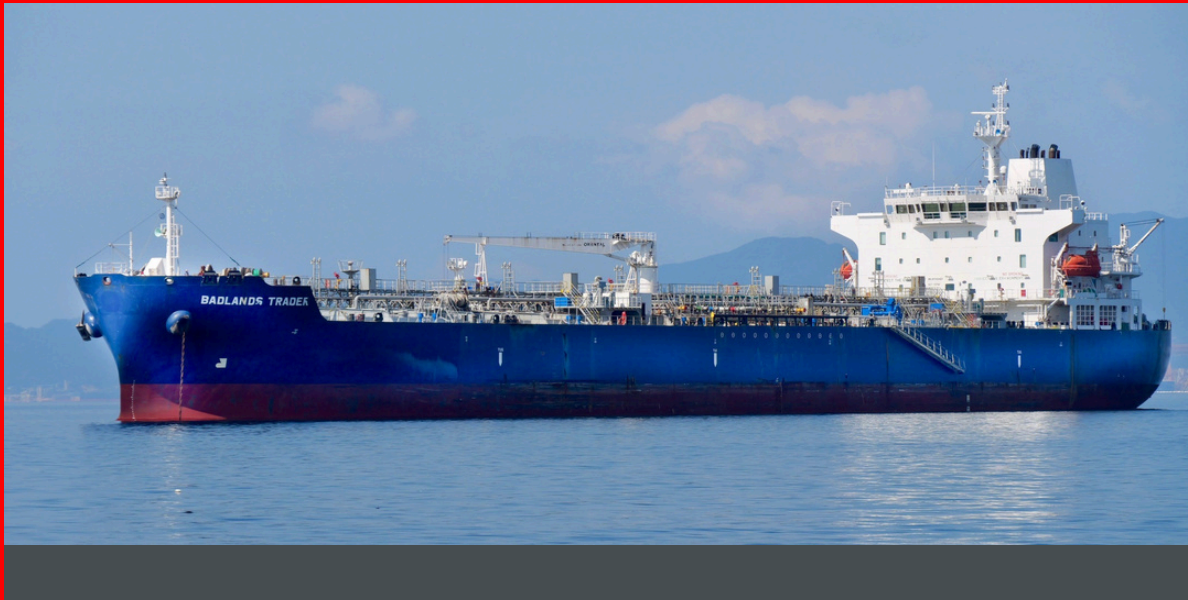


USMMI

# SAFETY SCUTTLEBUTT

SEPTEMBER 2024



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## **Navigating the Waters of Finance: Words of Wisdom for the Mariners of USMMI**

Ahoy, mariners of our esteemed company! As we embark on our collective journey through the ever-changing seas of the business world, it is essential to understand the role of our Finance department. Much like a seasoned navigator guiding a ship through treacherous waters, our Finance team ensures that we sail smoothly towards our goals, maintaining financial health and stability along the way.

### **Know Your Coordinates**

Just as a navigator relies on coordinates to plot a course, our Finance team depends on accurate financial data to chart our strategic direction. Regularly reviewing financial reports, forecasts, and budgets is akin to checking your compass and maps. Understanding where we stand financially allows us to make informed decisions and adjust our course when necessary.

### **Balance the Ledger, Balance the Ship**

In the world of finance, balance is key. Maintaining balanced accounts is not unlike ensuring a ship's weight is evenly distributed to avoid listing. Our Finance department meticulously manages our books to ensure that every dollar is accounted for and every expense is justified. This balance helps us stay on course and avoid the financial pitfalls that could threaten our voyage.

### **Prepare for the Storms**

Just as mariners prepare for stormy weather by securing the ship and reviewing emergency procedures, our Finance team plans for potential financial turbulence. By creating contingency plans and maintaining a healthy reserve, we can weather unforeseen challenges without veering off course. Preparation is not just about avoiding risks but about positioning ourselves to navigate through them with confidence.

### **Invest in Your Crew**

A well-equipped crew is essential for any voyage, and similarly, investing in the development of our team members is crucial. The Finance department plays a vital role in supporting our growth by allocating resources for training, development, and innovation. Just as a ship's crew must be skilled and knowledgeable, our team members benefit from continuous learning and development opportunities.

