

MONTHLY SAFETY MESSAGE

September 2023 – SMS Section 9; Reports & Analysis of Non-Conformities, Deficiencies, Incidents, Near Misses

SAFETY POLICY

The Company is a responsible employer, committed to providing a safe and healthy workplace for all employees.

Safety goals:

- ZERO INJURIES
- ZERO ACCIDENTS
- ZERO POLLUTION

The safety of persons, vessels, and the environment shall be given the greatest consideration when making decisions or undertaking any operation. (See SMS Section 1)



24 HR Dispatcher
504-861-1303

Port Captain
504-861-3351 office;
504-512-0067 cell

TSMS; SECTION 9 REPORTS AND ANALYSIS

Review Section 9 of the TSMS this month with your crew.

Section 9 addresses reporting and analysis of non-conformities, incidents, and other potentially hazardous occurrences.

Section 9.2 explains the Corrective Action Process. The purpose of the Corrective Action Process is to identify, examine, and document causal factors contributing to non-conformities, incidents, near misses, or other similar problems. The outcome should be focused on preventive actions so that an occurrence doesn't happen again.

Corrective actions may come from multiple sources such as audits, surveys, maintenance inspections, incidents, accidents, spills, etc.

The documentation of non-conformities and the corrective action process is all carried out in Helm CONNECT and administered by shoreside management.

Lessons learned from investigations into non-conformities are shared with all vessel crews thru Monthly Safety Alerts, Fleet Memo's, Annual Captain's Meetings, Safety Messages, Safety Stand-downs, emails, and other written correspondence.

After your discussion on Section 9 with the crew, complete the following steps:

- Complete the "Safety Meeting Form (Weekly)" so that your review with the crew is documented properly.
- Submit any changes using the "TSMS Change Request (TCR)" form in HELM.

"Emergency notifications required by law or company policy must be accomplished by following the procedures for that particular event as outlined in the Company's Safety Management System manual, or for spills, as stated in the NTVRP/SOPEP manual."

MONTHLY SAFETY MESSAGE

DO YA KNOW...WHERE TO FIND HAZARD COMMUNICATION PROCEDURES?

Check out SMS Section 2, page 2-15 and 2-16.

The hazard communication program is how the Company alerts employees to the presence of hazardous chemicals in the workplace and to show how to work safely with these chemicals, such as concentrated deck soap.

Safety Data Sheets (SDS), (no longer MSDS), are available in Helm CONNECT for specific chemicals used onboard the vessel. You can also access SDS for products on the manufacturer's website found on the internet.

Each year, all crew members are required to participate in "Haz Comm" procedures as part of the annual Health & Safety Program training. The training is scheduled for September 12-14 & 19-21, 2023.

It is company policy that employees review the SDS information prior to using any substance deemed hazardous.

Hazardous chemicals are defined by the Hazard Communication Standard (HCS) and is considered as any chemical which can cause physical or health hazards.

CHANGE IN DESIGNATED PERSON ASHORE (DPA)

Effective immediately, Ron Waddell will replace Mike Vitt as the Primary Designated Person Ashore. Mike Killelea will remain as the Alternate Designated Person Ashore.

The DPA is responsible for ensuring the safe operation of all Company operated vessels and has direct access to the highest level of management within the Company.

The responsibilities and authority of the DPA includes monitoring the safety and pollution prevention aspects of the operation of each vessel and ensuring that adequate resources and shore-based support are applied, as required.

ARE YOU AN SMS WOODPECKER?

Are you one of those folks that thinks Company policies and the SMS doesn't pertain to you?

Our safety management system is made up of two parts, shoreside policies and procedures and the SMS manual.

You should review the SMS manual and other manuals regularly to stay familiar with the contents. As an employee of the Company, YOU are obligated to follow the Company policies and procedures – AT ALL TIMES!



MONTHLY SAFETY MESSAGE



PORT CAPTAIN'S MESSAGE

Say what you do – do what you say – be able to prove it!

