing to do, and that is to instruct in the drills to the possible helmsmen what are these markings in the gyro repeater in the helm and how to understand and follow them.

Markings, as shown by these pictures are very simple and not in the way of any normal operation of the vessel, even not mistakable with other things, because sometimes too much information written will be a negative thing in case of emergency.

We made our markings luminescent, so they are also visible at night.

Practical example and explanation:

BEST PRACTICES

Author: D/C Fernando Supervielle

Vessel: Santiago I

Heading 180, man overboard on starboard side, so our 1st course to follow will be 240 (180+60), our 2nd will be 010 (000+10 or 240-60-180+10)) and the last course, the opposite to our first will be 000.

1st – Note the marking on the side where the man overboard, rudder hard to that side, in this case starboard 240.

2nd – When we reach the 1st noted course: Note again the marking on the same side of the first course change, in this case starboard 010, and rudder hard to opposite side.

3rd – When we reach the 2nd noted course: rudder to midship and calculate to keep falling to the same side 10 degrees more and adjust rudder before the final course, in this case we would have to counter rudder starboard for 000.



#	TO DO	MARKING	
	MOB	PORT	STBD
1	NOTE COURSE OF MARKING WHERE MOB, RUDDER HARD TO THAT SIDE	↘	↙
2	WHEN COURSE 1 AT THE BOW, NOTE MARKING ON SAME SIDE AND RUDDER HARD TO OPPOSITE SIDE	↗	↖
3	WHEN COURSE 2 AT THE BOW, CALCULATE 10 DEGREES MORE TO SAME SIDE AND RUDDER MIDSHIP		
4	COUNTER RUDDER TO STOP INERTIA BEFORE FINAL CALCULATED COURSE		

BEST PRACTICES

Author: D/C Victor de la Vega - D/C Sandro Rodriguez

Vessel: Santiago I

GALLEY DRAIN SYSTEM

Problem:

In the galley of M/T Santiago I, was observed the drain hole nearby the entrance from Officer's mess room made very deep without any additional cover. Which could lead to a very serious matter if any crewmember will enter the galley and does not watch their step before. If someone enters without noticing and steps in the drain, can get injured and fall.

Before best practice



Solution:

To avoid the risk of potential injury, we fabricated a metal drain cover on top of the existing deep drain piece with the measures of the hole, 14,5 cm in diameter and 4 cm in height, and drillings made on top for passing water. A plastic piece was considered, because of the simplicity of constructing one from this material, but finally was discarded due to the fragility of the plastic and in time could break.



