Compendium of Lessons Learnt and Safety Guidance (RCG)

-RE-ISSUE-

What happened

We have received a number of Lessons Learnt / Case Studies, Bulletins and Safety Guidance from our parent Company Royal Caribbean Group (RCB), the most pertinent ones as follows:

1. Voyager of the Seas – Grounding - Lessons Learned
   - this was originally created in May and has now been updated (new actions in red colour in the report): the vessel was at anchor in a mild weather in a close proximity from shore (0.3nm), tendering and unable to rotate 360 degrees, position and heading maintained with pods; the two assigned officers of the watch (OOW) lost situational awareness, did not apply the Bridge Resource Management concept for shared mental model and missed to notice the vessel had drifted into the "no go area"; one of the OWWs was fatigued and past his expected sign-off date; the vessel moved out from shallow water on its own power under the Captain's command with a suspected damage to one of its pods

2. Wire Ropes Maintenance – Risks of Sheathing – Safety Bulletin
   - due to findings of several investigations reports and a notice by Transport Malta, this highlights the dangers of sheathed (e.g. encased in plastic or similar) steel wires onboard for possible corrosion

3. Lifeboat Wire Parted during Load Test - Safety Bulletin
   -during load testing of the liferaft davits, a wire parted during the first break stop under Class' attendance, the davit arm recoiled back and the tension bar of the davit bent; the water bag and load cell fell to the dock bottom; there were no injuries or environmental impact; upon inspection of the wire no apparent reason for its failure was found (no corrosion, no broken strands, free from damage, kinks or deformations); the wire diameter was 14mm but upon checking certificates the minimum wire diameter required was found to be 16mm (1960 N/mm2)

4. Safety Cards on:
   - Slips and Trips
   - Portable Ladders
   - Crew Off-duty

5. Safety Net Advisories on:
   - Coping with Stress and Anxiety at Work during a Traumatic Time
   - Stress Management
   - How to Cope with Shutdown at Sea

The above are herewith shared with the Silversea Fleet for review and sharing the lessons learnt, recommendations and safety guidance

Causes, contributory factors and recommendations on the above

1. Grounding – Lessons Learnt:
    a. Risk of routine tasks / complacency, not following Bridge Resource Management concepts
    b. Concerns for not addressing self-reporting of fatigue concerns
    c. Recommendation – when anchoring in a position with a nautical hazard, escalate bridge/watch condition to level Yellow or Red

2. **Wire Ropes Maintenance: Risks of Sheathing:**
    a. Risk of restricted access of the wire rope in sheathed wires for a thorough inspection
    Relevant recommendations:

Do not use sheathed (e.g. encased in plastic or similar cover) steel wires in lifeboats and rescue boats wires applications such as: fall wires, lashings, lifting slings/strops, other loose gear related to LSA launching arrangements, and Fall Preventer Devices

Wire ferrules (typically metal tubes /caps crimped over stranded wire to secure the strands) must be compressed at an adequate pressure to securely fix the strands without spreading ***and the wires inside the ferrule must be without sheathing***

i. Maintenance inspections on wires:
- Vigilance and observations at all times
- Effective Crew training and familiarization
- Concentration on signs of deterioration and damage
- More frequent inspections of wire ropes conditions

ii. Further guidance / links:
- Transport Malta – Information Notice 35: https://www.transport.gov.mt/include/filestreaming.asp?fileid=5317
- Tokyo MOU Safety Bulletin: https://www.transport.gov.mt/P200109-Tokyo-MOU-SAFETY-BULLETIN-slings-encased-in-plastic-sheathin.pdf-f5206

3. Lifeboat Wire Parted during Load Test - Safety Bulletin:
    a. Undersized wire being used and related purchase history directly being copied / carried over since years
    b. Recommendations:
        i. Verify all survival craft correct wire size and specification
        ii. When ordering new wires always check the technical manual specifications

Do not order based on previous purchase history or last wire's certification

4. **Safety Cards on Crew Accidents:**
    a. Make crew aware that these circumstances can contribute to accidents/injuries
    b. Ensure they are aware of any associated hazards causing above
    c. Request feedback for improvement

