



INSIDE THIS ISSUE



THINK SAFE.
ACT SAFE. BE
SAFE

- Security Updates
- Credentialing Delays
- Revised: Near Miss Policy and Procedures
- Stress Awareness
- Safety Refresher: Lifting Techniques
- Who's Who at USMMI?: Business Development
- Safety Stars
- Company Updates/ News
- June 2024 Safety Metrics

Missed the last Safety Scuttlebutt? Check out our new Safety Updates section on the USMMI website by clicking [HERE!](#)

**Hello USMMI Mariners and welcome to our July 2024
Safety Newsletter!**

I wanted to take this opportunity to ensure that you are all aware of our company's commitment to make USMMI a safe place to work, a place that offers a chance for personal and professional development as you advance your seagoing career and especially a place that you want to return to work with when your shipboard rotations are over and you head home for some well deserved time off.

We want to support a shipboard culture that ensures everyone aboard our ships is respected and given an opportunity to perform their best work. Everyone in our shoreside office in Norfolk knows our company's performance is completely dependent on your dedication and perseverance to operate safely and meet our customer's requirements every single day. No matter how many great ideas we have back here at the office we know that you are the one's who make it happen and we want to provide you with the training, support and resources you need for us all to be successful.

We want to hear from you when you have ideas that you believe will help us operate the world's safest ships, attract and retain the most highly trained and professional mariners and make USMMI a place that mariners want to work as a career choice, not just one or two shipboard assignments. We want to encourage you to advance your professional certifications and provide you with opportunities to do that via the union schools that we support. Whatever position you are sailing at we would love to see you meet your career goals by going as high up the shipboard ladder as you want to. The sky is the limit only dependent on where you want to go. Our crewing coordinators are waiting to hear from you and what we can do to help you achieve your maritime career goals.

Finally, we are reviewing the results of our recent Crew Survey and are developing some action items to address the concerns we have received from the fleet. This follows our commitment to continuous improvement in all areas. We want to hear from you, you may have ideas that keep a fellow mariner from getting injured so don't be afraid to talk to both your onboard chain of command and your shoreside points of contact with your good ideas and safety suggestions. Please enjoy the rest of your summer and stay safe.



VP, DAVID SLOANE

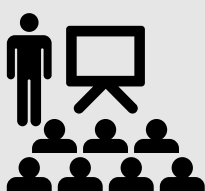


SECURITY UPDATES

Summer is in full swing and there's no better time to talk about a few of everybody's favorite subjects: Security Clearances, Common Access Cards and Drug & Alcohol Collection training. I do get a lot of questions regarding these topics, and topping the list is questions pertaining to CAC's. It seems everybody wants a CAC, unfortunately not everybody is eligible to receive one. USMMI does not decide on who gets a CAC and who does not, that is stipulated in each contract. If you are in a position that requires you to have a CAC, you will also need to have a completed background investigation, this a major requirement for being eligible to receive a CAC. I have reached out to all those who are required by contract to have a CAC and started the process to get them their card. If you feel I have overlooked you or you think you are eligible to receive a CAC, just reach out to me and I'll look into it.

ANNUAL SECURITY REFRESHER TRAINING

All hands who have a security clearance- Annual Security Refresher Training is DUE! [This training is a requirement for receiving and maintaining your security clearances. This is not a USMMI requirement, this is mandated by 32 CFR Part 117- National Industrial Security Program Operating Manual.](#) If you have already completed your training and sent your completion certificates to CSO/FSO, Joe Keehner, you're all set until next year. If you have not completed this required training, you need to do so immediately and send to CSO/FSO, Joe Keehner at jkeehner@usmmi.com

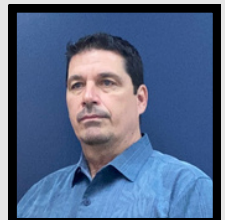


DRUG & ALCOHOL COLLECTION TRAINING

When COVID hit in 2020, it seemed everything came to a screeching halt, with the exception of random drug testing. Despite Anderson Kelly not being able to send collectors out to our vessels, we still needed to be compliant with having selected vessels complete the collection process. This was accomplished by having the Master's, with assistance from the CM's, complete the collection process. Since then, we have continued to have the Master's & CM's do the collecting. This has proven to be both cost efficient and effective. Our goal is to have all our Master's and CM's, as well as any Senior Officers they may recommend, qualified as Drug & Alcohol Specimen Collectors. All training is now instructor led virtual training and only takes 3-4 hours to complete. If you have not attended the training or need to re-new your certification (every 5 years), contact CSO/FSO, Joe Keehner at jkeehner@usmmi.com

I will be sending out the 2024 Annual Security Exercise later this month. This exercise is an ISPS and CFR 33 requirement and participation by all vessels is mandatory. The feedback I have received from past exercises has been most valuable in helping us to identify and correct any vulnerabilities in our process as well as identify ways to improve our VSP. Annual reviews of the VSP should also be happening, with any findings being reported to the CSO. I would ask that all the VSO's take a look at their VSP's and see when the last review was conducted.

