SAFETY SCUTTLEBUTT NOVEMBER 2024

INSIDE THIS ISSUE:

Welcome to the USMMI Fleet, Redwood Trader!!! The US flag was hauled up aboard Redwood Trader on 15 Oct 2024 in Busan, South Korea. She completed her USCG COI on 21 October and was on-hire to MSC on the same day!!! If you haven't been a part of a reflag, I would highly recommend the experience... long days, hard work, and lots of sanitation!!! Most of us join ships that are currently operating. During a reflag, you will see the remnants of the foreign-flag operation and the detritus left behind. Once the flag is posted, you'll bear witness to the ship transformed into a clean, efficient and well-maintained ship that the best Officers and Seafarers in the Fleet can be proud to sail upon. The more ships we have joining the fleet, the more reflag opportunities you will see. USMMI has reflagged five ships since 2020. We are optimistic that the steady growth will continue into the future!

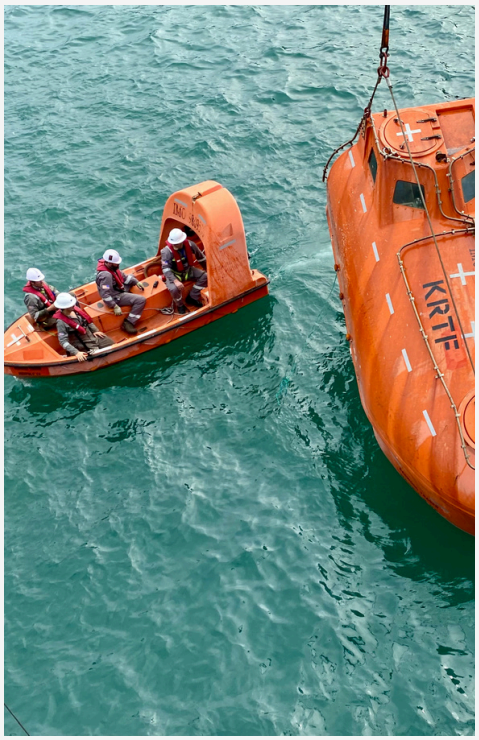
The Redwood Trader is a sister-ship to the Pohang Pioneer, that's been operating in the USMMI fleet since 2021. The Redwood Trader is operating under a 59-month MSC charter for small tanker operations in the Far East, supporting DLA-E fuel distribution network. MSC and DLA-E needs small tankers in the fleet to load at certain shallow draft terminals within the DLA-E supply chain, as well as to deliver cargo for Air Force installations in Tokyo Bay, Northern Japan and in the austere Pacific archipelagoes.

The USMMI fleet continues to grow in size and in breadth of operations. Since the delivery of three USMMI ships to MSC 59-month charters in 2023 we've seen more CONSOL operations in the INDOPACOM theater of operations. The grounding of an MSC oiler in the Arabian Sea put a spotlight on the capabilities of the USMMI fleet for CONSOL. USMMI ships have been outfitted for CONSOL operations since 2011. But since 2022, we've seen a drastic increase in the frequency of CONSOL operations, between 2022-2024, we've done more CONSOL operations than we did in the previous 10 years. CONSOL continues to be an essential tasking of MSC and one USMMI is ready to support!