5. **SafetyNet Advisories on Mental Health:**
    a. The current COVID-19 situation affects also mental health
    b. These advisories provide guidance on how to manage stress and anxiety at sea and during shutdown

Corrective actions

The Company (Silversea):

- Circulate a Compendium on the above Lessons Learnt, recommendations and safety guidance fleet wide

Vessels:

- During the next Safety Env Public Health Committee meeting - review the individual case studies, Bulletins and recommendations as listed in and enclosed with this Compendium
    - The HR Manager to discuss the SafetyNet advisories with all crew
    - Post the Safety Cards and SafetyNet advisories at crew information boards onboard
- Implement the recommendations from the above
- Provide positive feedback to your Fleet Cell/VOTech within a month of receipt of this Compendium

[redacted] Completed [redacted]

Enclosures:

1. Maritime Safety - Voyager of the Seas - Lessons Learned – Grounding
2. Maritime Safety - Safety Bulletin - Wire Ropes Maintenance Risks of Sheathing
3. Maritime Safety - Safety Bulletin - Liferaft Wire Parted During Load Test
4. Safety Cards on Crew Accidents
5. SafetyNet Advisories on Mental Health

Summary

April 16, 2020 – A Royal Caribbean ship was anchored to engage in crew repatriation operations. Due to port congestion the port authority assigning the vessel an anchorage location within 0.3nm to land. The heavy traffic and lack of space resulted in the ship anchoring at the outskirts of the assigned anchorage.

The proximity to shore rendered the ship unable to rotate 360 degrees around the anchor, due to shallow water restrictions. The Master informed the Bridge Officers to maintain a Northwest heading, utilizing the port pod to make minor adjustments and keeping the vessel out of the "no go area", which was clearly marked. In compliance with SQM NPP 19.00 (regarding if a vessel is within 0.3 NM to the grounding line/other vessels), the bridge was manned with two Officers. This is not uncommon practice for this ship, and the bridge officers are familiar with the policy.

The 1st and 2nd Officers were on the bridge midday on anchor watch with mild weather conditions while the ship underwent tendering operations. Wind speeds were under 10kts, with a 1.2 meter wave height and the ship was starting its swing radius. The 2nd Officer was eating lunch and inputting E-Log entries at the back station computer while the 1st Officer was on the port bridge wing. The 1st Officer was on the DECT phone and radio for approximately 40 minutes, pacing on the bridge wing and monitoring tender operations while the ship was swinging.

The Master had just finished with his lunch break and looked at the ECDIS display in his office to find the ship had crossed into the "no go area" and immediately called the bridge. The 2nd Officer answered the call and switched the fathometer to the aft sensor, finding the UKC at 3.8 meters. The 1st Officer started maneuvering the ship as the Master entered the bridge and shortly thereafter assumed the conn. Approximately 5 minutes later, the ship exited the "no go area".

Actions Taken Onboard

Ship was immediately maneuvered to a safe position. Crewmembers sounded the tanks to ensure no water ingress, the pods were tested (an irregular vibration was detected), and a diver was scheduled to inspect the hull at the earliest available time. All necessary reporting, internal and external, was completed.

Root Cause

- The 1st and 2nd Officer both had ample industry and Royal Caribbean experience, but they lost situational awareness and were not focused on monitoring the safe position of the vessel during their bridge watch
    - BNWAS was set in "Auto" mode which prevented the system from prompting the Officers to look at the screen
- The 1st Officer was experiencing fatigue and mental distraction
    - Onboard for 85 days and was 20 days past his expected sign off date with no confirmed crew change date set
    - Experienced two LSA safety incidents at the beginning of his contract
    - Stressful and frequent itinerary changes during his contract due to COVID-19
    - Frequent COVID-19 announcements over the PA making quality rest difficult to obtain
    - Had requested to sign off prior to this incident due to a family situation/his mental focus
- The 2nd Officer was disengaged from monitoring the vessel's position – there was no Bridge Resource Management shared mental model regarding the watch

Global Preventative Actions

- Maritime Safety to review and revise the NPP regarding the use of the BNWAS at anchor
- Maritime Safety to evaluate working hours and ways to mitigate fatigue in the current COVID-19 environment
- Maritime Safety to develop a process that operating teams can adhere to when faced with self-reporting of fatigue concerns
- Maritime Safety to investigate potential of adding a requirement for heightened watch conditions (Red or Yellow) when anchored in a position where there is a nautical hazard (grounding line, obstruction) within the swing circle.

