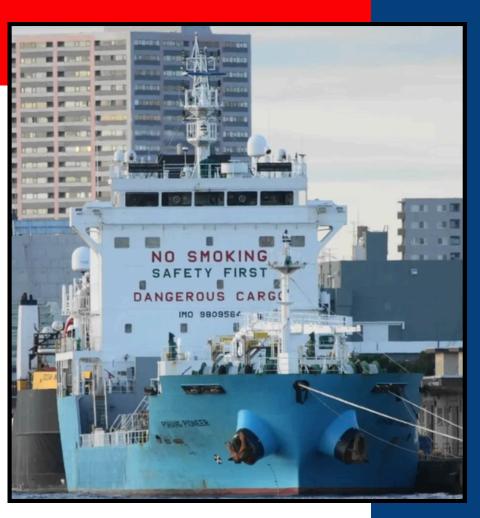


# SAFEY SCUTTLEBUTT NEWLSETTER

AUGUST 2025



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From the Desk of the Safety Analyst

At USMMI, one of the strongest tools we have is our ability to recognize and address safety hazards before they lead to incidents. Every time you take a moment to stop, observe, and point out a potential risk, you are actively protecting your shipmates and contributing to the safety and success of our operations. I want to thank each of you for your diligence in keeping safety at the forefront—it is making a real difference.

We know that our company is in the middle of some exciting changes, and with change often comes uncertainty. What has stood out, though, is the positive attitude and commitment our teams have shown. The shift in our safety culture is clear: we are not just following procedures—we are embracing a mindset of continuous improvement.

A key part of this shift is how we embody Human & Organizational Performance (HOP) principles and Behavior-Based Safety (BBS) in our daily work. HOP reminds us that people are not the problem but the solution, and that learning from mistakes is more valuable than assigning blame. BBS focuses on observing and reinforcing safe behaviors, recognizing that small actions—when done consistently—build stronger, safer outcomes. Together, these approaches are forming the foundation of USMMI's evolving safety culture.

I deeply appreciate your flexibility, understanding, and support as we continue paving the way for growth as a company. These changes are not just about compliance—they are about creating a safer, stronger, and more resilient USMMI for all of us. Thank you for your efforts and for being an active part of this journey.

Stay safe, stay engaged, and keep up the good work



# Risk Management Good Practice: Rigging the Gangway Brow

#### GOOD PRACTICE

- Crew working together sensibly
- Crew safe at all times
- Correct PPE worn

Many serious incidents occur during mooring operations. Crew who fall between the ship and the quay are rarely recovered alive.



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

#### BAD PRACTICE

- Crew in dangerous positions
- Poor training and bad practice
- No safety line, buoyancy aid or lifejacket in use



#### Lessons Learned: Green Patina Build-Up - A Lesson for All High-Pressure Water Mist Systems

On July 25, 2025, the U.S. Coast Guard (USCG) issued <u>Safety Alert 16-25</u> after discovering severe corrosion — identified as green patina — on high-pressure water mist nozzles during a Port State Control inspection of a foreign passenger vessel. While the case involved Marioff "a2000" series HI-FOG® nozzles, the safety lesson applies to all high-pressure water mist systems, regardless of manufacturer.

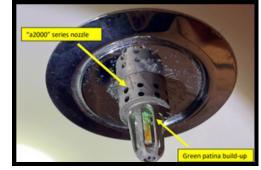
#### What Happened?

During the annual examination, USCG inspectors found several high-pressure water mist nozzles that failed to discharge mist despite the thermal glass bulbs activating as designed. The green patina corrosion restricted water flow even when the system pressure was raised to the required 140 bars (2,031 PSI). This rendered the nozzles inoperative during a simulated fire event.

#### Why It Matters

High-pressure water mist systems are designed for rapid, reliable fire suppression. If corrosion blocks or restricts a nozzle, the system may fail in a real emergency — putting lives, property, and the vessel itself at risk. The presence of green patina is a clear indicator of deterioration that can occur over time, especially in high-moisture, salt-laden, or chemically active environments such as:

- Outer decks and open-air spaces
- Galleys and food prep areas
- Spa or pool zones
- Spaces near exterior doors or ventilation inlets



This hazard is not limited to one brand — it's a fleet-wide concern for any ship using high-pressure water mist technology.

