
SAFETY SCUTTLEBUTT

JANUARY 2025

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Safety is Everyone's Responsibility

As a member of the USMMI crew, you must take ownership of both your own safety, and that of your shipmates.

Remember:

Think Safe. Act Safe. Be Safe.



USMMI's 2025 is off to a good start with all our ships busily performing work for the Military Sealift Command. Thus far in 2025, we have not had any injuries to our mariners resulting in lost time. We had three events in 2024 where some shipmates were injured severely enough to not be able to perform their duties. I know you would agree with me that it is a worthy goal that no one gets injured on your ship this year. Please challenge yourselves and your shipmates to keep safety in your thoughts. Awareness of what work we are performing, what hazards are present, and how to protect ourselves properly - every job, every day, every week, is what is required to prevent an injury from occurring. Please make it your resolution, and please talk it up with your shipmates too.

We received excellent feedback from many mariners through our crew survey that occurred last November. We are reviewing the feedback and hope to update you in the next Scuttlebutt Newsletter on what we learned and what changes will occur.

USMMI remains focused on U.S. Flag ships manned by U.S. Mariners. We are committed to growing the business, adding even more U.S. Flag ships in support of our nation's security and commerce, and providing more jobs for U.S. Mariners. Working together, safely, we will achieve it.



VP of Operations,
Bob Bowers



NEW YEAR, NEW CREDENTIALS?

It's the perfect time to review your important mariner documents. Expiring credentials can lead to costly delays, so take a few minutes to check your expiration dates. If you need to renew, reach out to your crewing agent for any necessary letters or assistance. Setting reminders on your phone or other devices can help you stay organized and avoid last-minute scrambles.

Click [HERE](#) for the USCG National Maritime Center Website

If you have any questions or need additional help please contact your respective crewing agent.



**Crewing Manager,
Linda Lavender**

Readiness Starts with Smart Choices

With the holidays behind us and as we move into a New Year, let's focus on wellness and alcohol consumption. It's so common in our culture that we don't always stop to think about the bigger picture. But the truth is, excessive drinking, whether it's binge or heavy drinking, can take a serious toll on both your physical and mental health. It can also cloud your judgment and impact your performance in ways you might not expect.

Understanding Standard Drink Sizes

Drinks come in all shapes and sizes because the amount of alcohol in each varies. Be aware that one drink you order at a bar or make at home could equal two or three standard drinks. For example, most restaurants serve 8-10 ounces of wine instead of the standard 5 ounces (one drink). So, those two glasses of wine with dinner? They were actually closer to four drinks!



Facts You Should Know

Everyone processes alcohol differently. Factors like your height, weight, and gender all play a role.

- Binge drinking: Five or more drinks for men, or four or more for women, in just two hours.
- Heavy drinking: Fifteen or more drinks per week for men, or eight or more for women.

Alcohol Use Disorder (AUD) is a medical condition where someone struggles to control their drinking despite negative consequences. Not everyone who binge drinks or drinks heavily will develop AUD, but it does raise the risk.

Take Control This Season

Social events don't have to mean overindulging. Here are some strategies to help you feel confident while staying in charge:

- Decide how many drinks you'll have and stick to it. Work alcohol-free days into your schedule.
- Mocktails and non-alcoholic options are everywhere nowadays—ask for one at your favorite spot.
- Don't be afraid to say "no thanks" when offered a drink. A simple, confident response works wonders.
- Choose activities not centered around drinking, like going to a movie or hiking.

Resources to Help You Succeed

If alcohol misuse feels like a challenge for you or someone you care about, help is out there:

- [SAMHSA](#) has tools and resources for prevention, treatment, and recovery.
- For those curious about exploring a sober lifestyle, [The Easy Way to Control Alcohol](#) by Allen Carr offers practical insights and strategies to help you take control.
- [Alcoholics Anonymous](#) offers free support groups to help people achieve sobriety. [Al-Anon Family Groups](#) provide support to people who are worried about a friend or family member with a drinking problem.