Wire Ropes Maintenance: Risks of Sheathing

SAFETY BULLETIN

Summary
Maritime Safety wishes to stress the importance of a recently released notice issued by Transport Malta, highlighting the dangers of sheathed steel wires on board ships due to restricted access to the wire rope for a thorough inspection and the possible factors for corrosion in wire ropes.

History
Recommendations are based on the findings from the following investigation reports:

08/2014 – "Failure of a lifeboat wire rope fall on board Celebrity Century".

19/2017 – "Fatality of a crew member on board Sydney Trader".

14/2020 – "Damage to equipment leading to the release of free-fall lifeboat onboard Leopold Staff".

Recommendations
Wire failure was the critical factor in all the above-mentioned accidents. This highlights the importance of:

- Ships' crews to follow established maintenance procedures, being observant during all maintenance tasks and being vigilant at all times.
- Assessing the current maintenance procedures to ensure their continued effectiveness.
- Effective crew familiarization and training, to enhance the competency of the crew while conducting test procedures and training drills.
- That ferrules should be compressed at an adequate pressure in order to securely fix the strands without the risk of spreading and that the wires inside the ferrule have to remain without sheathing.
- Specific inspections concentrated on signs of deterioration and damage.
- Time intervals between subsequent inspections may be reduced by the competent person depending on the condition of the wire ropes.

Corroded safety wire inside the yellow sleeve

Global Preventative Actions
The following actions are required to be completed by Staff Captain:

- Share the bulletin with the on-board teams in charge of LSA maintenance. Reviewing this bulletin and attached notice from Transport Malta should be an agenda item on the next team meeting.
- Each vessel to confirm no sheathed steel wires are being used in lifeboats and rescue boats fall wires, lashings, lifting slings/strops and any other loose gear related to LSA launching arrangements.
- In the event fall preventer devices (FPD) are being used, for example to minimize the risk of hook failure, they shall not be sheathed (e.g. encased in plastic). If any are found sheathed, contact ggalyo@rccl.com and fpinero@rccl.com as they might need to be replaced.

Liferaft Wire Parted During Load Test

Summary
During load testing of the liferaft davits onboard Explorer of the Seas, a wire parted (4,3 meters from the hook), causing the water bag and the load cell to drop onto the dock bottom. The load testing was being performed by the Davit Team and witnessed by the Chief Officer Safety and a DNV-GL Inspector. The parting of the wire occurred during the first brake stop. The water bag was filled up to 3270 kg, verified by both Chief Officer Safety and DNV-GL Inspector. The brake was opened, the bag started descending and when the brake was closed the wire snapped immediately and the davit arm recoiled back, causing the tension bar of the davit to bend. There were no injuries or environmental impacts.

Actions Taken Onboard
Closer inspection of the parted wire did not reveal any apparent reason for it to fail. The wire was free from corrosion and the broken strands were inspected closely and no signs of mechanical damage, kinks or deformations were noted.

The wire was 14mm in diameter, however during the investigation it was found that, as per original specification, the minimum wire diameter required was 16mm grade 1960N/mm^2.

Upon checking the certificates for the rest of the liferaft wires, and measuring the wires with a caliper, it was confirmed that all wires (except 2) were 14mm, instead of 16mm (8 stations in total).

Tracing the PO history in AMOS revealed that ordering of undersized 14mm wire started from 2013 and was carried out since then.

Root Cause
The undersized wire is a root cause for the wire parting under the load test, as it showed no signs of corrosion, broken strands, damage, kinks or deformations during the inspection that took place after the incident.