Questions during an audit or inspection being answered “...its logged in HELM Connect” doesn’t always work. Although that answer may get you through the audit or inspection a time or two, you should be prepared to show the Auditor or Inspector where it’s logged in HELM Connect and refer to the SMS to explain why. This will certainly show that the Master can connect the “*Why, Where and How*”, that identifies true understanding of a mature safety management system.

Moreover, your crew is trained on this regularly and should be just as aware of the reasons. It’s a disservice to the crew, especially the back watch, to just log it and move on, but it resonates when crew members know the reason Helm CONNECT is integrated with the Company’s safety management system and regulatory requirements.

MAINTENANCE MANAGER'S MESSAGE



Earlier this month, we held training classes for all of our deck crew and engineers. The training addressed engine room safety. In this course, we discussed the following subjects: EN Bisso Safety Policies, Stop Work Authority, Risk Management and Job Safety Analysis forms, PPE, Safety Data Sheets, the history of ISM and its relationship with the Engine Room, Helm Connect, and preparation tips for engineers for USCG annual inspections. A couple of thoughts come to mind regarding the classes:

First, I would like to thank everyone who participated in these sessions. I hope everyone was able to learn new information and apply it to their everyday practices.

Secondly, I would like to reiterate the common theme throughout this course: Watching out for your safety and the safety of others. Don’t try to rush through a task. Take your time and think it through. Just ten minutes to fill out a JSA and properly analyzing a task could mean the difference between life and death. I’m sure everyone who attended the course can tell you about the tragedy onboard the ferry “HERALD OF THE FREE ENTERPRISE”. If the crew onboard had spent three additional minutes to check if there bow doors were closed, they may have saved the lives of 193 people onboard.

And finally, we will be hosting more training classes for engineers in the future. I would like feedback from everyone on what future classes will cover. Is there a particular subject or procedure you would like covered? These courses are for you! Suggestions can be sent to me at my email (afredrick@enbisso.com).

MONTHLY SAFETY MESSAGE

THE COMPLIANCE CORNER



Let's talk fire drills! We all know that fire drills are required each month. Per the regulations, we should be conducting a fire drill to fight fires in the engine room each month **AND elsewhere**.

So.... Your drill should include the engine room and a second location on the vessel.

Run the drill simultaneously to include another area that a fire spread to. Example, an engine room fire that spread to the living quarters above. Or a galley fire that spread to the engine room.

You can also expand your drill to include another required drill such as a vessel fire that quickly became out of control, and you had to abandon ship. You could log two drills with one scenario. Use your imagination and have fun with it – but take it seriously. Do you plan your drills with an intended lesson in mind?

Do your drills as if an actual emergency exists. BUT... do it safely! Don't forget to document your drills in Helm CONNECT.

46CFR142.245 Requirements for training crews to respond to fires

(a) Drills and instruction. The master must ensure that each crew member participates in fire drills and receives instruction at least once per month. All crew members must be familiar with their fire-fighting duties, and specifically how to:



1. Fire a fire in the engine room **AND** elsewhere onboard, including how to,
 - i. Operate all fire-extinguishing equipment onboard
 - ii. Stop any mechanical ventilation systems for the engine room and effectively seal all natural openings to the space to prevent leakage of the extinguishing agent, and
 - iii. Operate the fuel shut-off(s) for the engine room.
2. Activate the general alarm.
3. Report inoperative alarm systems and fire-detection systems, and
4. Don a fire fighter's outfit and a self-contained breathing apparatus, if equipped (MV Edwin N).

2023 USCG COI INSPECTION SCHEDULE

The following USCG Certificate of Inspection annual inspections are due this year. Unless marked as a (RENEWAL), we have 90 days either side of the date to complete the inspection. RENEWALS are “drop dead” dates; the inspections must occur on or before the anniversary date of the Certificate of Inspection (COI). There is an inspection guide in Helm CONNECT “DOCUMENTS” that you may use as a guide to prepare your vessel

MONTHLY SAFETY MESSAGE

and records for the inspection. The Compliance Manager will contact the vessel Captain prior to scheduling the inspection with the USCG.