### **Communicate Clearly**

Effective communication is the compass that keeps everyone aligned. The Finance department ensures that financial information is communicated clearly and transparently to all stakeholders. This transparency helps us make collective decisions with a shared understanding of our financial position, guiding our ship towards our strategic goals with confidence.

### **Monitor and Adjust**

No voyage is without its challenges. Just as a mariner constantly monitors weather conditions and adjusts the sails as needed, our Finance team continually reviews financial performance and adjusts strategies accordingly. Regular monitoring and flexibility ensure that we stay on the right course and can adapt to changing conditions.

In conclusion, the Finance department is our guiding star in the business world, helping us navigate through complexities with skill and precision. By understanding the importance of financial stewardship, maintaining balance, preparing for challenges, investing in our team, communicating clearly, and remaining adaptable, we can all contribute to a successful and prosperous journey.

Sail forth with confidence, knowing that with the guidance of our Finance team, we are well-equipped to tackle any challenge and reach new horizons. Fair winds and following seas to all!



VP of Finance,  
Scott Cimring

# USMMI is proud to announce that we have signed the Memorandum Of Understanding (MOU) with SIU to participate in the Unlicensed Apprentice Program!



*USMMI participation means we are actively addressing the mariner shortages by helping to train our next generation of mariners while also benefitting from the extra hands aboard our vessels.*

The **Unlicensed Apprentice Program** at SHLSS is the largest training program for entry level seafarers in the United States. It is designed to prepare students with little or no maritime experience for a seafaring career. The Unlicensed Apprentice (UA) Program is approximately one year long, and includes a combination of classroom training at the SHLSS, as well as an apprenticeship on board a vessel. The Program is broken down as follows:

**Phase I** - sixteen (16) weeks of entry level training at the SHLSS.

**Phase II (Deck and Engine)** - sixty (60) days or more shipboard training as an unlicensed apprentice. Apprentices receive an entry wage while they are training on board the vessel during Phase II.

**Phase III (Deck & Engine)** - one hundred twenty (120) days at sea entry level employment earning contract wage aboard a designated SIU contracted vessel.

**Phase IV** - Completion of department specific upgrading classes at SHLSS.

- Completion of AB (3 weeks)
- Completion of FOWT (4 weeks)



**SEAFARERS**  
INTERNATIONAL UNION





M E N T A L  
H E A L T H



At USMMI, we are deeply committed to fostering a culture that supports the physical well-being of our mariners while prioritizing their mental health. Our crews work tirelessly, often under demanding and isolated conditions. It's important to remember that while our mariners are the backbone of our operations, many face unique mental health challenges due to these circumstances.

As we recognize the importance of mental health, especially during this month dedicated to suicide prevention, we want to highlight the resources available to help. For anyone in need, the National Suicide Prevention and Mental Health Lifeline is available 24/7 by calling 988 or 1-800-273-TALK (8255), and the Crisis Text Line can be reached by texting HOME to 741741.

In addition to these services, there are some great tools available to help manage stress and improve mental well-being:

- [Calm](#): A popular app offering guided meditations, breathing exercises, and sleep stories to help with relaxation.
- [Insight Timer](#): A free app that provides thousands of meditations, sleep aids, and talks from experts in mental health and well-being.
- [Moodfit](#): A free app that offers tools such as mood tracking, journaling, personalized insights, and resources for managing stress, anxiety, and depression.
- [Yoga with Adriene](#): A free online yoga platform offering yoga classes to help reduce stress and encourage mindfulness.

Remember, your mental health matters. We are committed to supporting you, and you should never hesitate to reach out. Whether it's through professional services or wellness practices like meditation and yoga, let's take care of each other and ensure everyone has the support they need to stay strong.