BEST PRACTICES

Author: D/C Victor de la Vega - D/C Sandro Rodriguez
Vessel: Santiago I



BEST PRACTICES

Author: Captain Salvador Salord

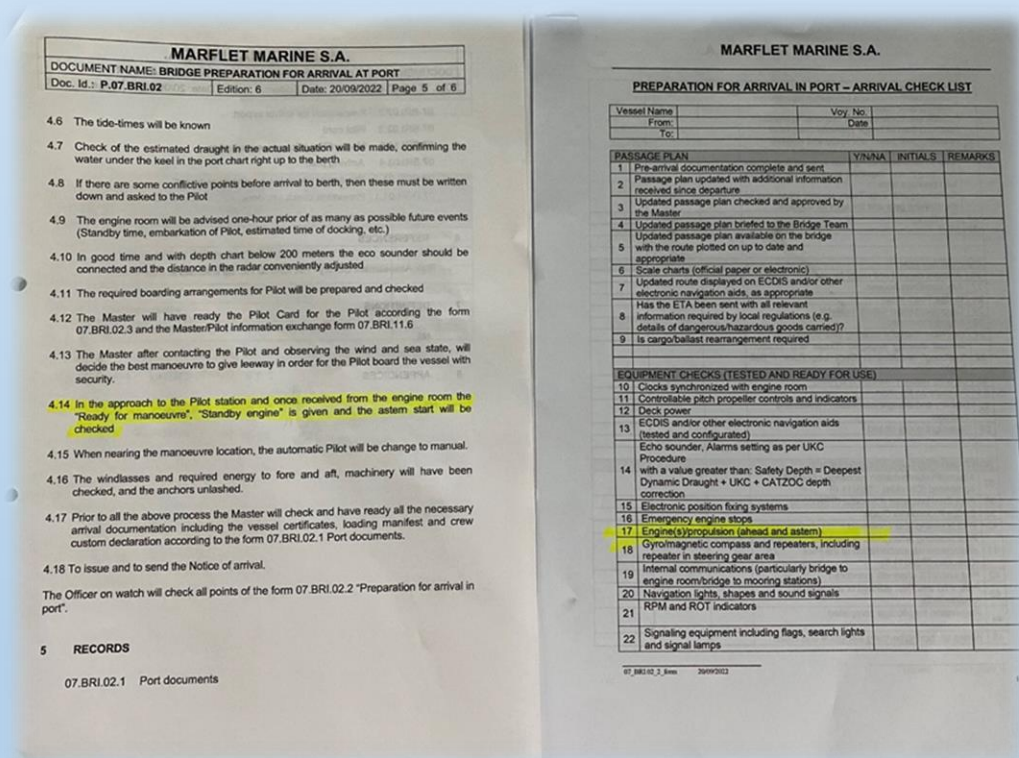
Vessel: Markos I

Best Practice:

Test of the engine astern before arrival in port with speed ahead

Antecedent

As per our procedures, checklists, good seamanship and common sense, we always test the engine astern before arrival in port. On board the Markos I we did the test before arrival Houton (end of Feb) and before arrival Cristobal (March 1st 2023). In both occasions we noticed that we needed to have a speed below 4Kn to start the engine astern. Such limitation was related with the fact that the engine was burning LSMGO, and due to the low viscosity, fuel pumps are less efficient. When we anchored at Cristobal inner anchorage with POB, we had a 30 sec delay in starting the engine astern. The pilot reported the issue and Canal engineer visited the ship. After further investigations and testing, we found out that there was a problem with cylinder number 1 starting astern system.



Procedure 07.BRI.02.1 and pre arrival CL form

BEST PRACTICES

Author: Captain Salvador Salord

Vessel: Markos I

Best practice

My suggestion is to amend the procedure 07.BRI.02.1 and force all ships to do a test astern with certain speed ahead (6 -7 Kn for instance) and challenge the starting capacity of the engine astern. In normal conditions when manoeuvring, will start astern when doing 2-3 Kn ahead. However, in case of emergency we would have to start the engine astern at any speed ahead. At the end of the day, we do the test astern in order to be ready for an incident, so we should do it simulating such conditions. Right now, the procedure doesn't stablish the speed ahead of the ship when performing the test astern.

In summary, I would like to share our bad experience with the rest of the company in order to avoid reoccurrence. Next time we do a test astern before arrival in port, will do it with 5 Kn ahead at least.



