

MONTHLY SAFETY MESSAGE

SMS Section 9; Reports and Analysis of Major Non-Conformities, Non-Conformities, Incidents, Near Misses, and Hazardous Occurrences

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

Review Section 9 of the SMS manual with your crew.

After you complete the review with the crew, do the following:

- In Helm CONNECT, complete the “Safety Meeting Form (Weekly)” so that your review of Section 9 with the crew is documented properly.
- Submit any suggested changes to the SMS using the “SMS Change Request (TCR)” form located in Helm CONNECT. (Found here; ONBOARD – FORMS – LIBRARY)

“All major non-conformities, non-conformities, deficiencies, near misses, incidents, accidents, injuries to personnel, must be brought to the attention of the master immediately.”

ARE YOU FAMILIAR WITH THE “VESSEL GENERAL PERMIT PLAN OTHERWISE KNOWN AS THE VGP MANUAL?”

The Compliance Director recently distributed a VGP manual review exercise to all vessels in the fleet. Each crew, A and B, should have completed this exercise, signed the acknowledgement page, and sent it back to the Compliance Department. The signed acknowledgement page will serve as evidence of training regarding the VGP plan and Ballast Water Management plan.

Our internal audit team is currently going to each boat in the fleet to conduct the annual comprehensive VGP inspection. The exercise was designed to get you familiar with the requirements of the plan and assist you in completing the annual comprehensive VGP inspection properly.

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THE PORT CAPTAIN'S MESSAGE

Is fatigue a factor that affects a crew?

I read this article that I'm sharing with you.

It's a great read and an eye opener for personal phone usage while underway. It also highlights how important it is to manage stress in our day to day lives.

The towboat John 3:16 underway.

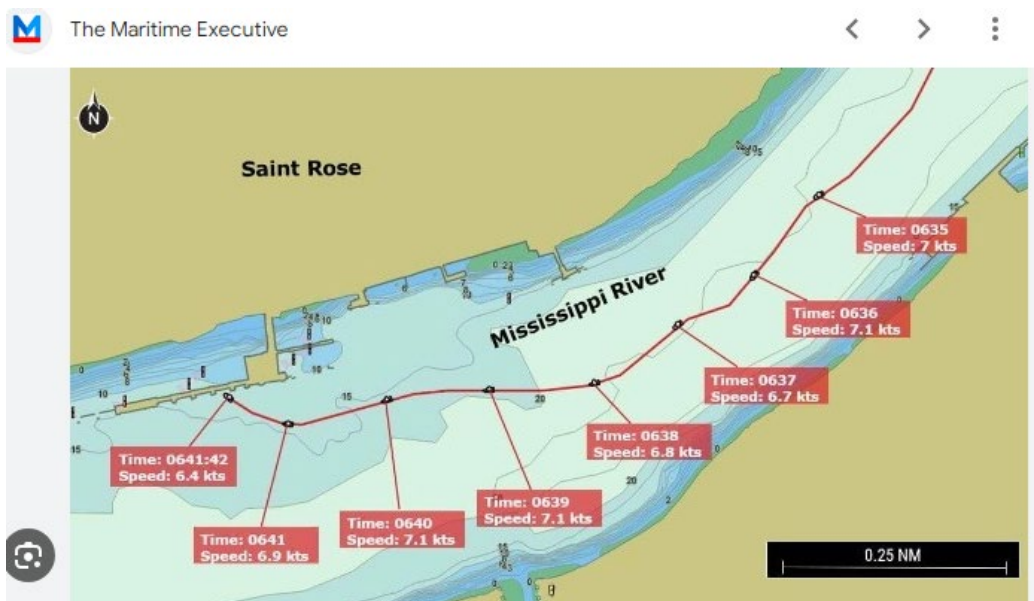
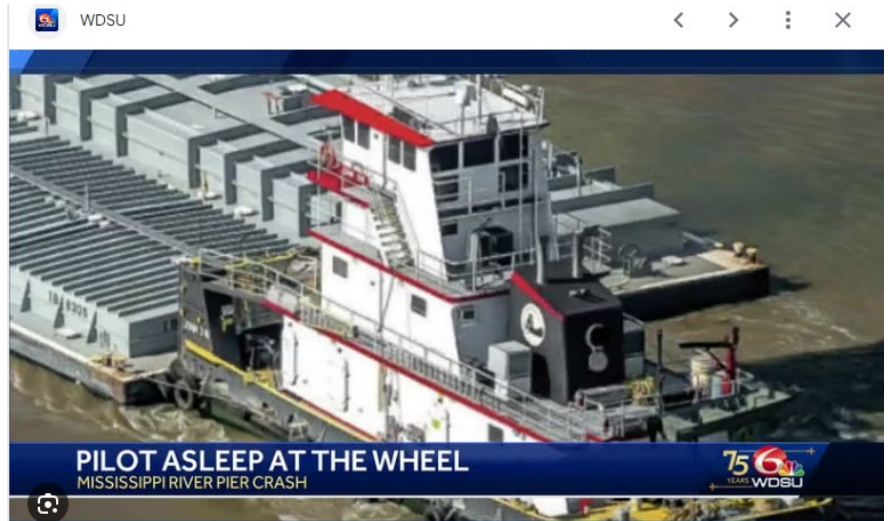
The pilot of a towing vessel that hit a pier near Saint Rose, La., last year was feeling the effects of "an accumulated sleep debt" when he fell asleep, the National Transportation Safety Board said..