Global Preventative Action

The following actions are required to be completed by Staff Captain:

- Verify the correct wires (size and specification) are installed in all survival craft fitted with davits (lifeboat, liferaft, rescue boat). <u>If wrong wires are found the below additional task are required</u>:
    - Place the survival craft out of service until the correct wire has been installed. Notify Marine Operations, Maritime Safety and Class.
    - If a lifeboat davit system is found with improperly sized wires and is a designated lifeboat with an assigned crew, determine an alternative lifeboat to designate, amend the abandon ship plans, and provide training to all crew.
    - Contact the Ship Manager in order to plan for sourcing the correct wire.
    - Report the event under Deck Equipment – LSA Equipment in Sea Event. Include not only the wire specifications (type, manufacturer, diameter), but also the certificates and AMOS history.
    - Do not mark the GPA as completed until ALL additional tasks have been fulfilled.

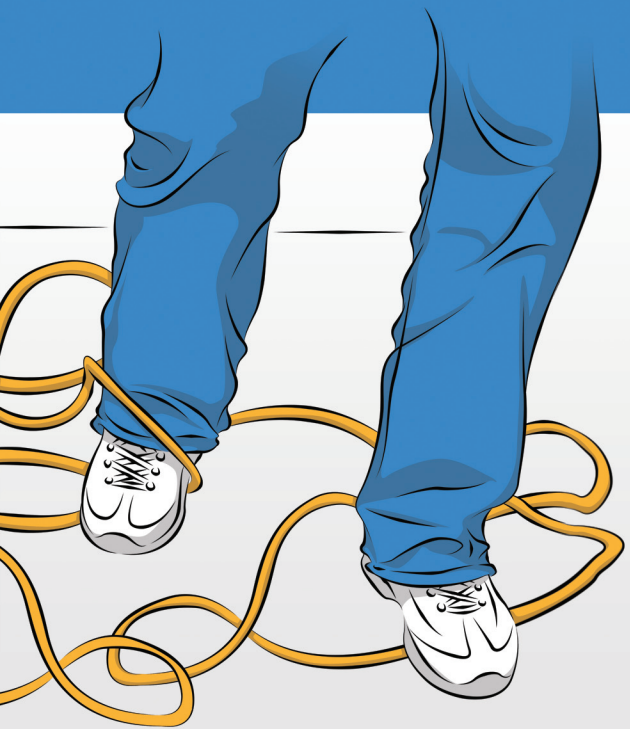
<u>Recommendation:</u> Do not order new wires utilizing AMOS history or looking at last wire certifications. Always confirm using the technical manual's correct specifications. See below excerpt from SQM Marine Operations – Chapter 4 Shipboard Marine Operations – 4.1.14 Operational Readiness, "Inspections and Maintenance of Lifesaving Appliances".

4. Maintenance and replacement of Fall Wires:

4.1 Fall Wires on all Life Saving Appliances must be inspected regularly, maintained in good condition, and must be replaced no later than every 5 years. This frequency is a SOLAS minimum requirement but should be condition-based and, therefore, increased when necessary.

4.2 The Staff Captain is responsible that all installed (and spare) fall wires are as per specifications of the LSA OEM's Type Approved drawings (can be bought elsewhere), are tagged at the fixed end, and shall have valid certificates.

Refer to BMA Bulletin no 100 - Wires for Lifeboat Falls and Appliance-Launched Liferafts.



Slips and Trips

- Slip and trip injuries are preventable.

  Causes of accidents and incidents are 90% unsafe acts and 10% unsafe conditions*

- Empowering crewmembers to be cautious and proactive can minimize injuries.