LAST QUARTER BEST PRACTICES AWARDS

Author: D/C Adriana Saiz

Best Practice: Use of oxygen analyzer before entering the FFLB

Vessel: Panagia Thalassini



Author: D/C Miguel Polvillo

Best Practice: the use of cover ropes

Vessel: Panagia Thalassini



PREVIOUS QUARTER BEST PRACTICES AWARDS

Author: D/C Fernando Supervielle

Best Practice: Bridge Lights

Vessel: Santiago I



Author: 2/O Panagia Thalassini

Best Practice: Safety awareness at rescue boat area

Vessel: Panagia Thalassini

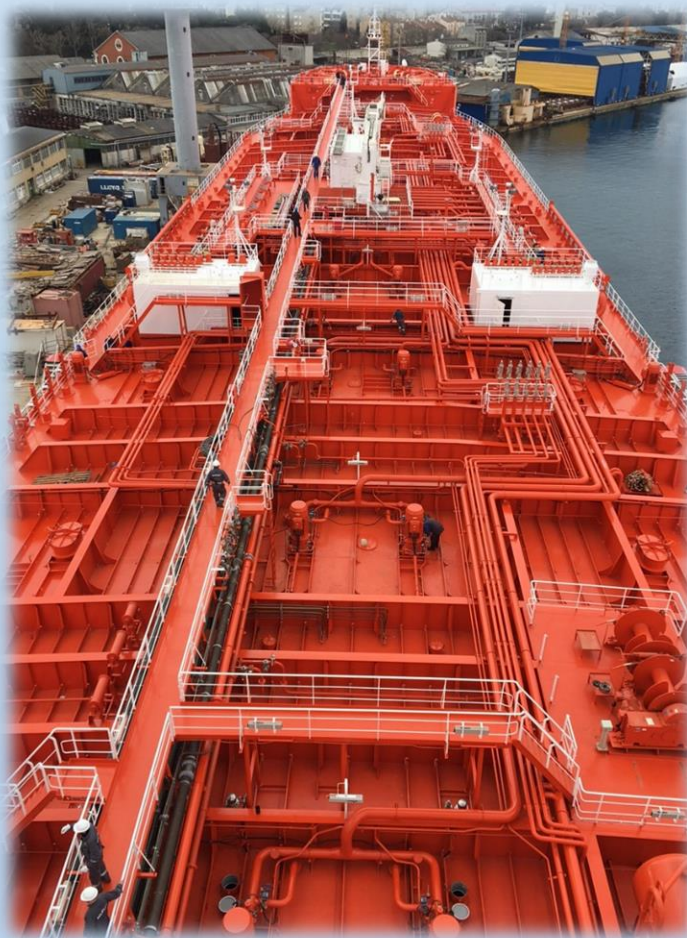


PREVIOUS QUARTER BEST PRACTICES AWARDS

Author: Captain Ievgen Teslenko

Best Practice: MARPOL violation prevention

Vessel: Panagia Thalassini



VETTING FINDINGS DURING FIRST QUARTER 2023

SIRE

Chapter Observation

3.2 Rest hour records for the Ratings were being maintained by each crew member individually on their personal paper sheet on daily basis. However, the columns of rest hours in any 24- hour and in any 7-day periods were not completed; these were being entered into a computer software program to check for 'any' 24 hours 7 days periods compliance at monthly intervals (on every 25th of the month by C/O for deck ratings & 1/E for engine ratings). Consequently, effective monitoring of rest hours was not being done on daily basis but only after a gap of a month.

[For information, the rest hour record for the Officers/Engineers were being updated to the computer software program 'ISF Watchkeeper' on daily basis].

5.1 The Risk Assessment had been conducted for the Hot work (electric arc welding) on the poop deck on 04 November 2022. However, the RA form did not include the hazard of Adverse weather/sea conditions (regular monitoring of weather conditions, evaluate aborting the hot work when raining, or when sea spray on deck).

5.37 3 Sets of the International Shore Connections were provided at the both entrance of the accommodation and to the gangway. However, each International Shore connection had not enough washers available as the minimum required of 8 washers.

- the one at the port side: 4 washers were only provided and were heavily corroded.

- the one at starboard: all 8 washers were missing,

- the one at gangway: 3 washers were only available.

[Rectified immediately after pointed out by Inspector].

VETTING FINDINGS DURING FIRST QUARTER 2023

SIRE

Chapter Observation

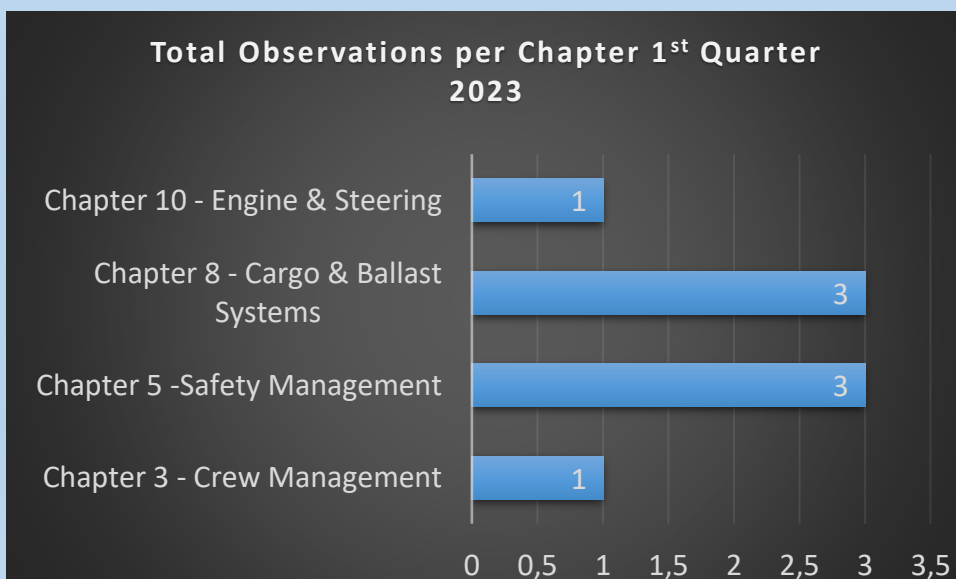
5.5 The company PPE matrix required the use of eye protection in all work stations – the vessel had a supply of safety glasses but none of the staff observed were utilizing.

8.20 The IG Inlet valves were not secured to prevent in advertent operation as required by company policy. Rectified when noted.

8.24 One Tank containing diesel oil was found in a vacuum situation (-14mbars). No alarm was inhibited. Most cargo tanks low vapor pressure alarms were inhibited including a tank being discharged at the time. Rectified when noted with inert pressure added to the tank.