If you have any questions relating to any of these topics I mentioned or anything else, feel free to reach out to me anytime. Email: jkeehner@usmmi.com Phone: (757) 373-1578. And remember, if you see something, say something.



CSO/FSO, Joe Keehner

CREDENTIALS



NATIONAL MARITIME CREDENTIALING DELAYS

Due to an increase in the volume of applications and ongoing technical challenges with credentialing equipment, MMC and MED CERT applications are delayed. NMC credential printers remain operational but at a reduced capacity. While NMC reports that the delays do not impact MED CERTS or CREDENTIAL ENDORSEMENTS, there are long turnaround times for these documents.

NMC encourages all mariners to renew documents with plenty of lead time so as not to delay your return to work. As a reminder, MMC Renewals can be applied for up to 8 months early without changes to your expiration and renewal dates.

Currently, USMMI encourages our mariners to apply:

**MMC – apply 6 months in advance
MED CERT – apply 4 months in advance**

For AMO Officers: To mitigate further delays from improperly completed applications, AMO's Captain Kathleen Friel has graciously offered her time to help mariners fill out, review, and submit applications. For assistance, please reach Captain Friel at KFriel@amo-union.org or at 786-350-8160



SMS Update: *New* Near Miss Policy and Procedures

As part of USMMI's commitment to safety and continuous improvement, we are implementing changes to our near miss reporting policy and procedures. Below are the details:

What's Changing:

- We are streamlining the process for reporting near misses in our defect tracking system by adding a step-by-step process on how to input near-miss incidents in ABS Nautical Systems (NS).
- The reporting form 006 will no longer be used and instead, all information necessary to be reported will be recorded within NS; This will cut down on completing double work.
- All near-miss incidents will be reviewed by the Marine Safety and Standards Department (MSS) and a Root Cause Analysis will be conducted, reviewed by ship, Master, and assigned Port Engineer, and mitigating factors to prevent a reoccurrence will be executed before closure of the near-miss incident report.
- The MSS Department will be closing the near-miss reports in NS only moving forward after all necessary steps lined out in the procedure are completed.

What Remains the Same:

- Our focus on preventing injuries and learning from near misses.
- The importance of reporting even minor incidents.

Rationale:

By simplifying the reporting process, we aim to encourage more timely reporting and enhance our safety culture. Reporting near-miss data in NS allows the MSS Department to effectively analyze the root cause of the near miss not to blame or retaliate against crew members but to provide help, support, and training to mitigate potential incidents in the future.

Near misses are symptoms of undiscovered safety concerns. Streamlining near-miss reporting can help USMMI be proactive when it comes to identifying negative trends and safeguarding crew members. This, in turn, can help reduce workplace accidents overall and increase USMMI's safety culture.

Click [HERE](#) to be directed to the new policy located in SharePoint!

If you have any questions, comments, or concerns please feel free to reach out to Safety Analyst, Jordan D'Hereaux at jdhereaux@usmmi.com or 757-434-9758

Stress



HOW TO OVERCOME STRESS AND AVOID DEPRESSION

From Leighanne Gerstbrein, Military Sealift Command Health Promotion Coordinator

Stress happens to all of us; it is inevitable. At times, it can even feel unbearable. Taking time for yourself to relax, renew, and rejuvenate is critical in maintaining a healthy mind and body.

Stress can go as far as to affect you on a cellular level. The sympathetic stress response is a survival mechanism that has been hardwired into humans to help us perceive threats and react quickly.

Danger generates a rush of stress hormones into the bloodstream or the stress response. Unfortunately, work conflicts, financial concerns, bad memories, or overall anxiety in general can also generate this stress response. While it is normal to have bad days here and there, long-term stress can weaken the immune response and raise your risk for illness

If you feel like you suffer from chronic stress and cannot change the situation, then how you meet the situation will have to change. Humans are adaptable; you may have to try a multitude of options to find what works best. Here are a few options to get you started:

- **Acknowledge what you do and do not have control over. Let go.**
- **Try not to get anxious about situations you do not have control over.**
- **Take responsibility for your own reactions. Acknowledging that not all situations that we perceive as negative in the moment may be negative in the end. In addition, they might not always require a strong emotional reaction.**
- **Concentrate your mind and something that makes you feel calm and in control. This will most likely take some practice.**
- **The human body is designed for movement. Take a walk, go for a run, play a sport, do yoga.**

Stress will always come and go. Choosing how to respond to it in a controlled manner will leave you with the ultimate reward of a healthy, balanced life with time for fun, work, relationships, and relaxation.