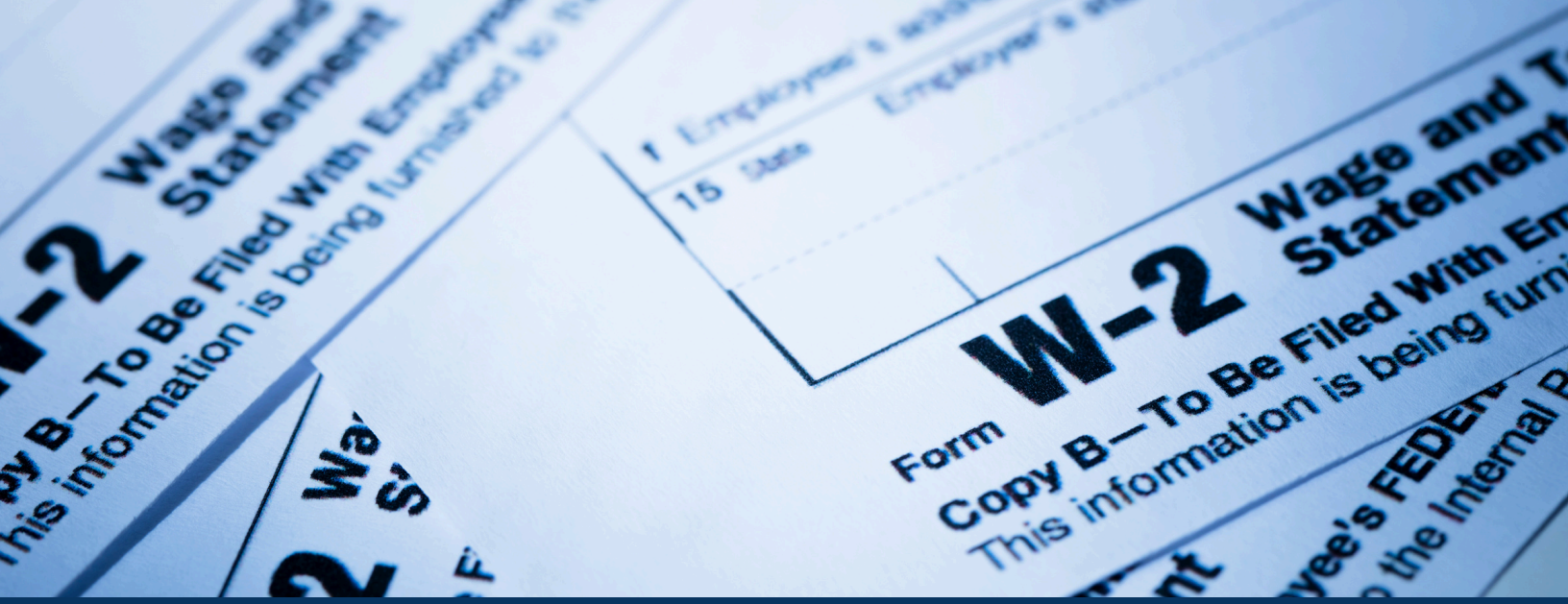
DIRECTOR OF CHARTERING,
TRAVIS HANSEN

WELCOME TO THE FLEET

Redwood Trader



USMMI

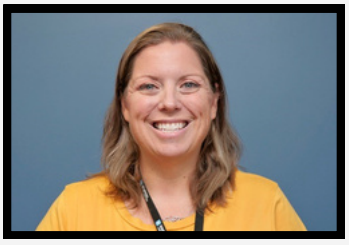


END OF THE YEAR ACCOUNTING UPDATES

AS WE APPROACH THE END OF 2024, PLEASE TAKE A MOMENT TO CHECK THE ADDRESS THAT PRINTS OUT ON YOUR PAYROLL VOUCHER. THE ADDRESS THAT IS PRINTED ON THE VOUCHER IS WHERE YOUR 2025 W-2 WILL BE SENT.

