



SAFETY SCUTTLEBUTT

DECEMBER 2024

INSIDE THIS ISSUE:

- Mariner Credentialing Program Final Rule Notice
- NS Update: Compliance Jobs
- Risk Management Good Practices: Safe Walkways
- Wellness Corner: Gratitude in the Workplace
- Safety Refresher: Identifying and Preventing Winter Risks for Mariners
- National Impaired Driving Prevention Month
- Safety Stars
- Company Updates/News
- 2024 November Safety Metrics





With 2024 coming to a close, USMMI has successfully navigated a year that brought change, challenges, and opportunities; but all of these were approached with a mindset that safety is a core value of our company. Our crewmembers and shoreside staff work together daily to navigate an increasingly complex maritime transportation system in which we are confronted with new risks that must be addressed to ensure the safety of all USMMI colleagues.

The cornerstone of our safety program is preventing incidents before they occur, and this year was highlighted by increased communications from our crewmembers that drove initiatives that immediately identified potential hazards. Your reporting of over 300 near misses resulted in immediate actions such as an electrical safety campaign and training on using tools with compressed air. Our Safety Analyst, Jordan D'Hereaux, is using our Nautical Systems software in new ways to communicate actions taken on near misses and is using real-time data to identify trends to prevent incidents across the fleet.

Input provided during our Crew Surveys is also being examined to improve our safety program. In response to concerns regarding the timeliness of delivery and quality of personal protective equipment, we worked to revise our procedures to move to a new sole source of procurement and a standardized list of verified PPE products that has been implemented company-wide. We look forward to the ideas we will see as part of our most recent survey and will communicate the results to you as action plans are developed.

Looking to 2025, we are excited to continue our on-board engagement with vessel crews. Our Marine Safety & Standards department will be visiting all the ships and looking to provide on-site safety support and hazard mitigation. We continue to work on the update to our Safety Management System and will be reaching out to you for input on how we can maximize the effectiveness of our procedures.

Thank you for all that you do to make USMMI safe, and we wish you and your families a happy holiday season!



Director of MSS,
Matt Spolarich

UNITED STATES COAST GUARD: MARINER CREDENTIALING PROGRAM TRANSFORMATION FINAL RULE



The Coast Guard has issued a [final rule](#) updating the accepted required payment method for mariner credentialing fees, removing the requirement for prospective mariners to take an oath before an authorized official, and changing the format requirements for certificates of discharge.

The Coast Guard is working to replace the Merchant Mariner Licensing and Documentation database used by the National Maritime Center (NMC) to issue merchant mariner credentials (MMCs). The more technologically advanced, user-friendly system, called [Coast Guard Navita](#), will reduce risk and improve customer service to mariners and the maritime industry. This final rule streamlines current credentialing requirements and supports the future implementation of Navita by allowing for modern information submission processes and payment procedures.

For more information, the final rule is available on the Federal Register or by searching on www.regulations.gov under Docket Number USCG-2021-0834.

The NMC will provide additional information on the [NMC website](#) for the implementation of the requirement to pay merchant mariner credentialing fees using [Pay.gov](https://www.pay.gov), the removal of the requirement for prospective mariners to take an oath before an authorized official while completing MMC applications (Form CG-719B), and the format changes for certificates of discharge. Please check back on the [NMC website](#) for these updates.

Specific questions on mariner applications or credentialing procedures may be directed to the NMC Customer Service Center, Monday through Friday 8:00 a.m. to 5:30 p.m., at 1 (888) 427-5662, via e-mail to iasknmc@uscg.mil, or through the NMC Chat.

Mayte Medina Chief, Office of Merchant Mariner Credentialing





NS UPDATE: COMPLIANCE JOBS

Commencing on 01/01/25

Required Audits, Inspections, Meetings, Drills,
and Vettings will be prompted through
Compliance Jobs in the HSQE Module of NS.

Please ensure your vessels are logging these
through the compliance job. No longer will you
need to complete supplemental excel spreadsheet
trackers. This is the next step in the evolution of
NS as our central database management system.
Initially, supplemental forms will still need to be
completed until the questionnaires for each
compliance job are developed and implemented.
If you have any questions, comments, concerns or
suggestions, please reach out to Alex Merz,
Manager, Fleet & Operations Workflow
amerz@usmmi.com





Risk Management Good Practice: Safe Walkways

GOOD PRACTICE

- ✓ Ladder stowed without obstructing walkway
- ✓ Access maintained

All deck surfaces used for transit about the ship and all passageways, walkways and stairs must be properly maintained and kept free from restrictions and substances liable to cause a person to slip or fall.



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

BAD PRACTICE

- ✗ Ladder obstructing walkway
- ✗ Safety compromised





IMPORTANCE OF GRATITUDE AND HOW IT CONTRIBUTES TO A HEALTHY WORK CULTURE

Research links gratitude to higher morale, more positive emotions, less stress and fewer health complaints, a greater sense that we can achieve our goals, fewer sick days, and higher satisfaction with our jobs and our coworkers.