CONTROLLABILITY

Keep An Even Keel

You may not be able to control every aspect of a challenging event, but you can control your response. Controllability is about making choices that help restore a sense of empowerment during adversity – from emotional responses to problem-solving actions.



MSC has available resources for you! For more information on this or the Health & Wellness Program at MSC, contact Leighanne Gerstbrein at leighanne.gerstbrein.ctr@navy.mil or by phone: 757-443-5630



SAFE LIFTING TECHNIQUES

Proper lifting techniques are critical to your health and safety at work. Understanding the proper manner to lift objects, as well as understanding the potential injuries and dangers connected with improper lifting, can help you protect yourself and contribute to a safer and more productive workplace. Manual materials handling involves moving objects by lifting, lowering, pushing, pulling, carrying, holding, or restraining.



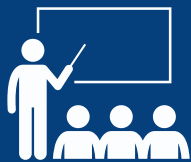
Steps to Lift Safely

1. Before lifting, check to see if mechanical aids such as hoists, lift trucks, dollies, or wheelbarrows are available
2. Plan and prepare for the lift. Protect your feet and hands with sturdy shoes and work gloves. Test the load for weight and stability. Get help with heavy or awkward loads.
3. Grasp with both hands. Keep the item stable
4. Slide and/or pull the load toward your stomach, tightening the muscles as you get ready to lift.
5. Lift the load as close to your body as possible
6. Stay centered. Hold the load between shoulder and knee height and don't overreach.
7. Step or pivot while moving with a load. Don't twist or side bend.
8. Try not to bend. If you must, end your knees to reach or place low-level objects.



How Employees Can Decrease Lifting Demands

- Eliminate heaving lifting tasks.
- Plan the work flow. Poor planning of the work flow may result in repeated handling of the same object.
- Decrease the weight by assigning two people to lift the load or by splitting the load into two or more containers. Use lightweight but sturdy containers to help decrease the weight of the load.
- Change how the load is moved. Lowering objects causes less strain than lifting. Pulling objects is easier than carrying. Pushing is less demanding than pulling.
- Change work area layouts if possible. Reduce travel distance.
- Pace the work appropriately, especially repetitive handling tasks. More time between tasks reduces the frequency of handling and allows for a rest period.
- Alternate heavy tasks with lighter ones to reduce the build-up or fatigue.



Note that there is no single correct way to perform every lift. Onsite, task-specific training is required

Who's Who at USMMI?

Business Development



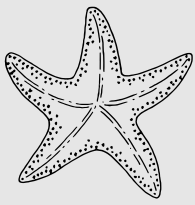
VP of Business Development, Chris Fertig



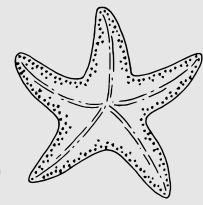
**General Manager- Risk Management &
Business Planning, Henly Ervin**



Global Growth Manager, Scott Somers



SAFETY STARS



2ND MATE, GRANT KENNEDY- OCEAN TRADER

“2nd Mate Grant, has been working cohesively with sponsor constantly having to create new navigation routes while coordinating with multiple assets to ensure their needs are met in a timely manner. All while maintaining a high level of professionalism.” -Capt. Boulanger

GVA, THOMAS MCNEAL- OCEAN TRADER

“I highly recommend GVA Thomas McNeal for a safety award, in regard his outstanding work and dedication to our safety standards. He demonstrated an undisputed work ethics and positive daily mindset throughout the Steward Department”- Capt. Boulanger

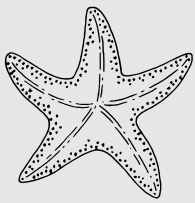


QMED EMMANUEL ADEOTI- OCEAN TRADER

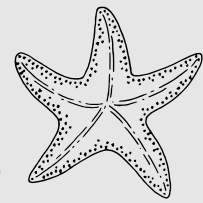
“I would like to nominate QMED Emmanuel Adeoti for safe crew member of the month. He discovered a jacket water leak on starboard main engine prior to start up. We were able to repair before starting main engine saving down time had the engine been on line.