8.26 The paper recorder for oxygen and pressure had run out of paper and there was no spare paper onboard.

10.14 The alarm panel in the Ch.Engineers cabin was not operational since Nov 2022 – subject to a guarantee claim.



SECURITY

EU Extends Naval Operation Combating Piracy off Somalia Through 2024

The European Union has decided to extend its Naval Force Operation Atalanta off the coast of Africa for two years despite the removal of the designation of a piracy high risk area for Somalia and the region of the Indian Ocean. The EU military maritime operation will now run until December 31, 2024.

“Piracy originated in the Western Indian Ocean has been suppressed thanks to the continued presence and effort of naval forces, as well as the action of the private sector and a solid commitment to the implementation of ship security measures by shipping and fishing companies,” EUNAVFOR said in its statement while also saying that it strongly recommends maintaining vigilance. While the High Risk designation was withdrawn on January 1, they continue to recommend voluntary reporting for ships entering the region as part of their voyage planning and execution.

As piracy declined off the coast of Somalia, some legislators in the country have been arguing for an end to foreign naval operations. Instead, the leaders called for evolving the international efforts to focus more on reinforcing the Somalia Coast Guard and the National Navy.



The decision to extend the mission followed a strategic review of the EU’s role in the Horn of Africa. According to officials, the aim is to consolidate and strengthen the EU’s response to an evolving maritime security context and enhance its role as a maritime security provider.

“Capitalizing on the successes of suppressing piracy off the coast of the Horn of Africa and Somalia, the overall mandate of Operation Atalanta was consolidated. With this mandate, Operation Atalanta is now in a better position to contribute to the implementation of the UN arms embargo on Somalia, reduce drug traffic, support the ongoing fight against Al Shabaab and its funding stream, and the progress of the government of Somalia,” the European Council wrote in a statement.

SECURITY

EU Extends Naval Operation Combating Piracy off Somalia Through 2024

The extension also incorporates other EU initiatives in the Horn of Africa and Somalia including, EUCAP Somalia, the EU's capacity-building mission, and EUTM Somalia, the EU's military training mission. Collectively, these initiatives are anchored under the EU's Common Security and Defense Policy.

Going forward, Operation Atlanta will also extend its geographical scope north of the Red Sea. Leaders for the effort said the broadened scope will ensure the freedom of navigation and protection of the World Food Programme and other vulnerable shipping fleets in the Horn of Africa and the Red Sea. Additionally, a wider scope will allow the EU to have an integrated defense approach in the region, as well as build support for a wider regional maritime security architecture.



Operation Atalanta was established in 2008 as a response to the rising levels of piracy in the Western Indian Ocean. It is part of the international naval operations credited for bringing down piracy off the coast of Somalia. According to the operation's website, they have protected more than 2,000 vessels ensuring the delivery of more than three million tons of food and aid to the region. A total of 171 pirates have been transferred to the local authorities while 12,720 kilos of narcotics have been impounded.

HEALTH

How Healthy Sleep Habits Can Improve Quality of Life Indicators

- Researchers say consistent quality sleep can help improve quality of life indicators such as happiness and wellbeing.

- They add the quality of sleep is more important than the length of sleep.

- Experts say you can achieve quality sleep by having consistent bedtime routines.

Quality sleep is more important to quality of life than the length of sleep.

That's according to a [study](#) published today in the journal PLOS One in which researchers analyzed data from the annual Czech Household Panel Survey 2018-2020.

While past research has linked sleep quality to a person's overall well-being, researchers said this is the first study to test the longer-term effects of social jet lag on quality of life and how changes in sleep duration, sleep quality, and sleep timing impact an individual's quality of life over the long term.

The study authors compared responses to questions covering life satisfaction, well-being, happiness, subjective health, and work stress alongside responses on self-reported sleep duration, sleep quality, and sleep timing or "social jet lag."

Social jet lag, according to the study authors, is when someone's socially directed sleep rhythms and innate biological sleep rhythms are mismatched. This can happen when someone works night shifts or split shifts, for example.



Sleep and quality of life

The researchers said they found that sleep quality was significantly correlated with all five **quality of life** measures except work stress.

In other words, getting a quality night's sleep can help improve life satisfaction, well-being, happiness, and subjective health.

The researchers added that neither sleep duration nor social jet lag showed any significant impact on quality of life over time.

The authors noted, however, that causes of social jet lag such as getting a new job with entirely different hours are infrequent occurrences and that the 3-year study time period may not be long enough to draw conclusions on the potential effects of shorter sleep durations and social jet lag.

They added that the COVID-19 pandemic may also have had an immeasurable impact on the final stage of results collections.