#### **Key Safety Measures for All Systems**

- Inspect all nozzles regardless of manufacturer for green patina or other corrosion, with extra attention to high-humidity or salt-exposed areas.
- Increase inspection frequency in high-risk locations and for equipment over 10 years old.
- Train and brief crew to recognize corrosion indicators during routine rounds and maintenance checks.
- Report and address issues immediately corrosion will not correct itself and often worsens quickly.
- Engage your OEM or authorized service provider for guidance and possible nozzle replacement.

#### Behavior-Based Safety (BBS): Spot It, Report It, Share It

Create a culture where every crewmember actively looks for and reports potential nozzle corrosion before it becomes a hazard.

- 1. **Peer Observation** Encourage crew to look over each other's inspections and recognize good catches.
- 2. Micro-Briefs Use quick 3-minute safety toolbox talks to highlight where corrosion is most likely to occur.
- 3. Visual Reminders Post side-by-side images of clean vs. corroded nozzles in workspaces.
- 4. **Recognition** Publicly acknowledge the crew who report early-stage corrosion.
- 5. **Fleet Learning** Share corrosion findings across vessels to prevent repeat issues.

#### Take Action — Applicable to All High-Pressure Water Mist Systems

- 1. **Inspect all nozzles**, not just those in known problem areas.
- 2. Add corrosion checks to weekly and monthly maintenance rounds and safety area inspections.
- 3. Log all inspections and findings, even if no corrosion is found.
- 4. Involve OEM/service representatives when patina is detected.
- 5. **Train crew** to recognize and report patina during daily rounds.
- 6. **Share lessons learned** across the fleet to prevent recurrence.

While the USCG alert focused on Marioff HI-FOG® nozzles, this is a universal lesson learned: corrosion on any high-pressure water mist nozzle can compromise firefighting capability. Consistent inspections, crew awareness, and proactive maintenance are the best defense against an inoperative fire suppression system when you need it most.

#### PSYCHOLOGICAL SAFETY: THE POWER OF MENTORING AT SEA



On board a vessel, no one can know everything—and that's not a weakness, it's a reality. The best crews are built on trust, collaboration, and the willingness to both ask for help and offer it. Psychological safety means feeling comfortable speaking up, asking questions, and sharing concerns without fear of embarrassment or retaliation.

Mentoring plays a major role in creating that environment.



#### What Mentoring Looks Like on a Ship

A mentor doesn't have to be a formally assigned role. It's often simply an experienced mariner willing to share their knowledge, skills, and lessons learned. In the maritime setting, this might mean:

- Showing a new hire the safest way to handle mooring lines.
- Walking a junior engineer through troubleshooting a pump.
- Offering a deck cadet tips on reading weather patterns.

Many companies have formal mentoring programs for new hires, but even without one, informal mentoring relationships happen daily—and they strengthen both individual and crew performance.

#### How Mentoring Builds Psychological Safety

- Reduces Job Stress Having a trusted person to turn to when facing challenges makes it easier to speak up before small issues become big problems.
- 2. **Improves Safety** When less experienced crew receive guidance from veterans, the risk of injury or incident drops. Sharing safety lessons openly reinforces a culture where speaking up is the norm.
- 3. **Boosts Efficiency** Knowledge transfer—tips, tricks, and time-saving methods—helps the whole crew work smarter, not just harder.
- $\label{lem:condition} \begin{tabular}{ll} \textbf{4.Lifts Morale} \textbf{Crews thrive when they know they've got each other's backs.} \\ \textbf{Helping and being helped fosters respect and camaraderie.} \end{tabular}$



#### Your Role in Creating a Safe Learning Environment

- If You're Experienced: Be approachable, patient, and proactive in offering help. Share not only the "how" but also the "why" behind safe work practices.
- If You're New: Speak up when you're unsure. Remember—questions are a sign of engagement, not weakness.
- **For Everyone**: Respect all contributions. Even the newest crew members bring unique perspectives and experiences that can improve the team's safety and performance.