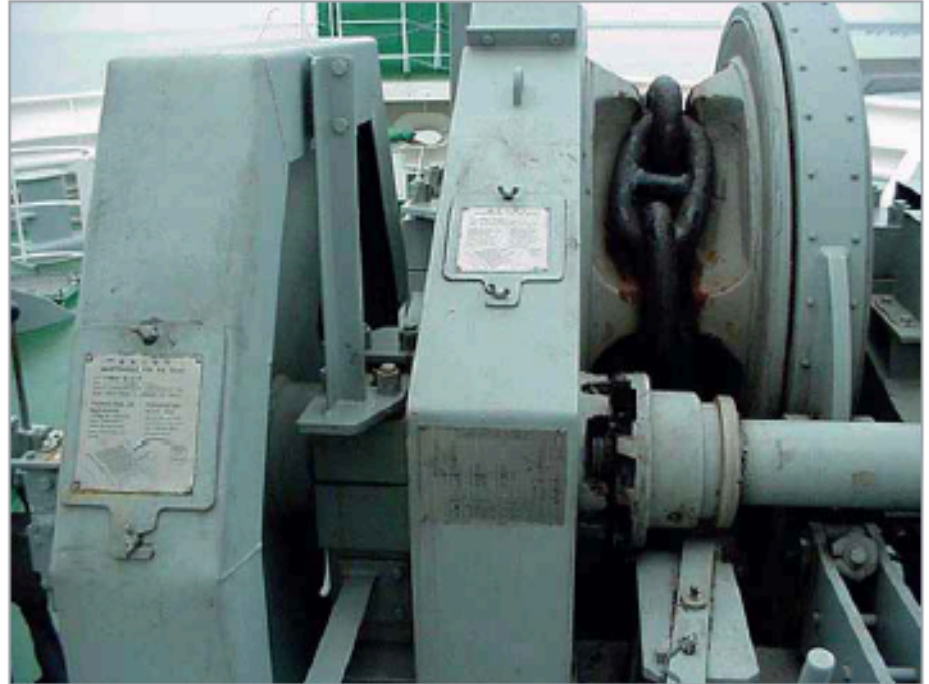


# Risk Management Good Practice: Deck Machinery

## GOOD PRACTICE

- ✓ Windlass in good condition and well maintained
- ✓ All guards in place

*Routine maintenance of deck machinery is vital to avoid accidents and claims.*



## BAD PRACTICE

- ✗ Guards severely corroded/missing
- ✗ Few signs of maintenance

**It's your ship and equipment  
– look after them and they will look after you**



# UPDATED MERCHANT MARINER CREDENTIAL AND MMC-RELATED DOCUMENTATION E-MAIL SUBMISSION INSTRUCTIONS



The National Maritime Center (NMC) has established a centralized e-mail inbox for the submission of certain merchant mariner credential (MMC) applications to streamline the MMC application submission process and better manage the receipt and initial processing of incoming MMC applications.

Regional exam centers (RECs) will continue to receive and process MMC applications for Local Limited, Restricted, and First Class Pilot MMCs. Please continue to e-mail, mail, or hand-deliver these applications to the local REC responsible for the routes requested. E-mail is the preferred method for submission of these applications. The e-mail and physical address for each of the RECs is available on the NMC's [Regional Exam Centers webpage](#). Please note that sending First Class Pilot/Local Limited applications directly to the NMC may result in delays in processing your application.

The NMC is centralizing the submission of all other MMC applications. The preferred method of application submission is e-mail. If you are applying for anything other than a Local Limited, Restricted, or First Class Pilot credential, please e-mail your application to **MMCApplcations@uscg.mil**.

Processing times at the NMC vary based on e-mail volume. Sending information via e-mail to the incorrect e-mail address or sending the same information to several e-mail addresses not only causes delays in processing for other mariners but will significantly delay the processing of your information.

MMC and medical certificate applications and information are processed separately and should not be sent to the same e-mail address. For more detailed guidelines on submitting medical certificate applications and information, visit the NMC's [Medical Certificate webpage](#).

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MMC and medical certificate applications and information are processed separately and should not be sent to the same e-mail address. For more detailed guidelines on submitting medical certificate applications and information, visit the NMC's Medical Certificate webpage.