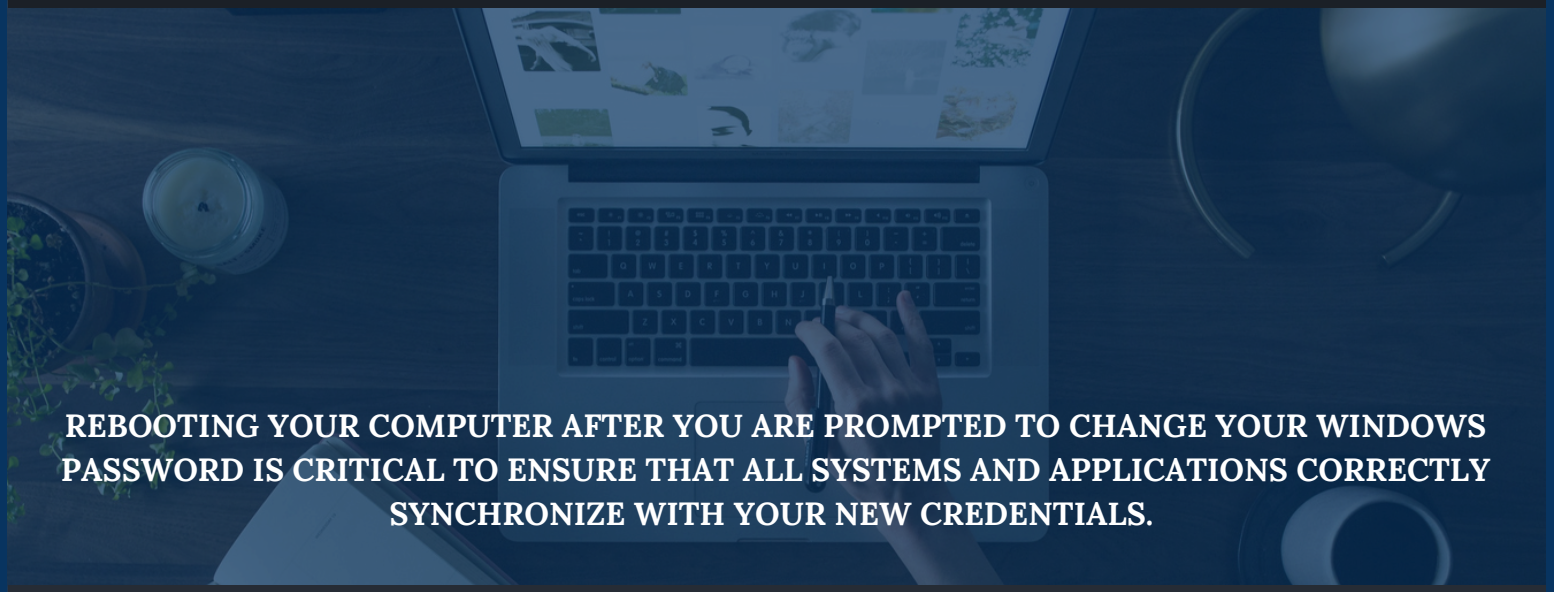
IF THIS IS NOT WHERE YOU WANT YOUR W-2 SENT IN JANUARY, PLEASE CONTACT YOUR CAPTAIN OR PAYROLL MANAGER-AMANDA DELPHIA ADELPHIA@USMMI.COM TO GET THIS UPDATED IN NS.

ADDITIONALLY, STAY TUNED FOR MORE INFORMATION REGARDING SPECIAL CATCH-UP AMOUNTS FOR 401K FOR AGES 60-63 FOR 2025! WE ARE WAITING ON INFORMATION FROM THE UNIONS AND WILL LET YOU KNOW THE DETAILS AS WE RECEIVE THEM!



PAYROLL MANAGER, AMANDA DELPHIA

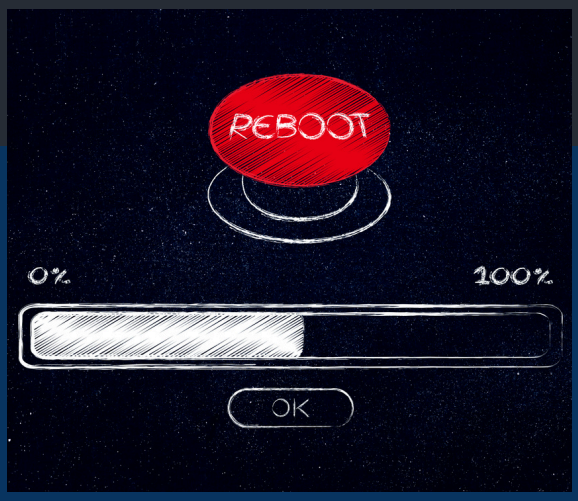
Rebooting: Password Reset Tips and Tricks



REBOOTING YOUR COMPUTER AFTER YOU ARE PROMPTED TO CHANGE YOUR WINDOWS PASSWORD IS CRITICAL TO ENSURE THAT ALL SYSTEMS AND APPLICATIONS CORRECTLY SYNCHRONIZE WITH YOUR NEW CREDENTIALS.

STEPS TO REBOOT AFTER CHANGING YOUR PASSWORD

1. Change Your Password:
   - When prompted by Windows, press Ctrl + Alt + Delete.
   - Select "Change a password."
   - Enter your current password, then your new password twice, and click "Submit."
2. Save Your Work:
   - Before rebooting, save any open documents or work to avoid losing data.
3. Reboot Your Computer:
   - Click on the Start menu.
   - Select "Power."
   - Choose "Restart."
4. Log In with New Password:
   - After the system restarts, you will be prompted to log in.
   - Enter your new password to access your account.