The holidays are a perfect time to reflect and recognize the power of gratitude, both personally and as a team. Here are some ways to bring gratitude into the workplace, especially during the holidays:

Start a Gratitude Journal

Creating a gratitude journal doesn't require much time—just a few minutes each day can have a lasting impact. Try these prompts to get started:

1. "What is one thing that made me smile today?"
2. "Who am I grateful for, and why?"
3. "What challenge did I overcome today, and what did I learn?"
4. "Tomorrow, I look forward to..."

Try apps like **Day One** and **Five Minute Journal**, which offer easy ways to capture your reflections.

Thank a Shipmate

A short message of thanks can go a long way. Whether it's a text, email, or note, a quick "thank you" for something specific—like a recent favor, teamwork, or even just their kindness—can mean a lot to the recipient.

Gratitude is a simple but powerful tool for personal wellness and a positive work culture. By incorporating gratitude in small ways, we can boost morale and bring positivity to the workplace all season long!

Thank
You



IDENTIFYING AND PREVENTING WINTER RISKS FOR MARINERS

When winter descends, the season brings with it many perils for mariners. Freezing temperatures, winds, precipitation, and wave activity can create havoc both at sea and on land. Common shipboard risks include:

- Hypothermia
- Slip and fall injuries
- Personnel overboard
- Injuries from falling ice or debris

Of these risks, hypothermia has the greatest potential to cause injury or death. Even if temperatures are above freezing, long-term exposure to wind and water can result in severe impairment which can lead to life-threatening conditions. When the temperature is well below freezing, hypothermia can strike quickly, putting mariners at risk.

What is Hypothermia?

In medical terms, hypothermia is a condition where the human body's natural internal temperature falls below a safe range. Body temperature is regulated by the hypothalamus in the brain and normal temperature is held around 98 degrees Fahrenheit (36-37 degrees Celsius). After exposure to cold air or water temperatures, the hypothalamus is no longer able to regulate internal temperatures. In severe cases on or near the water, confusion and loss of mobility can lead to even more alarming events, such as seafarers falling overboard.

There are three stages of hypothermia:

Mild hypothermia – occurring when the body temperature drops to a range of 35-32 degrees Celsius. Movements are slowed, judgement is impaired, and shivering sets in.

Moderate hypothermia – as body temperatures drop to a range of 32-28 degrees Celsius, more profound physiological and mental effects set in. A moderately hypothermic seafarer may struggle to maintain consciousness as his or her heartbeat slows. Internal organs begin to shut down to conserve heat. Breathing may also be impaired.

Profound hypothermia – when the body temperature falls below 28 degrees Celsius, blood pressure drops alarmingly, and the victim is subject to respiratory and heart failure. Affected individuals may slip into a coma. As body temperatures continue to drop, the victim's heart may stop beating, causing death.

If a mariner becomes wet in cold weather, the chances of developing one or more of the stages of hypothermia increases. In very cold water, a mariner falling overboard may have only minutes before he or she succumbs to hypothermia.

Preventing Winter Injuries at Sea

Mariners face many challenges at sea or in shoreside facilities like ports and docks. Winter weather compounds these risks. To help prevent injury or death, mariners must take steps to reduce or eliminate the common hazards. Hazard mitigation in winter includes:

- Removing accumulations of ice and snow from decks or walkways.
- Removing ice from overhead structures to prevent falling injuries.
- Ensuring guardrails and safety netting are in place to prevent overboard injuries.
- Providing mariners with adequate winter weather gear.

Personal protective equipment (PPE) is an important part of risk management in the maritime industry. As winter weather approaches, PPE may need to be substituted for items that are designed to keep mariners safe in cold conditions. Winter PPE often includes:

- Insulated coveralls
- Waterproof coverings, including jackets and pants or coveralls
- Gloves
- Insulated work boots
- Insulated hats

Mariners working on exposed decks may require specialized drysuits, particularly if the risk of an overboard injury is great. These protective suits keep individuals dry, allowing them to survive until they can be pulled to safety from the water.

DECEMBER IS NATIONAL IMPAIRED DRIVING PREVENTION MONTH



DRIVE SOBER OR GET PULLED OVER

During the Christmas and New Year holiday periods, we often see a rise in drunk-driving deaths. In fact, recent data shows December drunk driving deaths are the highest in 15 years. As a result, the National Highway Traffic Safety Administration (NHTSA) has initiated the Drive Sober or Get Pulled Over. The campaign, which runs December 11 - January 1, aims to educate people about the dangers and consequences of driving drunk. Click [HERE](#) to watch the video.