HEALTH

What experts have to say about sleep quality study

[Sanam Hafeez](#), PsyD, a neuropsychologist in New York City and director of [Comprehendthemind.com](#), told Healthline that it is encouraging to see the effect of the quality of sleep on individual well-being, given that the study was done on a large population.

She noted that while we have long considered the ramification of poor sleep quality on both neurological and psychological functioning, the limitation of conducting one leg of the study, at least during the pandemic, does alter the significance because both individual and work lifestyles were so remarkably altered.

“Further, the Czech culture, while not entirely dissimilar, is not necessarily similar to that of the Americans, which always poses a question whether or not the results can be expanded to our lives,” she said.

[Shelby Harris](#), PsyD, a licensed clinical psychologist and the director of sleep health with Sleepopolis, says getting quality and quantity sleep are both important to our overall quality of life.

“Routinely getting quality sleep is essential to our overall health and happiness,” she told Healthline.

“High-quality sleep is linked to an improved mood, better decision making skills, ability to process emotions, coordination, and a higher quality of life,” she said.

“Poor or insufficient sleep can lead to problems with memory, cognitive processing, higher risk for cardiovascular disease, diabetes, and other serious physical and mental health issues.”

The American Psychological Association suggests consulting with a healthcare or mental healthcare provider if you’re experiencing sleeping issues persisting longer than a few weeks.



Tips for improving your sleep quality

Hafeez explained that there are a number of reasons why someone may be getting poor sleep quality.

“Some people struggle with sleep on a level that is organic, structural, genetic, and chemical,” she said.

“Lifestyle factors such as smoking, weight gain, sleep apnea, stress, lack of exercise and psychosocial stressors, such as financial hardship, relationship problems, marital unhappiness, as well as health problems, can contribute greatly to both length and quality of sleep,” Hafeez added.

So what can you do? Experts offer these tips.

Keep it consistent

Consistency is key to improving your sleep quality, says Harris.

To improve on your sleep schedule consistency, she recommends trying to stick to approximately the same bed and wake times 7 days a week.

“A consistent sleep schedule can help improve your sleep quality and make it easier for you to fall asleep at night,” she explained.

Hafeez recommends going to bed early enough before cortisol spikes can also be beneficial, keeping a sleep diary, and, if you’re struggling to fall asleep at your set time, getting out of bed instead of tossing and turning.

HEALTH

Get some natural light

“It’s also important to get as much natural light as possible in the morning right after waking up,” says Harris.

She explains natural light will help you feel more awake in the morning and will also assist in regulating your circadian rhythm, helping you get better sleep.

Practice good sleep hygiene

Lastly, Harris recommends practicing good sleep hygiene.

This means trying to limit caffeine within 8 hours of bedtime, avoiding alcohol within 3 hours of bedtime, and limiting screens to 30 to 60 minutes before bed.

Hafeez adds that thinking anxiety-provoking thoughts at bedtime (which is common) can interfere with our best of intentions. In these cases, cognitive behavioral techniques, such as breathing, muscle relaxation, guided imagery, and meditation can help.

Harris says that if you are routinely struggling with the quality of your sleep, talk with a sleep specialist or doctor.

Hafeez adds that she often advises clients to seek out medical clarification by visiting a sleep clinic, or a neurologist, who specializes in sleep problems.



ENVIRONMENTAL

Particularly Sensitive Sea Areas

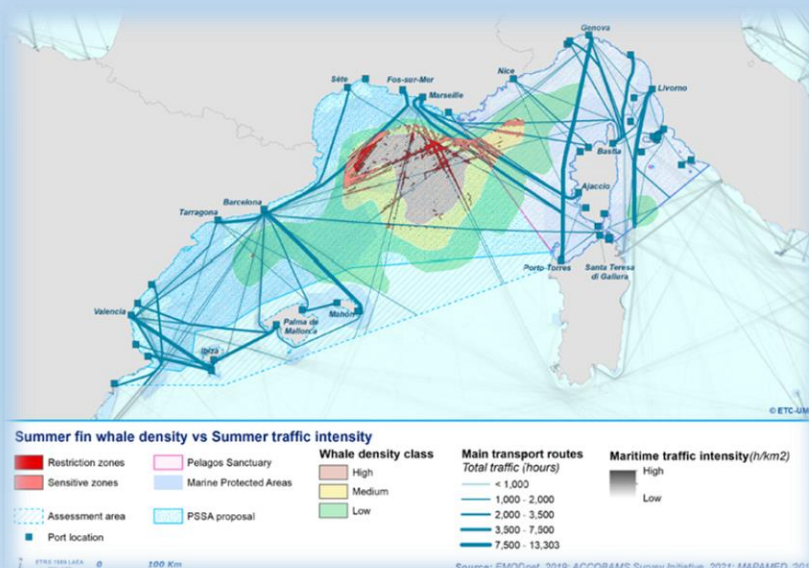
The Marine Environment Protection Committee (MEPC) - 79th session from 12-16 December 2022 (in-person session with hybrid participation).