The pilot of the John 3:16, a 70.6'x28'x10' towboat, was navigating upriver on the Lower Mississippi River on Sept 12, 2023. While running light with no barges at 7 knots, the towboat began turning to starboard at 6:40 a.m. and contacted an industrial pier at 06:41:42,

The pilot told investigators that the last thing that he remembered before the contact was passing another towing vessel at 6:36 a.m.

NTSB investigators concluded the pilot had less than two hours of continuous sleep before taking the watch, and likely received less than five hours of sleep combined over the two days before striking the pier.

The final cost to repair the towing vessel and pier was \$285,441.



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“A sleep deficit of as little as two hours can result in acute sleep loss and associated performance decrements, including decreased attention, slower reaction time, reduced vigilance, poor decision-making, and an inability to stay awake,” investigators found.

Fatigue is often a factor in marine casualties investigated by the NTSB.

“Fatigue affects all aspects of human performance, including decision-making, alertness, and reaction time, all of which affect a mariner’s ability to safely navigate a vessel,” investigators said. “Mariners should understand the performance effects of sleep loss and recognize the dangers of working on board a vessel while fatigued.”

One of the on-watch deckhands told investigators he did not hear the general alarm, or any other alarm, before hitting the pier. Closed circuit video recorded at the pier showed that 10 seconds after the contact, the propeller wash from the John 3:16’s engines stopped, and, after another 10 seconds, the John 3:16 began to back away from the pier, according to the NTSB.

“The deckhand woke the off-watch crew and went to the wheelhouse to check on the pilot. When the deckhand entered the wheelhouse, the pilot acknowledged him and asked him to check for damage and any water ingress,” the report notes. The deckhand “confirmed there was no water ingress, and then proceeded to clean up items that had fallen because of the contact.”

The pilot notified his company’s port captain and told the port captain that he had fallen asleep. Cell phone records indicated the pilot had used his phone while operating the vessel, but there were no text messages or phone calls in the 30 minutes leading up to the contact. Investigators concluded the pilot was not distracted by cell phone use.

However, the pilot “noted that he was dealing with personal stressors in the days before the contact. These stressors resulted in increased cell phone use during his off-watch time,” investigators wrote.

After reviewing cell phone records, investigators found that “because of his cell phone use during his off-watch time, the pilot had an opportunity for less than 2 hours of continuous sleep before taking the casualty watch.”

“Obtaining quality, uninterrupted sleep on board a vessel is often challenging due to shipboard environmental factors and external distractions such as cell phones,” investigators said. “It is important that mariners get enough sleep during each off-watch period, so they remain alert when assuming watch.”

Please consider some of the factors in this message and discuss it with you crew. Managing our time while onboard and dealing with stress plays a vital role in our safety and the safety of others.

Thanks again for all that you do and remember if it can’t be done safely then don’t do it at all.

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THE COMPLIANCE CORNER

Let's chat a bit about some changes we're making. Whew!!... where to start?

We are currently moving all new incoming vessels to the USCG option. Not difficult, but definitely a time-consuming process. The Mobile Alabama boats completed the USCG inspections, and we are now working with USCG Tampa to inspect the Tampa boats. I am very happy and proud of the crews in Mobile – they knocked it out of the park!! Thanks guys!!

All boats should be working in Helm CONNECT. This means completing all drills, inspections, safety meetings, etc. in Helm CONNECT. We are conducting weekly training sessions in Helm Compliance on related forms and inspections each Wednesday. We will continue the training until everyone is proficient in Helm.