Drunk Driving Is Deadly

281

**DRUNK-DRIVING-RELATED DEATHS
DURING CHRISTMAS/NEW YEAR'S
HOLIDAY PERIODS IN 2022**

1,062

**LIVES LOST IN DRUNK-DRIVING
CRASHES IN DECEMBER 2022**

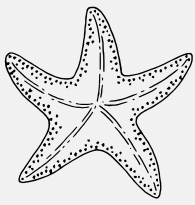
4,759

**PEOPLE KILLED IN DECEMBER DRUNK-
DRIVING CRASHES FROM 2018-2022**

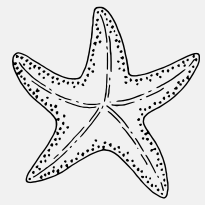
Have a Plan Whether You're Driving, Riding or Hosting

If you're celebrating and drinking this holiday season, always remember to plan ahead with a sober driver to take you home. If you're the designated driver, it's important to take the role seriously and don't consume alcohol or use other drugs. Here are some more safety tips:

- Never drink and drive.
- Don't let someone get behind the wheel if that person has been drinking.
- If you're hosting a gathering, make sure everyone has a sober ride home.
- Call 911 if you see a drunk driver.
- Always wear your seat belt. It's your best defense against impaired drivers.



SAFETY STARS



3AE, KRISTIN DRIDGE
YOSEMITE TRADER



“The Engineering Dept would like to nominate 3 A/E Kristan for the December Safety Star Award. Kristin has spent the better part of 3 days “mining” old rags and rust deposits from the depths of the problematic MSD tank. She has completed this task, (normally scheduled for Shipyard periods), without assistance or complaining and all while unsure if she would be relieved on time for Christmas. She is exemplary in every way.” - Captain Tom Pearse-Drance



HAPPY HOLIDAYS!

As the year draws to a close, USMMI wants to take a moment to express our heartfelt gratitude for your dedication, hard work, and resilience. Whether you're on shore or at sea, your efforts ensure the safety, security, and success of operations worldwide.

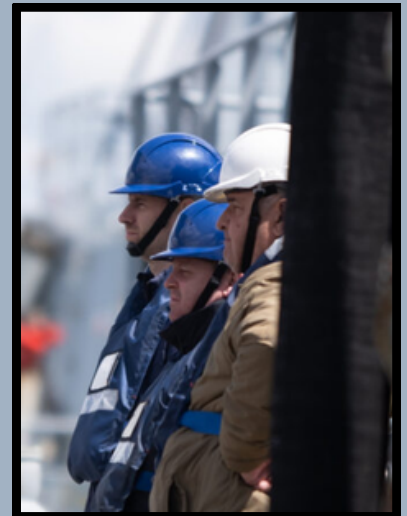
This holiday season, may you find moments of peace, joy, and connection with loved ones near or far. For those spending the holidays at sea, know that you are deeply appreciated, and your sacrifices do not go unnoticed.

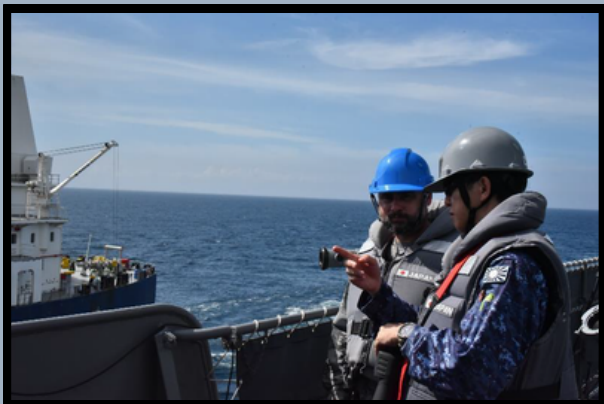
Here's to calm seas, safe journeys, and a bright year ahead. From all of us here at USMMI, we wish you and your families a very happy holiday season and a prosperous New Year!





USMMI 2024 PHOTOS RECAP







USMMI Safety Statistics as of 30 November 2024

In an effort to align company safety reporting metrics with industry standards, USMMI has adopted OCIMF safety metric reporting standards. USMMI will now report monthly Lost time Incident Frequency (LTIF), and Accident Severity Index Frequency (ASIF).

DEFINITIONS:

Lost Time Incident Frequency (LTIF) is a metric used to measure workplace safety performance. It calculates the frequency of incidents that result in employees being unable to work (lost time incidents) relative to the total number of hours worked by employees during a specific period.

Accident Severity Incident Frequency (ASIF) is a metric used to measure the severity of workplace incidents by combining the frequency of incidents and the total time lost due to these incidents. It reflects the impact of accidents on operational productivity and safety performance over a specified period.

NOVEMBER 2024 METRICS IN COMPARISON TO OCTOBER 2024

OCTOBER

ASIF: 1.16

LTIF: 3.27

NOVEMBER

ASIF: 1.04 (-.12)

LTIF: 2.95 (-.32)

CALCULATION FORMULAS:

- LTIF Calculation: $\# \text{ of LTIs} \times 1,000,000 / \text{Total Man Hours} = \text{LTIF}$
- ASIF Calculation: $\text{ASI scores (GW reports) of all LTIs added together} \times 1,000,000 / \text{Total Man Hours} = \text{ASIF}$