The key is to prioritize your health and readiness. Build connections and memories that don't revolve around alcohol, and don't hesitate to ask for help if you need it. Small changes can make a big difference in how you feel and perform.

For more tips and resources, visit www.ownyourlimits.org.

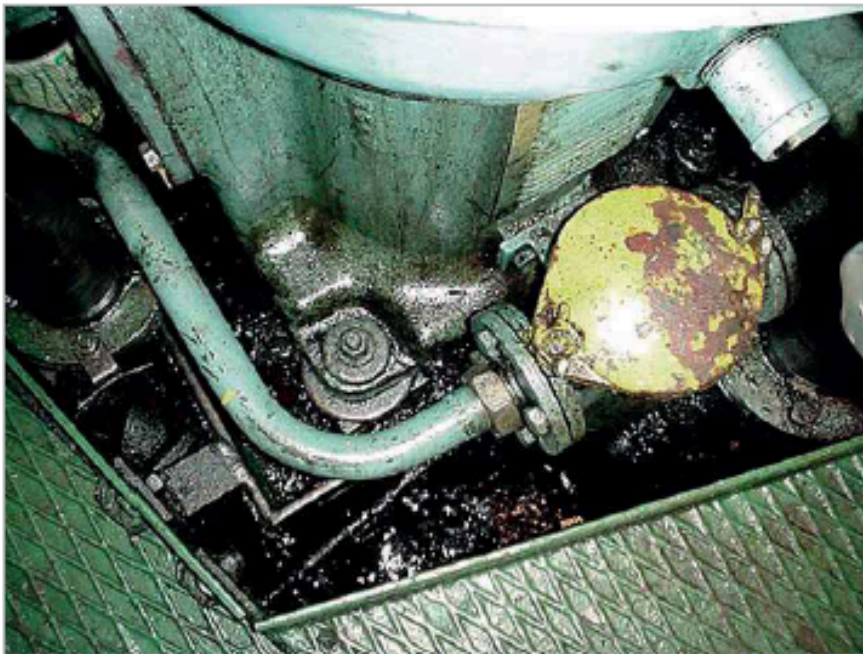
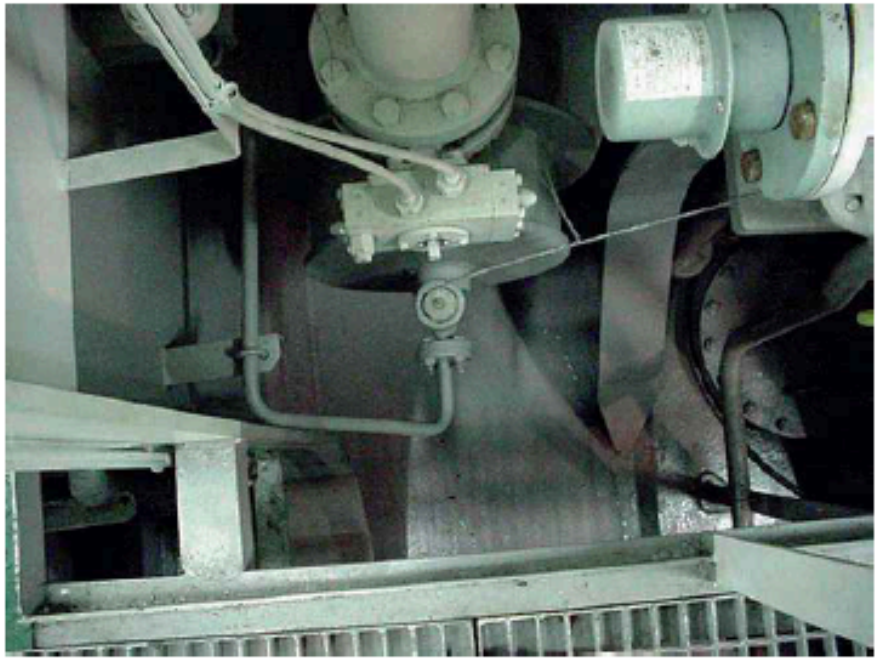


Risk Management Good Practice: Bilges

GOOD PRACTICE

- ✓ Bilges clean and oil free
- ✓ Light colour paint allows for easy identification of fresh leaks
- ✓ Good housekeeping

Oily bilges are potential safety and pollution risks – keep them clean!