You can help us improve our processing times by sending MMC applications as indicated above AND by adhering to the guidelines below when sending any other information electronically:

- Subject lines for MMC related e-mails should include: the mariner's last name, mariner's first name, and mariner's reference number (if available).
- Attachments should be in PDF format, named in the following format: Mariner Last Name\_Mariner First Name\_Mariner Reference Number (if available). For example: **Smith\_John\_1234567**.
- Only submit documentation in PDF format attached to the e-mail. Other formats (including links to PDFs) will not be accepted and your application and/or documentation will not be returned.
- Drug test results are part of your MMC application and should NOT be sent with your Medical application (CG 719K or K/E).
- E-mail documentation/information in response to an awaiting information letter related to an MMC application to: **MMC-Awaiting-Info@uscg.mil**.
- E-mail general questions and requests for status updates to: **IASKNMC@uscg.mil**.
- Do not send the same documentation and/or information to more than one e-mail address.
- Send all required documentation with your application.
- Mariners who do not have an active MMC application in process at the NMC or an REC should hold all documentation until they submit their next MMC application. Documents received without an open MMC application are not processed and will not be returned.

Be advised that the NMC West Virginia does not accept walk-ins or in-person delivery of applications. RECs do accept in-person delivery of applications with an appointment.

Should you have any questions, please contact the NMC Customer Service Center by using the [NMC online chat system](#), by e-mailing **IASKNMC@uscg.mil**, or by calling 1-888-IASKNMC (427-5662).

# SMS PROCEDURE UPDATES

## Policies changed/in-routing:

- Statement of Change
- Disposal of Expired Medicine and Drugs Policy and Procedures
- Chemical Test Failures
- Near Miss Reporting Policy and Procedures
- Progressive Discipline and Discharge for Cause
- Safety Area Inspection Checklist
- Simultaneous Operations
- Shipboard Performance Evaluation Policy & Forms
- Underkeel Clearance Policy
- Anchoring Checklist
- Air Draft Clearance Policy
- Official Logbook
- Passage Planning Checklist
- DPA Policy and Placard

## Policies currently being updated/to be completed by December 2024

- Periodic Checks & Drills
- Safety Organization Policy (will be its own stand-alone policy)
  - Safety Area Inspections will be removed from the Safety Organization and Safety Area Inspection Policy and put into Periodic Checks and Drills.
- Cargo Operations- Tankers
- UNREP/Consol Policy and Procedures
- PPE Policy and Procedures
  - New PPE Matrix- posters will be made and posted on all ships
- Hot & Cold Work Policy and Procedures
- Safe Anchoring and Use of Anchors
- SASH Policy and Procedures
- Passage Planning
- Defect Reporting System
- Engine Room Watchkeeping and Manning Requirements
- Electrical Safety

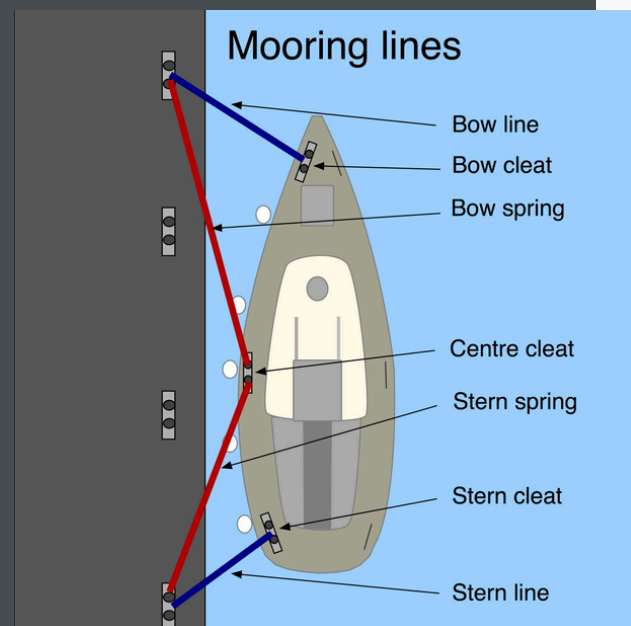
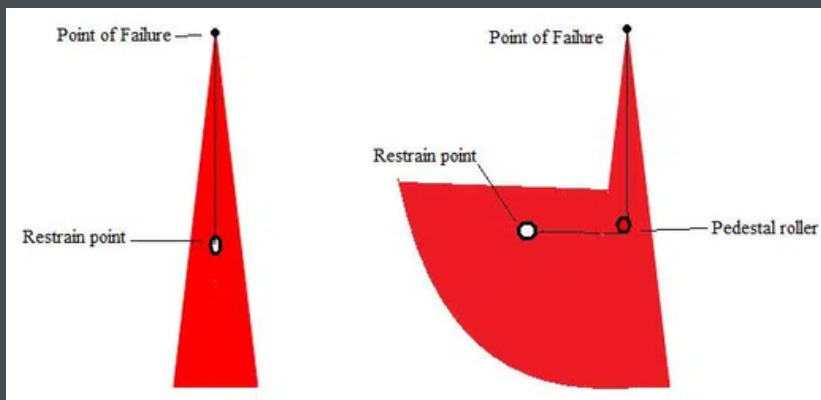