*National Safety Council

PST004

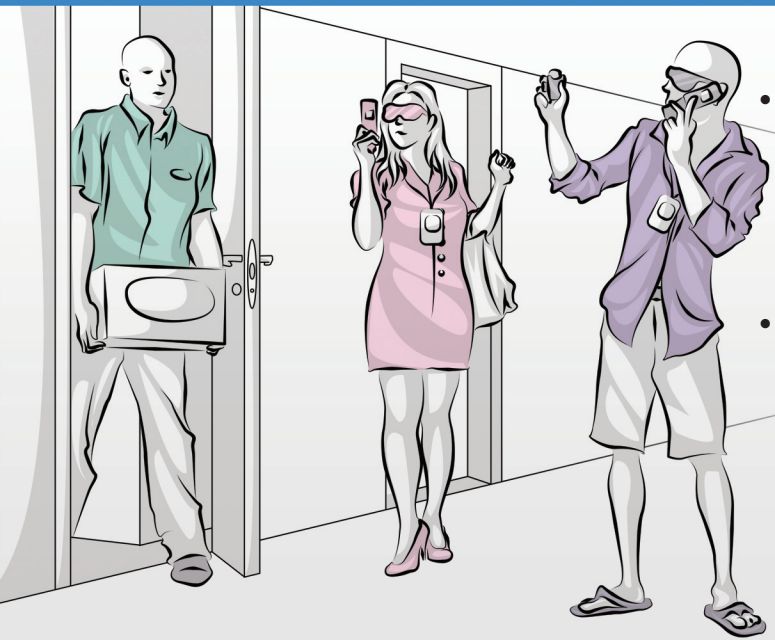
METHOD	POINTS TO COVER	STEP
Introduce: **Interest: I** **Objective: O** **WIFM: W**	**I:** Ask question: What are some potential outcomes of an environment with slip and trip hazards, such as a wet floor? **O:** Outline the need for crewmembers to be aware of their surroundings and all potential slip and trip dangers in 'all' areas at all times. State what actions the crew-member should take if they encounter a hazardous situation. **W:** Working safely is a condition of employment because it keeps everyone injury-free.	Supervisor poses question to crew
Demonstrate:	Review the guiding principles; slips and trips are preventable and all crewmembers are responsible for safety. Discuss some potential items or areas of the ship that may present potential slip or trip situations working and living onboard. Having input from all crew members is important as suggestions can make the onboard environment safer.	Discussion of potential slip and trip hazards
Practice:	Ask crewmembers to volunteer to share best practices not already mentioned, on how to avoid slips and trips in their individual roles. Encourage or outline if not mentioned, the not-so-obvious examples such as leaving filing cabinet drawers open.	Questions are posed to the team Best practices are discussed
Evaluate: **Summarize:**	Randomly ask different crew best practices on making the 'entire' ship an environment free of slips and trips. Close by re-stating why working safely and being proactive is a vital role for all crew.	Questions are asked to confirm understanding

Portable Ladder Safety

- Even falls from a small height can cause serious injuries.
- Ladders need to be used each time, and with care.

METHOD	POINTS TO COVER	STEP
Introduce: **Interest: I** **Objective: O** **WIFM: W**	**I:** Ask questions: How many times have you seen someone do this or done this yourself; 'just' stood on a chair or a table instead of calling for someone with a ladder? Why? Did you/they think it would be 'faster' or easier? Even falls from small heights cause injuries so that thought to save a few minutes could result in months of recuperation. **O:** Outline the need for crewmembers to be aware of the fact that they must call for the correct people with the correct tools to conduct specific tasks on the ship and that ladders need to be used correctly and inspected before use. **W:** Nobody wants to injure themselves or others, a little thought and time will prevent accidents from happening.	Supervisor poses question to crew
Demonstrate:	Review your ship and department guidelines for calling for and/or using portable ladders. REFER TO POSTER PST013 and talk through the checklist, point by point, explaining the reason for each listed caution. Explain it is the persons own responsibility to check the ladder before each use and to make sure it is erected securely and in a safe place.	Discussion of responsibilities
Practice:	Ask crewmembers to say whether they feel each step is important and if there are any additional steps not mentioned that they would like to bring people's attention to. Explain where and how the portable ladders are stowed and HAVE A PORTABLE LADDER at hand. Demonstrate how to correctly carry them (vertically as close to body as possible and not horizontally to injure others). Then demonstrate how to open them and walk up a few rungs following the outlined points.	Questions are posed to the team Best practices are discussed
Evaluate: **Summarize:**	Fold the ladder and ask random crew to come forward to demonstrate each point of the checklist. Hand them some tools and ask them to climb to reach something on a nearby wall or ceiling, correct any actions as needed. Falls from even the smallest of heights can cause injuries especially on a moving ship.	Questions are asked to confirm understanding

Crew; Off-Duty Safety



- The same hazards are present whether crew are on or off duty.
- Crew are asked to take precautions and be aware of their surroundings.