Among the results of this Committee, it is worth mentioning the designation of a particular sensitive sea area in the North-Western Mediterranean Sea to protect cetaceans from international shipping.

The MEPC agreed in principle to the designation of the North-Western Mediterranean Sea as a PSSA, subject to the further development and approval of the proposed associative protective measures by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) and the Maritime Safety Committee.

The co-sponsors of the proposal, France, Italy, Monaco and Spain, are invited to further develop the proposed associated protective measures and submit to NCSR as the appropriate Sub-Committee for approval; and inform the Committee once the associated protective measures have been approved and invite the Committee to designate the area as a PSSA at a future session.



ENVIRONMENTAL

Particularly Sensitive Sea Areas

The proposed measures include recommended measures, such as reducing speed, increased look out and reporting of cetacean sighting and any collisions.



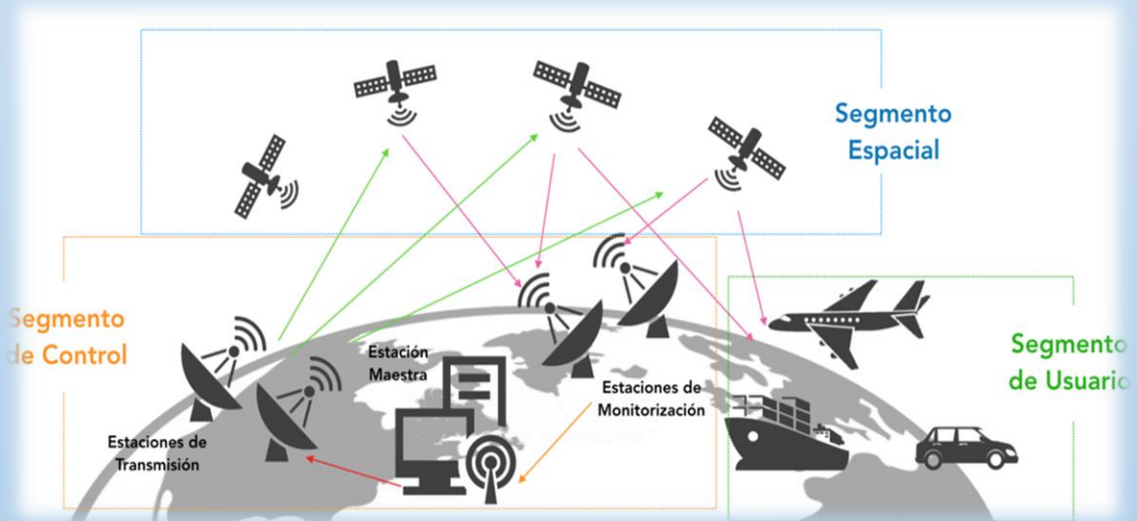
The submitters state that the aim of the proposed NW Med PSSA is to protect cetaceans from the risk of ship collisions, ship-generated pollution and to increase awareness on a critically important area for the fin whale and the sperm whale. The proposed PSSA encompasses the whole Pelagos Sanctuary and the Spanish cetacean corridor, which are already designated as Special Protected Areas of Mediterranean Importance (SPAMIs) under the Barcelona Convention and the UN Mediterranean Action Plan dedicated to the conservation of cetaceans.



SAFETY

U.S. Maritime Advisory 2023-005 – Various – GPS Interference & AIS Spoofing

Issued on: 8 March 2023. This advisory cancels and updates U.S. Maritime Advisory 2022-010. Issue: Instances of significant GPS interference have been reported worldwide in the maritime domain. This interference can result in lost or inaccurate GPS signals affecting bridge navigation, GPS-based timing, and communications equipment (including satellite communications equipment). Over the last six months, an area in which multiple instances were reported was the Strait of Hormuz. Additionally, Automatic Identification Systems (AIS) are open, unencrypted, and unprotected radio systems intended to operate on non-secure VHF-FM channels. As such, AIS signals can be spoofed, resulting in incorrect or missing AIS data. AIS devices do not inherently have virus or malware protection, so cyber security best practices against hacking should be adhered to if you connect your AIS to a network or update it using removable electronic devices (e.g., USB drives). AIS, while an invaluable situational tool, should never be solely relied upon for collision avoidance or navigational decision-making. For more information about U.S. Maritime Alerts and Advisories, including subscription details, please visit <https://www.maritime.dot.gov/msci>. This advisory will automatically expire on 4 September 2023.