Benefits of Rebooting

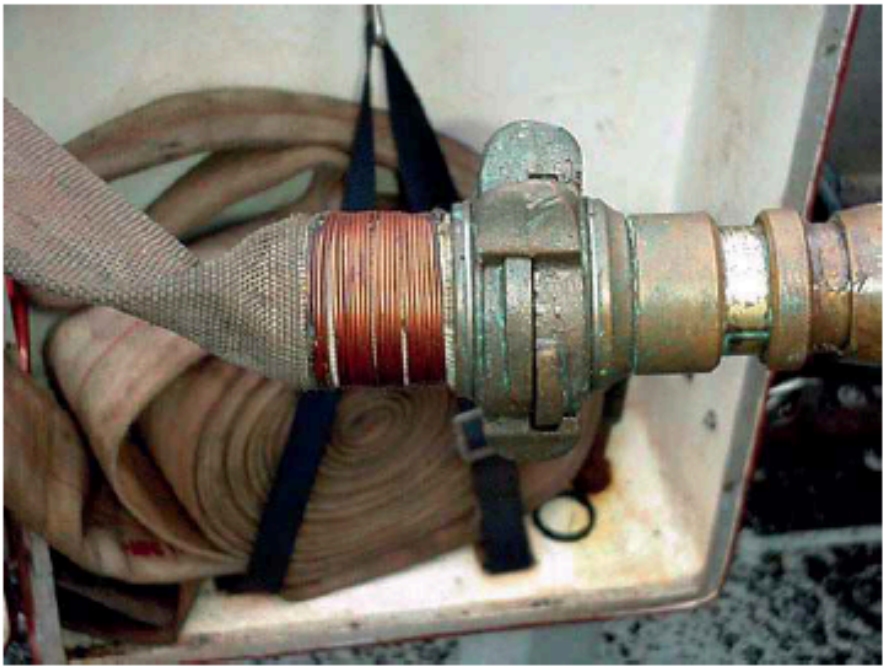
- **Ensures Security:** Confirming that all systems and applications recognize the new password minimizes the risk of unauthorized access.
- **Reduces Errors:** Prevents potential errors or access issues with network resources and services.
- **Consistency Across Services:** Guarantees that all services relying on your credentials are updated and in sync with the new password.

Risk Management Good Practice: Fire Hoses

GOOD PRACTICE

- ✓ Hose/nozzle ready for immediate use
- ✓ End coupling correctly secured to fire hose

Fire hoses should be maintained correctly and ready for immediate use.



BAD PRACTICE

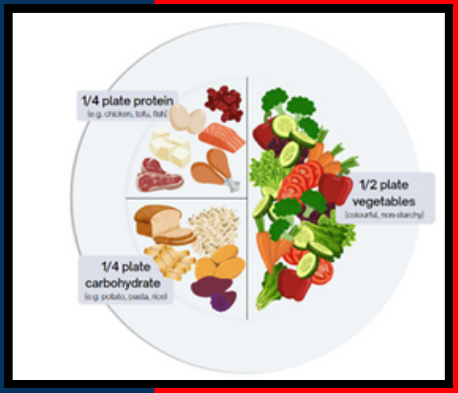
- ✗ End coupling incorrectly secured to fire hose
- ✗ There is a risk of injuring personnel with rusty jubilee clips

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

FUELING YOUR DAY

Good nutrition directly affects your job performance, from staying alert during long shifts to making quick, clear decisions when it matters most. Building a balanced plate with the right combination of nutrients can help keep your energy levels steady and improve your focus and physical endurance. Here's how to do it:

- Fill half your plate with non-starchy, colorful vegetables. These are packed with vitamins, minerals, and fiber that support digestion and overall health.
- One-quarter of your plate should be lean protein, like chicken, fish, tofu, or beans. Protein is key for muscle repair and helps you maintain energy throughout the day.
- The final quarter should be carbohydrates like rice, pasta, or potatoes. Carbs fuel your body and brain, giving you the energy to power through physical tasks and stay mentally sharp.
- To round it out, add some healthy fats like avocado, olive oil, or high-quality butter. These help with brain function and provide long-lasting energy that will keep you going strong.