2023 USCG COI Inspection Schedule

Capt Bud Bisso (GPT); 9/29/2023; COI anniversary date **(Sept 7 Gulfport)**
 Frank M (Palm Beach); 6/14/2023; COI anniversary date **(Sept 8 Palm Beach)**
 Elizabeth S (Canaveral); 7/13/2023 COI anniversary date **(Sept 12 Canaveral)**
 Capt. Bud (Palm Beach); 7/15/2023 COI anniversary date **(TBD – Sept)**
 Christine S; 9/25/2023; COI anniversary date **(TBD - Sept)**
 Freedom; 11/30/2023; COI anniversary date **(TBD)**

The image shows a sample USCG Certificate of Inspection form. The vessel name is 'A. THOMAS HIGGINS', hull number '130223', and MMSI '7012779'. The vessel is a 'Young Vessel' registered in 'NEW ORLEANS, LA'. The certificate is issued by 'E.N. BISSO & SON, INC.' on '11 Jun 2023'. The form includes sections for vessel details, crew list, and inspection notes.

2023 SAFETY MANAGEMENT CERTIFICATE SCHEDULE

The following boats are due this year for the Safety Management Certification vessel audit. The audit entails a comprehensive review of the TSMS and vessel compliance with the TSMS. This audit will sample drill records, maintenance records, work orders (open and closed), quarterly vessel audit records, etc. The Compliance Manager will contact the vessel Captain prior to scheduling the audit.

2023 Audit Schedule

Dee White; 9/22/2023; (TBD)
 Jackie B; 9/26/2023; (TBD)
 J.A. Bisso; 10/1/2023; (TBD)
 Beverly B; 10/14/2023 (RENEWAL)
 Josephine Anne; 11/1/2023 (RENEWAL)
 Catherine B; 12/19/2023 (TBD)

TRAINING – 2023

The following training is on the calendar for 2023:

- September 6; CPR/AED/First Aid – Gulfport Ms.
- September 12-14, and 19-21 – Maritime Compliance; Annual Health & Safety Training
- September 12-14, and 19-21 – Helm – WORK/REST tracking (following the H&S Training)
- Oct 10-12 & Oct 17-19; JSA's and Lock Out/Tag Out Training
- Captain's Meetings – TBD (Proposed for late October – Stay Tuned!)

MONTHLY SAFETY MESSAGE

PIC FUELING – ONLINE CBT TRAINING

“PIC fueling” training – if you are a mate/wheelman/master/captain or engineer and you have not yet had the training please contact Ron Waddell. We will enroll you for online CBT training with Moxie Media. You can complete the class online and send in the certificate of completion for credit.

The PIC list was updated 5 July 2023 and is now in Helm.

TWIC RENEWAL NOW ONLINE

You can now renew your TWIC online without having to go into a TWIC office.

Use the link below for more information:

<https://www.tsa.gov/news/press/releases/2022/08/10/tsa-launches-new-online-transportation-worker-identification>



LICENSES AND CREDENTIALS

We are continuously updating licenses and credentials in HELM for all personnel. Any expired information must be updated.

Captain’s please check your crew’s information in HELM and be sure the crew has the correct credentials and they are up to date.

Missing or expired documents, such as MMC, TWIC, Medical Cards, USCG license, or driver’s license must be updated ASAP.

Required documents – TWIC, Valid ID (driver’s license or state issued ID card), MMC, and Medical Card.

Report crew members with expired credentials or no credentials immediately to the Compliance Manager and/or Port Captain.

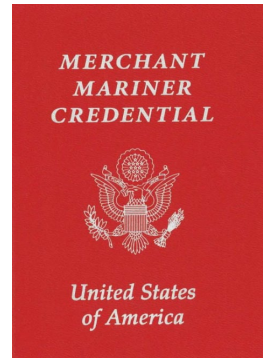
If you have questions or need assistance, please contact Ron Waddell; 504-297-0741 office, 504-232-4001 cell, or rwaddell@enbisso.com.