SAFETY

IMO: Draft amendments on ventilation requirements for totally enclosed lifeboats finalized

The International Marine Organisation (IMO) Sub-Committee on Ship Systems and Equipment (SSE 9), that took place from 27th February to 3rd of March, 2023 adopted amendments addressing the ventilation of survival craft for totally enclosed lifeboats.

During the SSE 9, related amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) were finalized. The SSE 10 will continue to discuss any compelling need on such ventilation requirements for partially enclosed lifeboats and liferafts. The aim is to ensure a habitable environment is maintained in survival craft at all times to enhance survivability.

The draft amendments will apply to totally enclosed lifeboats installed on or after 1 January 2029, so as to allow ample time for Administrations and manufacturers to implement the new ventilation requirements.

The Sub-Committee also finalized a number of draft amendments to the LSA Code and associated instruments, including resolution MSC.81(70), as appropriate, concerning:

- the lowering speed of survival craft and rescue boats for cargo ships;
- single fall and hook systems with on-load release capability;
- thermal performance of immersion suits on the low-temperature tolerance time threshold; and
- in-water performance of SOLAS lifejackets.

The Maritime Safety Committee (MSC) will be invited to approve the above draft amendments at its 107th session, for subsequent adoption.



SAFETY

DRIED NOT FRIED

The laundry facilities are, in most cases, found on board the ships, where washing machine and dryers are usually in operation for long periods without constant supervision. Due to this it is of vital importance that crewmembers are warned of the potential fire hazards this equipment poses.

They are also encouraged to be aware of and familiar with the equipment and all associated safety systems and to ensure these systems are properly maintained and operational.



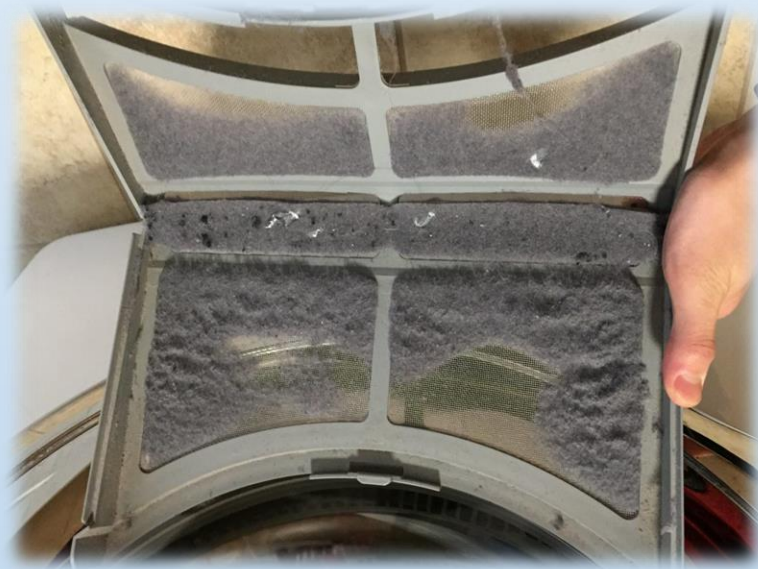
Laundry systems and the normal production of dryer lint create significant fire hazards due to the flammability of the lint. Nearly two decades ago, a fire occurred on a cruise ship due to a welding spark igniting lint. Marine publications indicate that the majority of dryer fires are caused by spontaneous combustion of residual soils, paint, edible oils, etc. Furthermore, they are also caused by human errors or negligence such as leaving dried materials unattended in the dryer; not properly washing, rinsing and extracting clothes; not cooling down dryer loads for ten minutes at ambient temperatures; improper cleaning lint traps; and damaged lint traps.

SAFETY

DRIED NOT FRIED

Please note the following recommendations for the proper use of on board laundry facilities:

- Re-evaluate the risks associated with the equipment;
- Identify and maintain all associated safety equipment and extinguishing systems;
- Establish clear lines of responsibility for equipment inspections, maintenance, and repair;
- Prohibit all personnel from overriding safety components; and
- Consider the necessity of additional signage and instructions in proper languages.