YUKA APP

Eating balanced meals is important, but it's also crucial to know what's in your food. The Yuka app can help with that. Just scan your food and personal care products, and Yuka will give you a breakdown of the ingredients and how they impact your health. This can help you avoid hidden additives and make better choices that fuel your body more effectively.

Making mindful food choices boosts your health and keeps your energy stable, your mind clear, and your body strong, all of which are essential for staying safe and alert on the job. Remember, what you put on your plate today powers your performance tomorrow—so eat well and stay strong!

Type of garbage	Ships outside special areas	Ships within special areas	(more than 12 nm from land) and all ships within 500 m of such platforms
Food waste comminuted or ground	**Discharge permitted** ≥3 nm from the nearest land, en route and as far as practicable	**Discharge permitted** ≥12 nm from the nearest land, en route and as far as practicable	**Discharge permitted**
Food waste not comminuted or ground	**Discharge permitted** ≥12 nm from the nearest land, en route and as far as practicable	**Discharge prohibited**	**Discharge prohibited**
Cargo residues[1] not contained in wash water	**Discharge permitted** ≥12 nm from the nearest land, en route and as far as practicable	**Discharge prohibited**	**Discharge prohibited**
Cargo residues[1] contained in wash water		**Discharge permitted** ≥12 nm from the nearest land, en route, as far as practicable and subject to two additional conditions[2]	**Discharge prohibited**
Cleaning agents and additives[1] contained in cargo hold wash water	**Discharge permitted**	**Discharge permitted** ≥12 nm from the nearest land, en route, as far as practicable and subject to two additional conditions[2]	**Discharge prohibited**
Cleaning agents and additives[1] in deck and external surfaces wash water		**Discharge permitted**	**Discharge prohibited**
Carcasses of animals carried on board as cargo and which died during the voyage	**Discharge permitted** as far from the nearest land as possible and en route	**Discharge prohibited**	**Discharge prohibited**
All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	**Discharge prohibited**	**Discharge prohibited**	**Discharge prohibited**
Mixed garbage	When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent		

MARPOL Annex 5 Reminders of Appropriate Garbage Discharge and Battery Disposal

MARPOL Annex V prohibits the discharge of plastics and synthetic materials into the sea and strictly regulates other types of garbage. Food waste and certain non-harmful residues may be discharged under specific conditions, such as being macerated and beyond set distances from the nearest land, with stricter rules in Special Areas. Batteries and other hazardous waste must never be discharged overboard and must be stored onboard for proper disposal at designated port facilities. Ships must maintain a Garbage Management Plan, a Garbage Record Book, and display appropriate placards to guide compliance.