BAD PRACTICE

- ✗ Excessive oily waste
- ✗ Potential fire/safety hazard
- ✗ Hard to locate source of leaks



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



W-2 Mailing Address and 2025 401(k) Contribution Limits

As we step into the new year, there are 2 very important announcements regarding your W-2 mailing address and 401(k) contributions for 2025! Please take a moment to review and take any necessary actions.

VERIFY YOUR MAILING ADDRESS

Your W-2 forms will be mailed to the address on file. **They have not been printed yet**, so there is still time to ensure your address is accurate.

Steps to take:

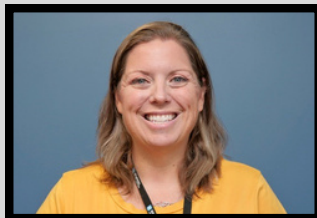
- Please check the address listed on your vouchers.
- If updates are needed, inform your Captain as soon as possible to avoid delays in receiving your W-2

2025 401(k) CONTRIBUTION LIMITS

The maximum deferral limits for 2025 have been announced:

- **Under 50 years old:** \$23,500 for both Pre-Tax and Roth contributions.
- **Age 50 and older:** Eligible for an additional \$7,500 catch-up contribution.
- **Special SIU Catch-Up Contribution:** Ages 60–63 can contribute an additional \$11,250, as part of SECURE 2.0.

This is a great opportunity to maximize your retirement savings for the upcoming year! If you have any questions or need assistance, don't hesitate to reach out to your Captain or the Payroll Manager.



PAYROLL MANAGER,
AMANDA DELPHIA

WATERTIGHT DOOR SAFETY REFRESHER

Importance of Latching Watertight Doors When Passing Through with Objects:

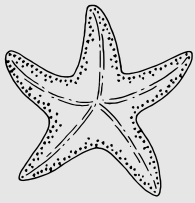
Properly latching a watertight door when passing through with objects is essential for maintaining both safety and the ship's structural integrity. When a door is not securely latched, it can swing unexpectedly due to vessel movement, posing a risk of crushing injuries to personnel or damage to equipment. Additionally, an unlatched door compromises the watertight integrity of the compartment, increasing the risk of flooding in an emergency. Always ensure the door is fully latched after passing through, even if returning shortly, to maintain safety and compliance with shipboard protocols.

Safety Tips for Handling Watertight Doors While on Ships Underway

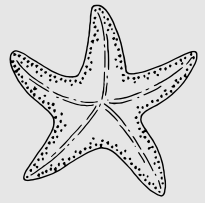
Watertight doors (WTDs) are critical for maintaining a ship's integrity and preventing flooding in case of an emergency. Mishandling these doors can lead to serious injuries or compromise vessel safety. Follow these safety tips:

1. Understand Operating Procedures
 - Always follow the vessel's Standard Operating Procedures (SOPs) for opening and closing watertight doors.
 - Familiarize yourself with manual and power-assisted operation modes.
 2. Maintain Situational Awareness
 - Check both sides of the door before operating to ensure no one is in the path of closure.
 - Communicate clearly with others nearby when operating the door.
 3. Use Proper Signaling and Alarms
 - Ensure warning lights and audible alarms are functioning.
 - Use visual checks to confirm no obstructions in the door path.
 4. Avoid Unnecessary Use
 - Keep watertight doors closed at sea unless passage is absolutely necessary.
 - Do not leave watertight doors partially open.
 5. Operate with Caution
 - Use handrails and designated grip points when passing through.
 - Never rush or attempt to force a door open/closed.
 6. Wear Appropriate PPE
 - Wear safety gloves and steel-toe boots to protect against pinching or crushing injuries.
 7. Regular Maintenance and Inspections
 - Ensure watertight doors are inspected regularly for leaks, proper alignment, and functional alarms.
 - Report any malfunctions or damage immediately.
 8. Training and Drills
 - Participate in regular safety drills involving watertight door operations.
 - Ensure all crew members are trained in proper emergency operation procedures.
 9. Emergency Procedures
 - Know the emergency release mechanisms for watertight doors.
 - Avoid blocking or wedging doors open, as this can prevent them from closing during flooding.
 10. Stay Alert During Heavy Weather or Emergencies
 - Exercise extra caution when operating watertight doors in rough seas or during drills.
- Prioritize crew safety over speed when moving through doors.