We are working to create one spill reporting process and one **NTVRP/SOPEP manual**. Our resident QI, Mr. Steve Salles, is working on this project. We'll keep everyone informed of our progress and any changes that may be required after we get this finalized. Thank you, Steve, for taking this on! For the incoming vessels, continue to follow the notification process in your current NTVRP manual – contact Wit O'Briens in the event of a spill, then contact Steve Salles (QI), then contact your operations manager. I provided an emergency contact list earlier this week to all the boats. This should be posted in the galley and the wheelhouse.

We are working on creating a new **Vessel Security Plan** for all new incoming boats. I contacted each boat last week to conduct a “vessel security survey” which is required as part of creating the new manual. This will take a few weeks to complete and get final USCG approval.

And just a reminder for everyone; all incidents and accidents, **NO MATTER HOW MINOR THEY ARE, MUST** be reported to shoreside management and you **MUST** complete an incident/injury form in Helm. (ONBOARD – LOGS, click the radio button on the top right “LOG A NEW EVENT”. Chose the correct form from the drop down menu, then complete the rest of the information in the window. When you are done, click “LOG EVENT”. This will then load the form in ONBOARD – LOGS – TODAY. You will then need to click on the incident report to open it – complete all required fields and submit it. Ask for help if you need help please.

We will be issuing Helm personal login information for all new incoming crews. Coming soon!

As always, if I can help you in some way, please reach out!

Regards,

Ron Waddell

Compliance Director

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TESTING THE EMERGENCY LIGHTING ONBOARD?

The emergency lighting system is required to be tested every quarter. This is documented on the Quarterly Safety Inspection & Essential Systems Testing form in Helm CONNECT.

Emergency lighting may be checked in several ways. Some lights have buttons to press which interrupts AC power to the fixture and causes the light to come on under DC power. Other lights may require that the vessel's AC power be shut off (going dark boat) in order for the light to be tested.



Either way, please make sure you check the emergency lighting to ensure its in good operating order. You may need it in an emergency!

Each boat should also have “emergency battery operated flashlights” located in the wheelhouse and at the entrance to the engine room. The light should also be labeled as an “emergency light”.

These should be good quality, waterproof, and dependable lights. Check these often to ensure they are in good working order and have strong batteries. You don't want to grab it when you need it and then it only lasts 2 minutes.



2024 USCG COI INSPECTION SCHEDULE

The following USCG annual vessel inspections (aka – COI inspections) are coming due. There is an inspection guide in Helm CONNECT “DOCUMENTS” titled “*USCG Job Aid for COI*” that you may use as a guide to prepare you, the crew, and your boat for the inspection. The Compliance Director will contact the vessel Captain prior to scheduling the inspection with the USCG.



2024 USCG COI Inspection Schedule

We recently completed inspections on:

- Aura
- Nike
- Hermes

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- Gasparilla
- Josephine Anne

Coming up next:

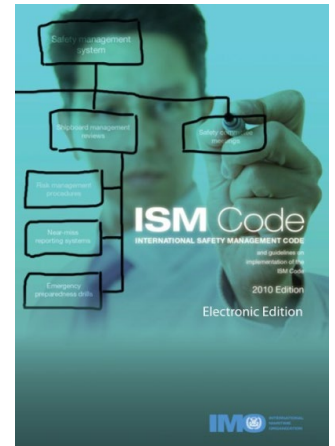
- Capt. Bud Bisso (NOLA)
- Apollo
- Atlas
- Trinity

2024 SAFETY MANAGEMENT CERTIFICATE (SMC) AUDIT SCHEDULE

The following boats are coming due for the Safety Management Certification (SMC) intermediate vessel audit.

The audit entails a comprehensive review of the SMS and compliance with the SMS and TVR records in Helm CONNECT as well as a vessel inspection.

This audit will sample drill records, inspection records, maintenance records, work orders (open and closed), vessel audit records, etc. The Compliance Manager will contact the vessel Captain prior to scheduling the audit.



2024 SMC Intermediate Audit Schedule

- Christine S; Due before 11/27/2024
- Elizabeth S; Due before 11/27/2024

TRAINING – 2024

In House and Moxie Media CBTs

Our Compliance Coordinator schedules all In House training on various topics as well as monthly assignments for online courses. **All training is REQUIRED to complete.**



September Training - 2024

- The Annual Health & Safety Plan (SMS Manual, Section 2) will be held at the New Orleans fleet office on September 10, 11 & 12 and 17, 18 & 19. A MS Teams call will be available each day for those who cannot attend in person. This training is mandatory – everyone must attend the training!