Every time you mentor, you're not just teaching skills—you're strengthening the trust and psychological safety that keep our crews injury-free and high-performing.



# EASING BACK INTO LIFE AT HOME

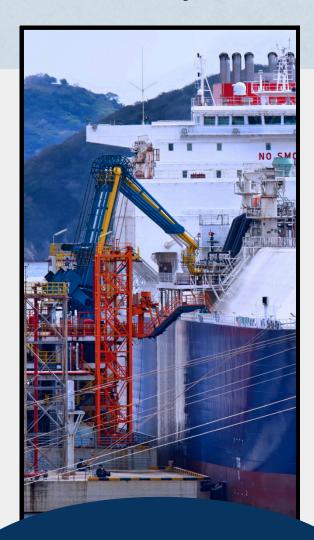
Returning home after months at sea isn't always as easy as it sounds. While you're back on land, your body and brain may still feel like they're in "work mode," making it hard to fully settle into rest, family time, or everyday routines.

This is a common challenge, especially when your role at home has shifted in your absence. As <a href="https://doi.org/10.25">The Maritime Executive</a> notes, both mariners and their families often go through transition periods where expectations and responsibilities need to be renegotiated.

#### Here are a few things that might help:

- Prepare mentally for "post-deployment letdown": There
  can be a surprising emotional crash after coming home,
  especially if you've been running on adrenaline or
  constant alert. This letdown is a normal nervous system
  response. Knowing this in advance can help you avoid
  self-judgment.
- Ease into your routine: Don't expect to bounce back overnight. Mariners often feel pressure to rush back into a perfect role of being the "fun parent" or the "fixer." That can cause burnout. Focus instead on being present and consistent, not overcompensating.
- Communicate openly: If you live with others, have a conversation about what you need. Rebuilding shared routines can help everyone feel more connected and supported.
- Kids need transition time too: Your return changes their rhythm as well. Try creating rituals like a "dad/mom's home" breakfast, story time, or movie night that can gently rebuild the bond and reinforce connection.
- Let go of guilt: Whether it's missing milestones or feeling like a stranger in your own home, guilt can be heavy.

  Long absences are structural, not moral failings. Remind yourself that showing up with intention is enough.



COMING HOME AFTER TIME AT SEA TAKES TIME, PATIENCE, AND A LITTLE INTENTION. YOU'RE NOT EXPECTED TO HAVE IT ALL FIGURED OUT RIGHT AWAY. JUST FOCUS ON WHAT HELPS YOU FEEL STEADY AGAIN, AND BUILD FROM THERE.



# SMOKING SAFELY AT SEA

Smoking is only permitted in designated areas approved by the Master. These spaces exist to keep our ship, cargo, and crew safe from fire hazards. By following the rules and using ashtrays properly, you play a direct role in preventing accidents at sea.

Your safety habits protect everyone on board.

#### **Prohibited Locations:** Smoking is <u>never</u> permitted in:

- · Work areas, storerooms, laundries
- Watch stations (bridge, ECR, CCR)
- o Passageways, cabins, cargo holds
- Messrooms, galley, food prep areas
- · Exercise and medical spaces

#### · Tankers:

- Only approved safety matches may be used.
- Cigarette lighters are not permitted.
- Matches must not leave the smoking area.
- Self-extinguishing ashtrays must be used.

#### Why Only Designated Areas?

- Fire Safety: Smoking outside designated zones increases the risk of fire spreading to cargo, machinery spaces, or accommodation.
- **Regulatory Compliance**: Applicable domestic/international regulations, industry best practices, and terminal regulations strictly control smoking areas to prevent catastrophic incidents.
- Health Protection: Properly vented smoking areas prevent second-hand smoke from circulating into living or working spaces.
- **Reputation & Liability**: Violations can lead to severe penalties from shore authorities, fines, and reputational damage to the company.