PST023

METHOD	POINTS TO COVER	STEP
Introduce: **Interest: I** **Objective: O** **WIFM: W**	**I:** Say: Would it be fair or 'good' to ban crew from using cell phones, personal audio devices and cameras onboard? No, and we don't want to do that but sometimes the use of these while off-duty does create hazardous situations. **O:** Highlight typical potentially dangerous situations that arise when crew are on the ship but off-duty. **W:** Stay safe; accidents and injuries do not only occur whilst on duty. Awareness and consideration is all it takes to have fun and stay safe.	Supervisor poses question to crew
Demonstrate:	REVIEW POSTER PST023 with the group. Ask the crew to say how many faults they can find in the picture, why they pose hazards and who they pose hazards to. Discuss what would be a better alternative to each potentially hazardous item or situation.	Discussion of responsibilities
Practice:	Nobody wants crew to be unable to use personal phones, cameras etc but there are better places to stand or sit when using them, the middle of the I95 on loading day is not the best place, so where is? (Ask the team.) Explain that dark sunglasses may look cool but often cause people to miss a step, slip or trip due to limited vision whilst inside the ship. Elaborate on recent happenings/examples from your own ship and outline the best places for crew to wait to disembark the vessel and use their devices safely.	Questions are posed to the team Best practices are discussed
Evaluate: **Summarize:**	Ask crewmembers to state if they 'see' the dangers in wearing high or non-supportive shoes, standing with backs to doors and gathering in high-traffic areas etc. Discuss all points of view and listen to suggestions that may be posed. We all want to have fun while off-duty whether on or off the ship, we just need to think carefully about what we choose to wear and do, and where we choose to do it.	Questions are asked to confirm understanding

Royal Caribbean Group

SAFETY NET

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COPING WITH STRESS AND ANXIETY AT WORK DURING A TRAUMATIC TIME

During this pandemic, and beyond, it is critical that crew members recognize what stress looks like and take the steps necessary to build resilience and manage anxiety on the job.

It is natural to feel stress, anxiety, and worry during and after a disaster or traumatic disruption of your daily life, like the COVID-19 pandemic. Everyone reacts differently, and even your own feelings may change over time.

Notice and accept how you feel. Taking care of your emotional health during a difficult time will help you think clearly and react to the urgent needs to protect yourself and those you care about.

Fear and anxiety can be overwhelming and cause strong emotions. It's important to recognize that everyone reacts differently to stressful situations.

Common symptoms of stress:

- Fear and worry about your own health and the health of those for whom you care
- Feelings of irritation, anger, or denial
- Changes in appetite, energy, and activity levels
- Difficulty concentrating
- Feeling uncertain, nervous, or anxious
- Lack of motivation
- Feeling tired, overwhelmed, or burned out
- Feeling sad or depressed
- Difficulty getting to sleep or staying asleep
- Worsening of chronic health problems or mental health conditions
- Increased use of alcohol or tobacco

At any time, if stressful feelings result in symptoms like fatigue or difficulty concentrating that interfere with your ability to do your job safely, make sure you talk to management so you can work together to come up with solutions that will maintain a safe working environment.

Healthy ways to cope with stress:

- Take care of your body
- Take deep breaths, stretch, or meditate
- Try to eat healthy, well-balanced meals
- Exercise regularly
- Get plenty of sleep
- Avoid alcohol
- Make time to unwind
- Connect with others - talk with people you trust about your concerns and how you are feeling

Remember, we're all in this together and we all play a crucial role in fighting this pandemic.

Royal Caribbean Group

SAFETY NET

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STRESS MANAGEMENT

We generally use the word “stress” when we feel that everything seems to have become too much. We feel that we are overloaded and wonder whether we can cope with the pressure. Anything that poses a challenge or a threat to our well-being is a stress. Some stress is good for us, but when the stresses undermine both our mental and physical health, it becomes bad for us.

Most of us have varying interpretations of what stress is about and what matters. We are continuously sizing up situations that confront us in life. We assess each situation, deciding whether something is a threat, how we can deal with it and what resources we can use. If we feel that that the situation is beyond our control to effectively deal with, we say the situation is stressful and we react with a classic stress response. On the other hand if we decide our skill to deal with the situation is adequate, it is not seen as stressful to us.