# SAFETY REFRESHER: MOORING



One of the crucial jobs that mariners must complete on a ship's deck is mooring operations. Although the operation may appear straightforward from a technical standpoint, there are a number of risks involved.

The highest number of injuries and deaths during a mooring operation on a ship are due to the parting of the rope or wire hitting back to a crew member standing in the area of the rope. The area traveled by the parted rope having a force enough to kill a person on its way is known as the snap back zone. Below is a diagram to show snap back zone markings:





# 10 POINTS TO CONSIDER WHILE CONDUCTING MOORING OPERATIONS

## Don't Allow Any Extra Crew Member on the Deck

Ensure that no extra personnel are present at the mooring station except those who are involved in the operation. Anyone who is not assisting in the mooring operation must be asked to leave the mooring station for his/her and other's safety.

## Consider Weather Condition

Before planning the mooring operation, consider the weather condition by taking factors such as wind and current. The ship's master and responsible officer must have the details of current and future weather data before commencing the mooring operation.

## Have knowledge of Snap Back Zone and Rope Bight

All personnel involved with the mooring operation should be aware of the snap back zones and rope bight.

## Check All the Mooring Equipment

Check all the equipment (mooring winch, drums, windlass etc.) involved in the mooring operation for any kind of problem. Proper routine maintenance is the key to ensure smooth running of mooring equipment and systems.

**DONT FORGET TO CHECK THE LOAD SENSORS OF MOORING WINCHES**

## Check the Tail of Mooring Line

If the mooring wire line is provided with tail (short lengths of synthetic fiber rope which are placed in series with the vessel's winch-mounted wires to decrease mooring line stiffness and thus to reduce peak line loads and fatigue due to vessel motions) ensure same size and material of tails are used for all lines in the same service (breast, spring and head lines). Different tail size and material would lead to uneven load in the mooring line.

## Tend One Line at a Time

Only one line should be tended at a time during mooring operation. If this is not done, it may increase the load in the other tended lines. If two lines are tended together it may lead to overloading and breakage. Follow the orders of the master or responsible ship officer properly to avoid any kind of mishap.

## Keep a Check on the Mooring Line Load

Ensure that the allowable breaking load in any of the mooring lines does not increase 55% of its Maximum Breaking Load (MBL). This is to prevent the line from breaking.

## Avoid Mixed Mooring

Mixed mooring is extremely dangerous. Generally, mooring lines of the same size and material should be used for all leads, if this is not possible due to the available equipment, all lines in the same service, i.e. breast lines, spring lines, head lines and stern lines should be of the same size and material. The use of mixed moorings comprising full length synthetic ropes used in conjunction with wire should be avoided. If a synthetic rope and a wire are used in the same service the wire will carry almost the entire load while the synthetic rope carries practically none.

## Keep a Continuous Check

Load on the mooring lines must be checked continuously even after the mooring operation is over. If there is any change in the ship's ballast condition, the lines must be slacked or tightened accordingly. The condition of the rope material should also be checked to foresee unfortunate accidents.

## Arrange Mooring Lines Symmetrical

All mooring line must be arranged as symmetrical as possible with the breast line. The breast line should be perpendicular to the longitudinal centre line of the ship and the spring line should be parallel to the longitudinal centre line.