#### Behavior-Based Safety (BBS) Actions

- Pause and Point: Before lighting up, pause and confirm you are in a designated smoking area.
- **Speak Up**: If you see an ashtray or smoker outside the approved location, address it respectfully—small corrections prevent major incidents.
- Lead by Example: Senior crew should demonstrate correct behavior and explain the why behind the rule to junior seafarers.
- Reinforce Positives: Recognize crewmembers who consistently follow the smoking policy and help maintain ashtrays and safe spaces properly.

#### Tips for Safer Shipboard Smoking

- Always extinguish cigarettes fully in the self-extinguishing ashtrays provided.
- Never carry matches or lighters outside of approved areas.
- Keep smoking areas tidy—<u>ashtrays should never be moved from their designated spots.</u>
- Treat designated areas as a controlled safety measure, not a convenience.









#### 2AE, BEN BASSETT REDWOOD TRADER

"2nd Assistant Ben's attention to detail during his night watch has gifted him with an uncanny ability to find what would seem to be rather small and perhaps innocuous leaks in the piping. Each of these finds, if left unnoticed or untended, could later cause more serious issues. Finding them early meant the necessary prevention could be employed in a timely fashion before the mole hill actually did become a mountain. "- Chief Engineer Lee

# CHIEF COOK CHADON WILLIAMS, BOSN BRAYAN NUNEZ, & CHIEF STEWARD JESSICA DAVIS, REDWOOD TRADER

"During our recent in port stay, Bosn Brayan noticed the tag line and lifting straps were configured in an unsafe manner while lifting one of many pallets of stores. Bosn Brayan stopped the work, set the load back on the pier and ensured everything was set up correctly and safely before resuming the stores load. It's not just about getting the job done, it's about getting it done safely and Bosn Brayan shows this care with every job.

Both Chief Cook Chadon and Chief Steward
Jessica go above and beyond in making sure
the crew has "enough fuel to run the
machine." They put care and thoughtfulness
into every meal served and all the while
keeping the crew entertained. Their upbeat
personalities bring joy to every meal that is
not often seen."- Captain Lupek and Chief
Engineer Lee









#### AB NAKIA MILLER, SHENANDOAH TRADER

"While discharging JA-1 at Killingholme, UK, ABM 4x8 Nakia Miller observed a large ferry transiting past the M/T Shenandoah Trader at relatively high speed. Aware that mooring lines were intentionally kept slack at this berth—where crew adjustments are not permitted—Miller closely monitored the vessel's position against the pier. Recognizing that ship-to-ship interaction forces from the passing ferry were causing the Shenandoah Trader to shift alongside, he immediately notified the Mate on Watch.

The Mate on Watch promptly contacted shore personnel to verify the vessel's position and confirm that all moorings remained properly secured. Thanks to ABM Miller's vigilance, situational awareness, and timely communication, the vessel's minor movement was managed safely. His proactive monitoring of passing traffic exemplifies strong watchstanding habits and contributed directly to maintaining safe operations alongside."- Chief Mate Knizewski

#### 2AE MARCEL SOARES, SHENANDOAH TRADER

"Prior to bunkering operations, Marcel was performing pre-bunker checks and preparations. He observed that the starboard bunker manifold valve didn't feel right. Upon removing the valve hand-wheel operator to inspect, Marcel found that the valve stem had been twisted by 90 degrees. The result is that when the valve position indicator showed open, it was actually closed, and vice versa. The valve was immediately changed out with a new spare.

If this had not been discovered, there would have been a high risk for an oil spill on deck during bunkering. We would not have known that the valve was actually open because all indications and checks would have shown it as closed.

Marcel was able to prevent a potential spill from occurring while bunkering due to performing diligent preparations and maintaining a high standard and attention to detail."
1AE Styx







### FROM CADET TO CAREER—USMMI IS PROUD TO HELP MARINERS CHART THEIR COURSE TO SUCCESS.

Maine Maritime Academy students and alumni recently gathered aboard BADLANDS TRADER for this photo. Pictured are 3rd Mate Zachary Hammel, Deck Cadet Meredith Spotts, Engine Cadet Kylie Cantlon, and 3rd Mate Sage Dentremont. USMMI is proud to provide career opportunities that support the growth and development of both current and future mariners.