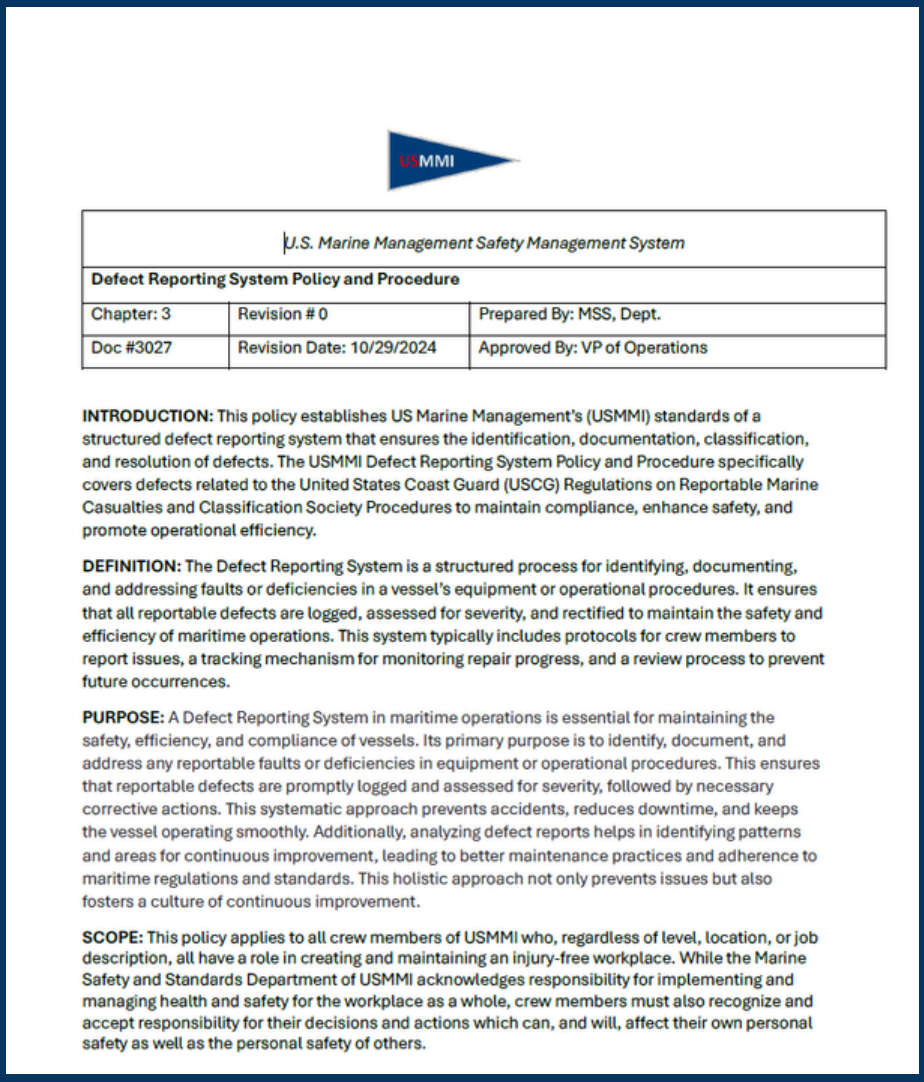
Before storing used or discharged batteries prior to disposal/recycling, it is important to adhere to the following procedures:

1. Tape the positive terminals on the batteries with electrical tape. to help prevent fires.
2. In the case of 9-volt batteries, reuse the plastic insulating caps that snap onto the battery terminals.
3. Place the spent batteries back into their original packaging; make sure to keep positive and negative terminals away from each other.
4. It is important **NOT** to store new and discharged batteries together, so use a separate plastic or cardboard container to store your used-up batteries.
5. MARPOL Annex 5 states that batteries must be collected and separated as “garbage that might present a hazard to the ship or crew” therefore, batteries shall be separated from plastic, food waste, etc.

Batteries can be categorized into both domestic and operational wastes.

- Domestic Wastes- “all types of wastes not covered by other annexes that are generated in the accommodation spaces on board the ship”. Record in Category C of the Garbage Record Book
- Operational Wastes- “are collected onboard during normal maintenance or operations of a ship”. Record in Category F of the Garbage Record Book

SMS Updates: Defect Reporting



U.S. Marine Management Safety Management System		
Defect Reporting System Policy and Procedure		
Chapter: 3	Revision # 0	Prepared By: MSS, Dept.
Doc #3027	Revision Date: 10/29/2024	Approved By: VP of Operations

INTRODUCTION: This policy establishes US Marine Management's (USMMI) standards of a structured defect reporting system that ensures the identification, documentation, classification, and resolution of defects. The USMMI Defect Reporting System Policy and Procedure specifically covers defects related to the United States Coast Guard (USCG) Regulations on Reportable Marine Casualties and Classification Society Procedures to maintain compliance, enhance safety, and promote operational efficiency.

DEFINITION: The Defect Reporting System is a structured process for identifying, documenting, and addressing faults or deficiencies in a vessel's equipment or operational procedures. It ensures that all reportable defects are logged, assessed for severity, and rectified to maintain the safety and efficiency of maritime operations. This system typically includes protocols for crew members to report issues, a tracking mechanism for monitoring repair progress, and a review process to prevent future occurrences.

PURPOSE: A Defect Reporting System in maritime operations is essential for maintaining the safety, efficiency, and compliance of vessels. Its primary purpose is to identify, document, and address any reportable faults or deficiencies in equipment or operational procedures. This ensures that reportable defects are promptly logged and assessed for severity, followed by necessary corrective actions. This systematic approach prevents accidents, reduces downtime, and keeps the vessel operating smoothly. Additionally, analyzing defect reports helps in identifying patterns and areas for continuous improvement, leading to better maintenance practices and adherence to maritime regulations and standards. This holistic approach not only prevents issues but also fosters a culture of continuous improvement.