WARNING

SPONTANEOUS COMBUSTION CAN OCCUR IN FRESHLY LAUNDERED ITEMS WITHIN 1 TO 4 HOURS AFTER THE COMPLETION OF THE DRYING CYCLE. THIS MAY BE DUE TO A COMBINATION OF HIGH TEMPERATURES AND SOIL RESIDUE.

TO PREVENT FIRES:

- 1) ACCOMPLISH ALL LAUNDRY CYCLES.
- 2) ENSURE THAT ALL DRYER LOADS RECEIVE A FINAL 10-MINUTE TUMBLING WITH DAMPERS SET TO DELIVER AIR AT AMBIENT ROOM TEMPERATURE. (*Cooldown period.*)
- 3) REMOVE ALL LAUNDERED ITEMS FROM DRYER WHEN THE DRYER CYCLE IS COMPLETED.
- 4) OVERHAUL ALL DRYER LOADS TO PREVENT RESIDUAL HEAT BUILDUP. DO NOT LEAVE LAUNDRY UNMANNED UNTIL THIS HAS BEEN ACCOMPLISHED.

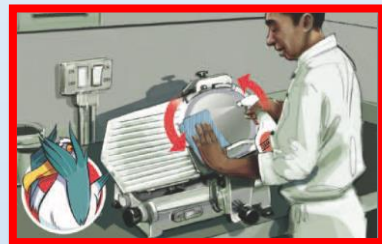
SAFETY

RISKS AND RISK ASSESSMENT IN THE GALLEY

The galley is often considered to be one of the safer areas in which to work on board a ship. Yet there are many potential hazards that are encountered every day by galley staff. Some of these hazards, if not effectively controlled, could affect the entire crew and potentially bring the ship to a standstill, because everyone on board is suffering from food poisoning. The illustrations below highlight some of the inherent risks encountered in the galley and how those risks can be readily minimized.

When cleaning catering machines ensure:

- Guards are in place
- Hands are dry and suitable safety gloves are worn
- Power is switched 'off' and isolated
- Dangerous parts are at rest



On galley ranges & stove tops:

- Use guard rails, especially in rough weather
- Never fill pots and pans so full that contents spill when ship rolls
- Avoid deep frying in rough weather
- Cloths for handling pots should be dry
- Correct personal protective equipment (PPE) should be worn: gloves, apron, shoes etc



When cooking meat:

- Ensure hands are clean at all times.
- Wear correct, clean and hygienic PPE.
- Ensure poultry, pork, offal, sausages, burgers, rolled meat joints and kebabs are all cooked thoroughly.
- Use meat thermometer to ensure meat is cooked through.



SAFETY

RISKS AND RISK ASSESSMENT IN THE GALLEY

Risk assessment for galley staff:

1. What are the hazards? (Electrical, fire, machinery, spills, falls, bacteria, etc.)
2. Who might be harmed and how?
3. What are we already doing to minimize the risks?
4. What further action is necessary?

Contest for Catering Department

Find all the potential risks in the galley:



Apply only for Catering Department Staff – Chief Cook and Catos

Prize: 100 usd

Conditions:

- The Winner will be the **first** Catering Department Crewmember who identifies **ALL** the potential risks in this galley and send the answer to the office together with the correct mitigating measure for each.
- If no one identifies **ALL** the potential risks the Winner will be the one who identifies the most together with the correct mitigating measure and has sent the answer the earliest.
- Each Catering Department Crewmember will have only one opportunity to submit the answer to the office.
- If any Catering Department Crewmember sign on before the deadline, can be allowed to participate as well.
- Master are to print this page for each one of the Catering Department Crewmember and hand it over exactly the Saturday 15th of April of 2023 at noon time LT.
- The Winner and the answers will be published in the next QHSSE Bulletin.
- Deadline is May 31st, 2023.

FAREWELL TO MARKOS I

After almost 18 years in service with Marflet Marine S.A. with great sadness but great expectations for the future, the time to let go of Markos I to another fleet has come, as always, All Good Things Must Come To An End.



The Farewell

*Away from the shore, amidst the sea.
An unsung hero, who do you think could be?*

*Standing tall with pride, in white and blue.
You hear their love one's cry, when he leaves.*

*Sun setting in, rough sea curling,
Winds whispering, "It's time to leave".*

*Their watery eyes, on a high tide,
Bidding them goodbye, now Mother Nature calling.*

*He said, As long as we share the same sky, and breath the same
Air, we are together,
Feel the rhythm of the sea, and the wings above chirping, for they
Be my messenger,*

*There is no looking back once I move forward.
Filled with pride, she whispers to herself, "Safe Journey, my
Captain, I'll be waiting".*

Archana Dipu