#### **WELCOME ABOARD, DANNY!**

Daniel "Danny" Bada joins USMMI Strategic Programs team as Port Operations and Logistics Coordinator. Danny is a retired USN Master Chief Operations Specialist, he has deep knowledge of Joint maritime operations and considerable experience supporting ships and missions around the globe. Welcome aboard at USMMI!



**USMMI** 



### USMMI WELCOME U.S. MERCHANT MARINE ACADEMY SOCCER TEAMS

USMMI was proud to host both the Men's and Women's Soccer Teams from the U.S. Merchant Marine Academy today for an engaging office visit. The event highlighted the strong connection between today's midshipmen and women and the future of the maritime industry.

During their visit, the teams learned about USMMI's growth, upcoming opportunities, and the exciting times ahead for the U.S. Merchant Marine. Our staff enjoyed answering thoughtful questions from the midshipmen and women, providing valuable insights into the industry that they are preparing to enter through their training and education.

A highlight of the day was the chance for the visitors to speak with Captain Steve Carmel, who is awaiting confirmation as the next Maritime Administrator. His perspective and experience offered an inspiring message about the critical role these future mariners will play in advancing the U.S.

Merchant Marine.

USMMI extends its appreciation to the U.S. Merchant Marine Academy soccer teams for their visit, curiosity, and enthusiasm. Together, we look forward to shaping the next generation of maritime leaders.





### USMMI Safety Statistics as of 31 July 2025

In July, we recorded 34 near misses, highlighting key areas for improvement in our safety practices. The top three causal factors for these incidents were Ship Evolutions (Safety equipment other than PPE/LSA), Situational Awareness, and Maintenance of Deck Machinery.

It is critical that we continue strengthening vigilance, enforcing policies, and enhancing operational safety standards to protect both personnel and equipment. By learning from these near misses and addressing their root causes, we reinforce our proactive safety culture and operational readiness.

#### **Key Reflections Based on July Safety Metric**

#### Ship Evolutions (Safety equipment other than PPE/LSA)

Several near misses were linked to improper use or lack of attention around ship evolutions involving safety equipment. Examples included unsecured gangways, eyewash stations not being properly checked, and failure to rope off or use stanchions effectively when areas were restricted. These evolutions demand strict adherence to procedure, as they protect both personnel and the vessel.

#### **Situational Awareness**

A few near misses revealed the importance of maintaining awareness of the workplace. Common examples included leaving tools and trash out on the deck, which created tripping and injury hazards, and heaters left running in laundry rooms—a recurring issue across the fleet. Fire safety is one of the most critical responsibilities we share, and something as small as forgetting to turn off a heater could have catastrophic consequences.

#### Maintenance of Deck Machinery

Recent reports are tied to hydraulic line leaks and anchoring equipment malfunctions. These findings stress the need for consistent inspection, preventative maintenance, and immediate corrective action. Our deck machinery is mission-critical; small oversights in its upkeep can lead to major failures during evolutions like anchoring or mooring.

#### **Improvement Opportunities**

- Secure safety equipment Always check that gangways, stanchions, and eyewash stations are properly set.
- Clean as you go Don't leave tools, trash, or heaters unattended.
- Check machinery Inspect hydraulic lines and anchoring gear before and after use.

#### Reflection Questions for Crew

- Did I leave my work area safe and ready for the next person?
- Are all safety barriers and equipment properly in place before we start?
- Have I inspected machinery and reported anything unusual right away?

#### BBS Tip for the Monthly Metrics Reflection: "Clear the Deck, Clear the Risk"

- See It Look around your space before leaving: tools, trash, heaters, or hoses left behind can all create hazards.
- Sort It Take a moment to clean, stow, or shut down. Small actions—like coiling a hose or turning off a heater—prevent big
  problems.
- Secure It Confirm gangways, stanchions, and safety barriers are in place and equipment is safe for the next person.

Remember: A clear deck is a safe deck. The habit you set today keeps your shipmate safe tomorrow.