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- Bloodborne Pathogen CBT course via Moxie Media
- First Aid/CPR/AED training will be scheduled in house for those who have not taken or need to renew. Locations for hands on training have been assigned to New Orleans, Mobile, Tampa and Port Ev. Dates will be available mid-September. If you are interested in taking a class, please contact the Compliance department.



Access to Moxie Media's website can be obtained by logging into the following link:

<https://www.moxielms.com/moxie/moxielmsindex.html>

Your log in credentials were originally set as follows:

Username: Your EN Bisso email address (Ex: John Doe would be jdoe@enbisso.com)
Password: moxie (this can be changed once you have logged into your account)

Please check your moxie media account to ensure that you are up to date on all training assigned to you.

If you missed any of the classroom training thus far this year, you are required to make it up as well. Each session is recorded, uploaded to Moxie and assigned to anyone that did not participate, either in person or virtually, the day of the session.

We have several folks that are not doing their online Moxie Training. Captains, please assist your crew members with completing the online training.

This must be done ASAP! Please don't make us track you down! Assigned training is required for everyone.

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PIC Fueling - if you are a mate/wheelman/master/captain or engineer and you have not yet had the training please contact Amy Kenney. 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 EN Bisso - PIC list was last updated 28 February 2024 and is in Helm - DOCUMENTS.

The Seabulk – PIC list was added to Helm – DOCUMENTS and was last updated 17 May 2024.



TWIC Renewal

You can 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>

Please note that **if your TWIC is already expired** you may have to visit a TWIC office which is time-consuming and could take longer for you to receive your new credential.



TWIC renewals have been running longer than 45 days. It is suggested that you start the renewal process at least 90 days before your card expires.

LICENSES AND CREDENTIALS

We are continuously updating licenses and credentials in Helm CONNECT for all personnel. Any expired information must be updated. Send updated copies to licensing@enbisso.com.

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

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Masters – Please check physical credentials for all crew regularly and report crew members with expired credentials or no credentials to the Compliance Department and/or Port Captain so we can assist in getting the license/credential updated.

If you have questions or need assistance, please contact the Compliance Department.

Required documents –

- **TWIC,**
- **Valid ID (driver’s license or state issued ID card),**
- **MMC, (and radar endorsement if you are an operator)**
- **FCC license, and**
- **Medical Cards**

***** MEDICAL CREDENTIAL ALERT *****

The National Maritime Center (NMC) is currently experiencing a backlog of medical certificate applications. The NMC recommends you submit your application 90 days in advance of your current medical certificate’s expiration. HOWEVER, of late, it has been taking some mariners longer than 120 days to get their medicals renewed

When submitting copies of driver’s licenses and TWIC cards, please send PDF copies of the front and back. For MMC credentials, we need the first page with the photo ID and all other pages that contain information. When sending copies of medical cards, please unfold the card so we can see any restrictions.

All copies should be in PDF format, clear and easily readable. If not, you will be asked to provide another copy.

LICENSING ASSISTANCE / COPIES OF LICENSES AND CREDENTIALS

For all licensing issues, requests for service letters, submission of newly issued training/licensing certificates and any other related documentation, send requests or copies to licensing@enbisso.com.

The Compliance department is a resource for all E. N. Bisso mariners. We can assist in reviewing and filing applications.

PLEASE NOTE: We are NOT responsible for your credentials. It is your responsibility to ensure that your credentials are current and valid. **Your MMC is NOT VALID if your Medical is EXPIRED. These two**

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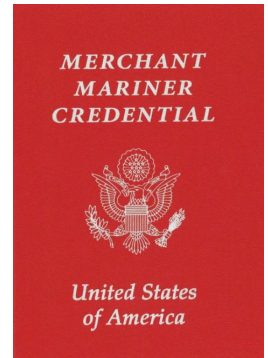
credentials work in tandem. We highly recommended that you start your renewal process for both MMC and Medical as early as 180 days to avoid any unforeseen delays that would cause your credentials to expire before a renewal can be issued.

MERCHANT MARINER CREDENTIALS – ARE REQUIRED FOR ALL PERSONNEL

Company policy states that ALL VESSEL CREW MEMBERS must hold a valid MMC. If you do not have a valid MMC, you need to start the application process.

The Compliance Department can assist you in getting your MMC if you don't have one, OR Google it – there is tons of information available to assist you in the process.

The National Maritime Center (NMC) has established a centralized e-mail inbox for the submission of certain merchant mariner credential (MMC) applications to streamline the MMC application submission process and better manage the receipt and initial processing of incoming MMC applications.