**NOTE: THE LIST ABOVE IS NOT AN EXHAUSTIVE ONE BUT COVERS THE MOST IPORTANT POINTS THAT MUST BE TAKEN CARE OF WITHOUT FAIL DURING MOORING OPERATIONS**



# Who's Who at USMMI?

## HR Department and Support



MANAGER, HUMAN RESOURCES &  
ADMINISTRATION  
ROXANE SUAREZ



HUMAN RESOURCES & ADMINISTRATION  
ADMINISTRATOR  
ALANA WATTERS



SENIOR SYSTEMS ENGINEER FROM  
HRCT  
PAUL RATLIFF



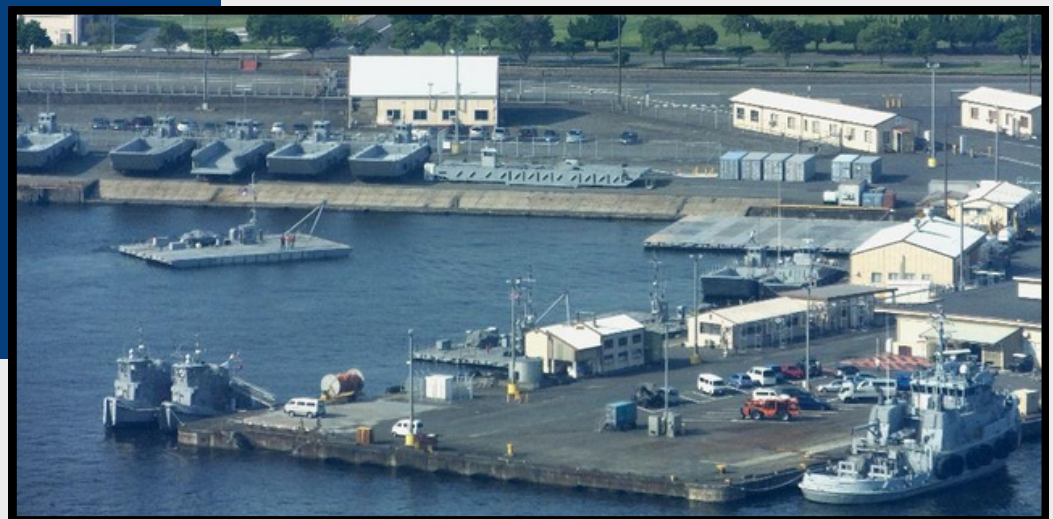
The USMMI shore side team of David Sloane (VP, Labor Relations), Matt Spolarich (Director, Safety & Standards), and Patti Tutalo (SASH Consultant) visited three ships in Korea and Japan from August 9th – 15th. The visits were an opportunity to discuss the results of the May 2024 Crew Survey, provide updates on company efforts on safety and quality management, and conduct listening sessions with crewmembers. We're looking forward to upcoming visits with the crews of the OCEAN TRADER and SHENANDOAH TRADER.



Although we only had a limited amount of time with the crew of the POHANG PIONEER due to an incoming typhoon, the time with Captain Smith and his crew was extremely valuable and we appreciate their flexibility!



Meeting the ship at the Yokosuka anchorage, the team had an engaging all hands with the crew of the YOSEMITE TRADER. This was an excellent chance to discuss unique operations such as CONSOL and see first hand how USMMI ships address safety risks to protect crew and the environment.





While on the BADLANDS TRADER, we had the opportunity to participate in the monthly Safety Committee meeting. A big thank you to Captain Bonvino and his crew for allowing us to be a part of the meeting and pass updates on the company and our safety initiatives!



# BADLANDS Trader in Action!

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## Japan-U.S. Bilateral Exercise (ILEX24-4)

The JMSDF conducted a bilateral exercise with the Badlands Trader in order to strengthen the capability of Japan-U.S. Alliance for effective deterrence and response



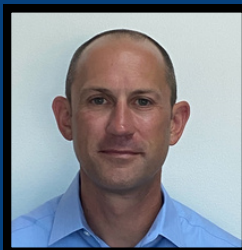


Last month, I had the opportunity to travel to Korea and Japan along with David Sloane and Patti Tutalo to engage with crews on-board the YOSEMITE TRADER, BADLANDS TRADER, and POHANG PIONEER. Our shoreside team was able to pass updates on the company, results of the recent crew survey, and initiatives within our safety department. The most valuable part of these visits is the feedback that we receive, and I appreciate all those who provided us with items we should be taking a closer look at back at the office.

In future editions of this newsletter, we will provide updates on concerns raised either in the crew survey or to shoreside personnel. For this newsletter, I would like to start by passing that we are closely examining alternative solutions to the coveralls currently issued to USMMI employees to ensure that what we have for work is safe, functional, and fits you correctly. We are on target to provide new solutions by the end of the year.