SCOPE: This policy applies to all crew members of USMMI who, regardless of level, location, or job description, all have a role in creating and maintaining an injury-free workplace. While the Marine Safety and Standards Department of USMMI acknowledges responsibility for implementing and managing health and safety for the workplace as a whole, crew members must also recognize and accept responsibility for their decisions and actions which can, and will, affect their own personal safety as well as the personal safety of others.

Newly added SMS Policy!

This policy establishes US Marine Management's (USMMI) standards of a structured defect reporting system that ensures the identification, documentation, classification, and resolution of defects. The USMMI Defect Reporting System Policy and Procedure specifically covers defects related to the United States Coast Guard (USCG) Regulations on Reportable Marine Casualties and Classification Society Procedures to maintain compliance, enhance safety, and promote operational efficiency. This policy and procedure are requirements from a Core question related to SIRE 2.0 inspections and
is a TMSA 4.1.2 requirement.

SAFETY STARS

AB, RONNEL LOPEZ MIRANDA - YOSEMITE TRADER

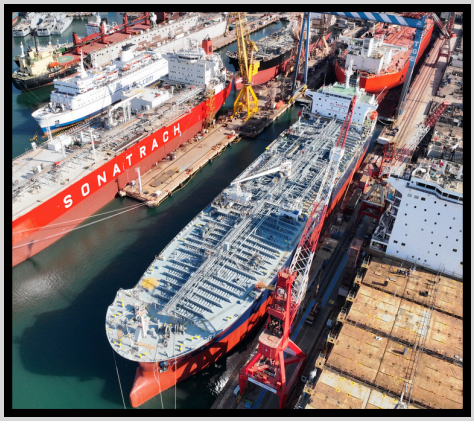
"AB Maintenance Ronnel Lopez Miranda in his recent discovery has rendered a service to his shipmates' wellbeing by noticing a shackle unscrewed on the STBD side crane block. If this was left unchecked, a suspended load could very well have fallen and hurt someone if that shackle failed. AB Maintenance Ronnel Lopez Miranda deserves suitable praise for his actions." - Chief Mate, Wayne Archer

2AE, MICHAEL AUGENTI YOSEMITE TRADER

"2/AE Michael Augenti has displayed exemplary commitment to his ship and shipmates through recent efforts in fixing safety issues. Notably, he discovered a leaky faucet in the galley which caused slipping hazards and promptly fixed it. Also, 2/AE Michael Augenti noticed a chain falls was broken while going to performance a maintenance task and he removed it from service. These tasks help to make our vessels safer and more productive places to work."- Chief Engineer, Thomas Balzano

SHENANDOAH TRADER

DRYDOCK



The SHENANDOAH TRADER recently completed a dry-dock in Tuzla, Turkey between Sep 29-Oct 24. Significant projects completed include a Main Engine service, #3 SSDG service, Hull has all new paint including the top deck. This is the first ship with USMMI colors.

In early November, a shoreside team of David Sloane (Vice President, Labor Relations), Matt Spolarich (Director, Marine Safety & Standards), and Patti Tutalo (SASH & Culture Coordinator) visited the ship while at anchorage in Piraeus, Greece. While on-board, the team visited with vessel leadership and conducted an all-hands to pass recent updates from the office and tour the ship. This was a great opportunity to engage with the crew and we greatly appreciate the input provided on how we can continue to operate safely and support the ship!

HAPPY THANKSGIVING

The best part about thanksgiving is the opportunity to honor all our amazing mariners. We appreciate the hard work and dedication that you put into the organization and are thankful for everything you do for USMMI!

USMMI

USMMI Safety Statistics as of 31 October 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.

OCTOBER 2024 METRICS IN COMPARISON TO SEPTEMBER 2024

SEPTEMBER

ASIF: 1.29

LTIF: 3.65

OCTOBER

ASIF: 1.16 (-.13)

LTIF: 3.27 (-.38)

CALCULATION FORMULAS:

- LTIF Calculation: # of LTIs X 1,000,000 / Total Man Hours = LTIF
- ASIF Calculation: ASI scores (GW reports) of all LTIs added together X 1,000,000 / Total Man Hours = ASIF