The NMC is centralizing the submission of all MMC applications. The preferred method of application submission is e-mail. If you are applying for anything other than a Local Limited, Restricted, or First Class Pilot credential, please e-mail your application to MMCApplcations@uscg.mil.

Regional exam centers (RECs) will continue to receive and process MMC applications for Local Limited, Restricted, and First-Class Pilot MMCs.

Please use the link below if you chose to start the application process on your own:

https://www.dco.uscg.mil/national_maritime_center/

Please note, all wheelhouse licenses require valid radar certifications and FCC licenses.

FCC LICENSES ARE REQUIRED FOR ALL WHEELHOUSE LICENSES

If you have an Operator's License and do not have an FCC license, please apply for it immediately to prevent future violations. You will need, at a minimum, a "Restricted Radio Operators Permit". To obtain this license you must first register with the FCC. Following the links below IN ORDER will allow you to get through the process easily:

1. <https://apps2.fcc.gov/fccUserReg/pages/createAccount.htm>
2. <https://wireless2.fcc.gov/UlsEntry/licManager/login.jsp>
3. <https://wireless2.fcc.gov/UlsApp/UlsSearch/searchLicense.jsp>

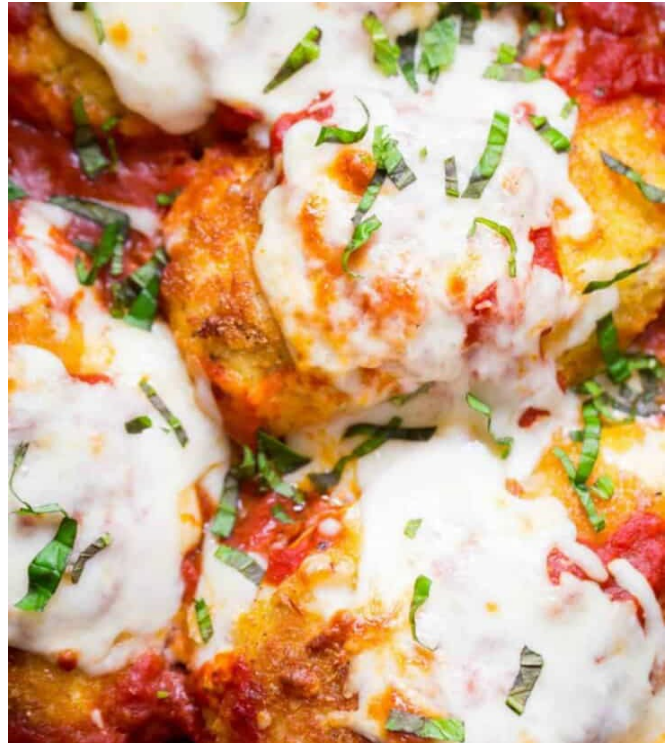
If you have any questions or need assistance, please contact the Compliance Department.

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STUFFED CHICKEN PARMESAN

Ingredients

- 1 1/2 lbs. chicken breasts, (4 medium)
- 1/2 cup all-purpose flour
- 3/4 tsp salt
- 1/2 tsp black pepper
- 2 large eggs, well beaten with a fork
- 1/2 cup plain breadcrumbs
- 1/3 cup parmesan cheese, finely grated
- 3 Tbsp extra light olive oil, plus more as needed
- 2 cups marinara sauce
- 6 oz mozzarella cheese, divided, (1 1/2 cups shredded)
- 6 fresh basil leaves, finely chopped, to garnish



Instructions

Season chicken breasts with 3/4 tsp salt and 1/2 tsp black pepper or to taste. Cut a deep slit into each breast without cutting all the way through and stuff each with 2-3 Tbsp of mozzarella, closing the edges to seal.

Set up 3 large bowls. In the first, pour 1/2 cup flour. In the second, beat 2 large eggs thoroughly with a fork. In the third, stir together 1/2 cup breadcrumbs and 1/3 cup parmesan cheese.

Working with 1 stuffed chicken breast at a time, carefully dredge in flour, tapping off any excess. Then dip into the beaten eggs, letting any excess egg drip back into the bowl. Finally dip in breadcrumbs, turning a couple times to get a good coating.

Place a large, deep pan or Dutch oven over medium heat and add 3 Tbsp olive oil to lightly coat the pan. Once oil is hot, add the breaded chicken in a single layer and sauté 4 min per side or until golden brown on each side.

Pour 2 cups of marinara sauce around the chicken and spoon some of the marinara onto the center of each chicken breast. Sprinkle remaining mozzarella over the stuffed chicken then bake uncovered at 400 °F for 15-20 min, Garnish with freshly chopped basil.