Our department continues to move forward with the comprehensive revision to our Safety Management System. We have over 260 individual procedures to update, but we will be progressively rolling out procedures as they are revised. Our office will be in weekly communication with each ship to let you know what we're working on, what has been released, and ask for your input on procedures and processes.

Thank you for the continued reporting of near misses and safety observations, they are one of our most valuable tools in fostering a safety culture built on prevention rather than response to an incident. Stay safe out there as we are here to support you!



Director of Marine Safety & Standards,  
Matt Spolarich

# USMMI Safety Statistics as of 31 August 2024

## Summary

	August 2024				YTD 2024		
	ASI LTI	LTIF	AVG NM/VSL		ASI LTIF	LTIF	AVG NM/VSL
Ocean Trader	0	0	3		11.5	7	28
Tanker Group	0	0	3.8		4.0	5.1	37
<b>USMMI FLEET</b>	<b>0</b>	<b>0</b>	<b>4.2</b>		<b>1.64</b>	<b>2.0</b>	<b>13</b>

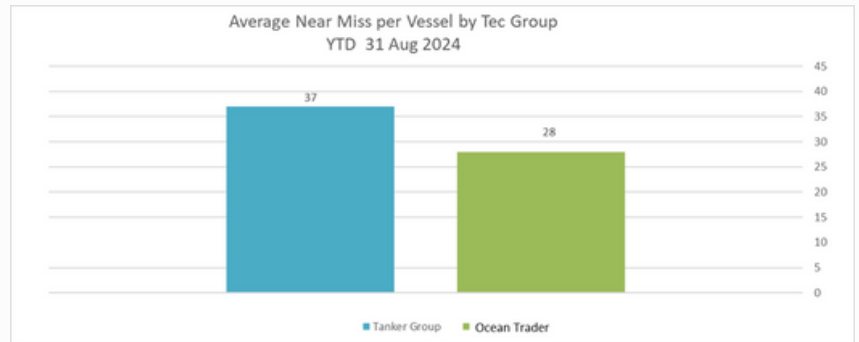
Note 1: Abbreviations are Lost Time Incident (LTI), Lost Time Incident Frequency (LTIF), Total Recordable Cases (TRC), Total Recordable Case Frequency (TRCF), million exposure hours (meh), and Accident Severity Index (ASI).

Note 2: Adjusted LTI upper threshold goal is 0.60 per million hours for 2024

YTD 2024 ASI ADJUSTED LTI FREQ = 1.64

YTD PAST 12-MONTH ASI ADJUSTED LTI FREQ 1 Sep 23 – 31 Aug 24 = 2.26

## Near Misses/ Safety Observations



## Vessel Comparison

		Aug-24					YTD 2024				YTD Thru JULY 2024			
		Manhours	LTI	TRC	NM		Manhours	LTI	TRC	NM	Manhours	LTI	TRC	NM
MSV	Ocean Trader	27,360	0	0	3	194,256	1	0	32	166,896	1	0	29	
	<b>Total</b>	<b>27360</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>194,256</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>166,896</b>	<b>1</b>	<b>0</b>	<b>29</b>	
Tanker Group	Badlands Trader	17,280	0	0	6	124,440	0	0	32	107,160	0	0	26	
	Acadia Trader		0	0	0	37,296				37,296				
	Yosemite Trader	15,840	0	0	2	122,232	1	1	23	106,392	1	1	21	
	Shenandoah Trader	15,840	0	0	1	124,416	1	0	22	108,576	1	0	21	
	Pohang Pioneer	12,240	0	0	10	104,664	0	1	69	92,424	0	0	59	
	<b>Total</b>	<b>61,200</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>513,048</b>	<b>2</b>	<b>2</b>	<b>153</b>	<b>451,848</b>	<b>2</b>	<b>1</b>	<b>134</b>	
<b>USMMI FLEET</b>	<b>Total</b>	<b>88,560</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>707,304</b>	<b>3</b>	<b>2</b>	<b>185</b>	<b>618,744</b>	<b>3</b>	<b>1</b>	<b>163</b>	