Emmanuel goes above and beyond with his daily duties, he cleaned the internals of all driers on board of lint making the driers safer to operate. He also cleans the engine room shops, spaces. Keeping them in immaculate condition and free of oil and combustibles.”- Capt. Boulanger





SAFETY STARS



BOSUN, JERRY AQUINO & WIPER, ZAKARIA ALMONTASR- SHENANDOAH TRADER

“Jerry always wears the proper PPE for every task at hand setting a leadership example!”- Capt. Wilcox

“Zakaria keeps the engine room spotless and eliminates trip hazards by keeping the deck free of oil and other slip/trip hazards”- Capt. Wilcox





MATTHEW SPOLARICH, DIRECTOR OF MARINE SAFETY & STANDARDS & DPA

“I’m excited to join the USMMI team as your new Director of Safety & Standards! I am coming to the company after a career in the Coast Guard that centered on domestic/international vessel compliance and included an assignment as an industrial hygienist focused on safety for our frontline operators.

Along with Safety Analyst Jordan D’Hereaux, our shoreside department is committed to ensuring you have a safe workplace and that identified hazards are immediately resolved. Your continued support in reporting near misses is essential in our effort to prevent incidents before they happen and pass time critical safety information to the USMMI fleet.

Over the next few months, you will start to see changes in both our standards and safety processes.

This will include an update to our Safety Management System (SMS) to deliver a standard format and a Table of Contents that is organized by functional areas within the manual. Utilizing Nautical Systems as our standard database for incident/near miss reporting, we are working to update the procedure on documenting incidents/near misses. Once reported, our department will conduct a root cause analysis that will be captured and feed our data analytics with the goal of providing you with real time data on where your risk is or where we need to improve our SMS procedures. USMMI afloat and shoreside personnel are key in providing feedback as we take on these projects and will be a part of the change we are seeking to implement.

Thank you for all that you do to keep USMMI operating safely and look forward to working with all of you!”- Director of Safety, Matthew Spolarich

Matthew will also be the official Designated Person Ashore (DPA) and can be reached out mspolarich@usmmi.com or at 757-619-1232



OCEAN TRADER 4th of July Cookout



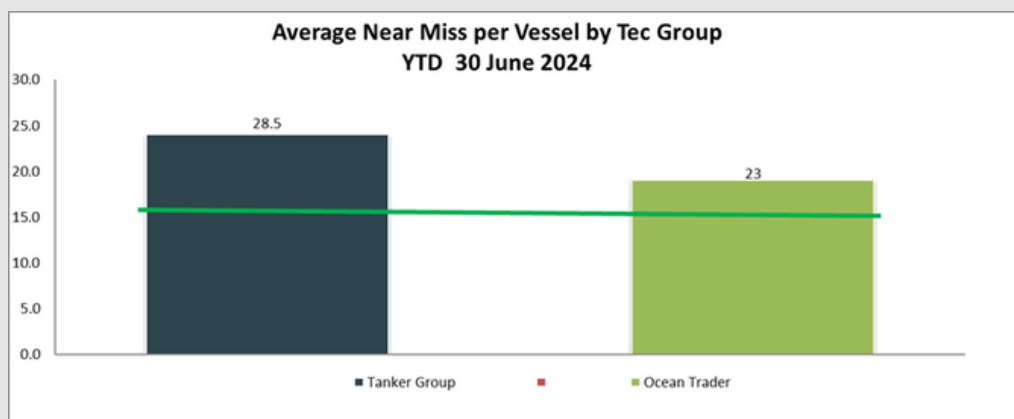
USMMI Safety Statistics as of 30 June 2024

Summary

	June 2024				YTD 2024		
	ASI LTI	LTIF	AVG NM/VSL		ASI LTIF	LTIF	AVG NM/VSL
Ocean Trader	0	0	4		6.3	6	23
Tanker Group	0	0	4.5		2.9	5.6	28.5
USMMI FLEET	0	0	4.25		2.27	6.4	10.3

YTD 2024 ASI ADJUSTED LTI FREQ = 2.27
YTD PAST 12-MONTH ASI ADJUSTED LTI FREQ 1 Jul 23 – 30 Jun 24 = 1.54

Near Misses/ Safety Observations



Vessel Comparison

		Jun-24					YTD 2024			
		Manhours	LTI	TRC	NM		Manhours	LTI	TRC	NM
MSV	Ocean Trader	27,360	0	0	4		139,536	1	0	27
	Total	27360	0	0	4		139,536	1	0	27
Tanker Group	Badlands Trader	14,400	0	0	3		92,040	0	0	22
	Acadia Trader									
	Yosemite Trader	14,400	0	0	5		90,552	1	1	18
	Shenandoah Trader	14,400	0	0	4		91,296	1	0	21
	Pohang Pioneer	14,400	0	1	6		80,184	0	1	51
	Total	57,600	0	1	18		354,072	2	2	114
MLL FLEET	Total	84,960	0	1	22		493,608	3	2	141