SAFETY STARS



SIU UNLICENSED APPRENTICE, RYAN BRUNN SHENANDOAH TRADER

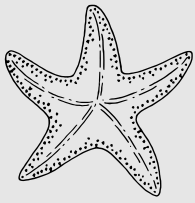
“Chief Mate acknowledges Mr. Brunn’s continuous positive attitude, eagerness to learn, and following directions in execution of new tasks”- Chief Mate,



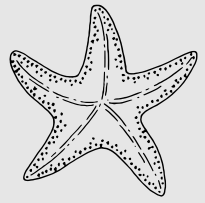
ENGINE CADET, CHARLES LAWRENCE SHENANDOAH TRADER

“Engine Cadet Charles was tasked with investigating the malfunction of the Chief Mate’s overhead light. Upon removing the light cover, he discovered a loose wire. Recognizing the potential hazard, Engine Cadet Charles Lawrence immediately exercised his STOP WORK AUTHORITY. He paused the job and sought assistance from the 1st Engineer. Together, they completed the necessary LOTO (Lockout/Tagout) form and safely secured the power to the light. This action exemplifies the effective use of STOP WORK AUTHORITY and underscores the importance of personal responsibility for safety, regardless of position, on board the tanker.”- Chief Engineer, Andrew Gray





SAFETY STARS



CHIEF COOK, FAITH GONSE POHANG PIONEER

“Chief Cook Gonse is consistently working safely and wearing the proper PPE.” -
Captain, C. Fox



Fleet Christmas Photos



Chief Cook, Faith Gonse
POHANG PIONEER



Chief Cook Gonse, QMED
Flotta, and QMED Trillo,
POHANG PIONEER



APPETIZER SPREAD,
POHANG PIONEER



L-R, Steward Kobe Cisero and Chief
Cook Faith Gonse,
POHANG PIONEER

Fleet Christmas Photos



OCEAN TRADER Christmas Spread



Incident Report: Drill Conversion of Man Overboard Alert for Survival Suit Recovery

Date: 01 January 2025

Time: 0807 LT (012307Z)

Position: Latitude 30°45.77'N, Longitude 130°35.10'E

Vessel Course and Speed: 063° @ 12.5 knots

Sea State: 4

Incident Summary:

At 0807 LT, the Second Officer (2/M) on duty observed a survival suit drifting in the water at the above-reported position. Recognizing the potential for this to indicate a man overboard (MOB) situation, the signal for MOB was sounded immediately, and recovery protocols were initiated. The

Yosemite Trader maneuvered for closer inspection and potential recovery of the object. Upon approaching the object, it became apparent that the survival suit was empty. The starboard rescue boat was prepared for deployment; however, considering the prevailing sea state (4), it was determined that launching the boat would pose unnecessary risks to the crew without the likelihood of recovering a person. Once it was confirmed that the survival suit was empty, the situation was reclassified as a training opportunity to enhance MOB response readiness.

Had the survival suit contained a person, the swift actions of the 2/M and the crew in initiating MOB protocols could have been life-saving. The Yosemite Trader commends the diligent watchkeeping of the 2/M, whose vigilance and quick response ensured a professional and timely assessment of the situation. Such attentiveness is a testament to the importance of constant situational awareness and contributes significantly to USMMI's core value of safety.



USMMI Safety Statistics as of 31 December 2024

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.

DECEMBER 2024 METRICS IN COMPARISON TO NOVEMBER 2024

NOVEMBER

ASIF: 1.04

LTIF: 2.95

DECEMBER

ASIF: .95 (-.09)

LTIF: 2.68 (-.27)

CALCULATION FORMULAS:

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