The key to managing stress is being aware of your choices and making the right ones. We have to realize that we cannot control all the events that bring stress to our lives but we can choose healthy ways to respond to them. We can tap into our inner strengths and care for ourselves in ways that prevent stress and neutralize the negative effects of stress.

Stress management is the art of learning to manage our inner self. In any stressful situation, you do have a choice. Here are some things you can do reduce stress:

- **Get Exercise**—You can increase your resistance to stress by strengthening your physical health. Physical activity plays a key role in reducing and preventing the effects of stress.
- **Eat a Healthy Diet**—well nourished bodies are better prepared to cope with stress. Eat breakfast to start your day off right and to keep your energy up and your mind clear.
- **Reduce Caffeine and Sugar**—the temporary “highs” of caffeine and sugar often end in a crash mood and energy. By reducing caffeine and sugar, you will feel more relaxed and you will sleep better.
- **Get Enough Sleep**. Adequate sleep fuels the mind and your body. Feeling tired will increase your stress level. You should go to sleep the same time every night and get 7-8 hours of sleep.

AVOID ALCOHOL

When dealing with a stressful day, you may be tempted to have a glass of wine or a beer. Self medicating with alcohol may provide an easy escape but it is only temporary. Alcohol is a depressant. It disrupts the delicate balance of chemicals and processes in your brain, affecting your thoughts, feelings and actions. Alcohol actually changes the way the body perceives stress and changes how it responds to stress. Alcohol can actually increase your anxiety and you may be doing more harm than good.

Effective stress management helps you break the hold stress has on your life, so you can be happier, healthier, and more productive. The ultimate goal is a balanced life, with time for work, relationships, relaxation, and fun—and the resilience to hold up under pressure and meet challenges head on every day. Remember that the Medical Staff and the HR Manager are onboard to help you with your stress management.

Royal Caribbean Group

SAFETY NET

October 2020
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HOW TO COPE WITH SHUTDOWN AT SEA

MARITIME HEALTH | 15/10/20

Being stuck at sea during such a pandemic can lead to uncertainty about the future, anger, fear, anxiety and sadness. Recognizing these symptoms is a great first step to mitigate the psychological effects experienced during shutdown. According to the UK P&I Club, some common signs of anxiety and depression that people may be experiencing include:

Physical signs:

- Headaches, neck tension, gastrointestinal problems
- Sleep issues
- Decreased or no appetite
- Decreased energy, fatigue

Psychological and emotional signs:

- Worrying about your health and the health of your loved ones
- Feelings of being overwhelmed by events, powerlessness
- Negative thinking or negative perception of daily events
- Feelings of discouragement, insecurity, sadness, anger

Behavioral signs:

- Difficulty in concentrating
- Difficulty carrying our daily tasks
- Irritability, aggression
- Crying
- Withdrawal
- Difficulty making decisions
- Increased use of alcohol

However, instead of worrying about when this will end, you can engage in activities that will develop a sense of control and empowerment. Although not all practices may be helpful or practical, keeping an open mind and experimenting with whatever works for you, will help alleviate the burden of the shutdown at sea. Some common practices include:

- Staying informed by using reliable sources to get information
- Limiting the time allocated to seeking information; overload of information can aggravate anxiety and stress
- Being aware of your feelings, thoughts and reactions. We may not choose the way we feel but we can always choose how we react to those feelings
- Practicing gratitude and kindness with your colleagues onboard. Research suggests that kindness improves your wellbeing, evokes positive feelings and gives you a sense of self-worth and purpose
- Connecting with others with care and compassion.
- Staying in touch with your family and friends via social media, phone, email, FaceTime, WhatsApp, Messenger, Facebook, Instagram etc.
- Choosing a 'touchstone friend' – a person that you trust and with whom you can freely voice your feelings, thoughts and reactions of what you are experiencing
- Establishing a daily routine; this action is of paramount importance during lockdown! This includes daily physical activity, regulated sleep schedule and eating healthy meals

Check out the new Global Security CareTeam Website on Homeport. It contains a collection of resources to support crew well-being