MONTHLY SAFETY MESSAGE

MERCHANT MARINER CREDENTIALS – ARE REQUIRED FOR ALL PERSONNEL

If you do not have an MMC, you need to start the application process. Any person working on boats >100GT are required by USCG regulations to have a MMC. **The Company's policy is that ALL VESSEL CREW MEMBERS NEED A MMC.**

Mike Vitt can assist you in getting your MMC if you don't have one OR Google it – there are tons of information available to assist you in the process.



FCC LICENSES – ARE REQUIRED

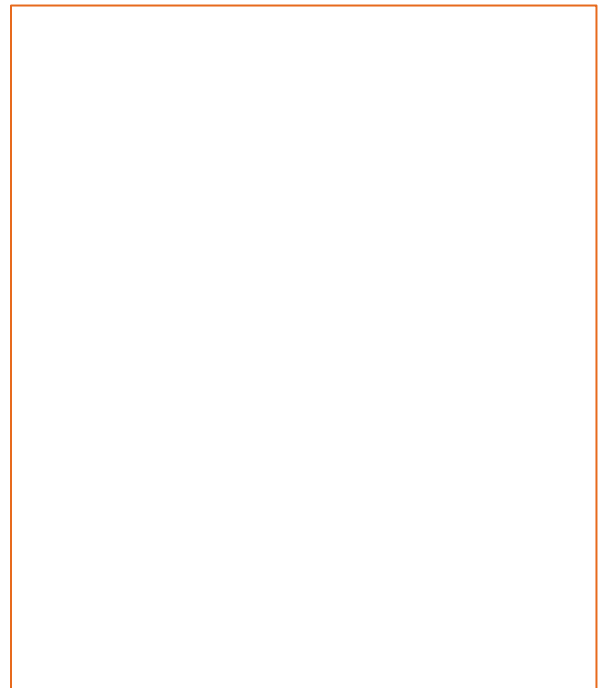
If you do not have an FCC license, please apply for it immediately to prevent future violations. You will need a Marine Radio Operator Permit (Element 1), FCC license.

To apply for an FCC license, you can to either link below. The second seems much easier:

[https://www.fcc.gov/obtaining-license.](https://www.fcc.gov/obtaining-license)

Try this link; it seems much easier:

[https://uscaptainstraining.com/product/marine-radio-operator-permit-mp/.](https://uscaptainstraining.com/product/marine-radio-operator-permit-mp/)



MONTHLY SAFETY MESSAGE



ROUSE FAMILY RECIPE
UNCLE TIM'S WHITE BEANS

INGREDIENTS

2 pounds Navy or Great Northern beans, rinsed and sorted (soaked overnight)

2 tablespoons bacon grease, like Hot Belly

1 pound Rouses Smoked Sausage, sliced in ¼-inch rounds

1 large green onion

1 yellow onion, chopped

2 large stalks celery, chopped

2 cloves of garlic, minced

2 bay leaves

1 pound tasso, salt meat or pickled pork

Salt and black pepper, to taste

Cooked rice

Hot sauce or vinegar, for serving

DIRECTIONS

Soak beans overnight in a bowl. Drain and rinse them before cooking.

Warm a heavy-bottomed 12-quart pot over medium heat for 2 minutes, then add bacon grease and heat for 30 seconds. Add sausage and cook, turning as needed until browned on all sides, about 12 minutes.

Trim and discard the root end and very top of the green onion. Chop the remaining part of the onion, separating into two piles.

Add green onion tops, yellow onion, celery, garlic and bay leaf; stir to combine. Add beans and pork meat, and cover with water. Cover pot and bring to a boil over high heat.

Boil for 10 minutes then reduce heat to a low simmer and cook, uncovered, stirring often, until the beans are tender, scrapping the bottom of the pot, about 2 hours.

Turn off heat. Remove and discard bay leaves.

Taste and season with salt and pepper. Garnish with green onion bottoms. Serve beans over rice or jambalaya.