

MONTHLY SAFETY MESSAGE

SMS Section 4; Designated Person Ashore

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 also SMS Section 1)



Review Section 4; Designated Person Ashore (DPA)

Section 4 of the SMS identifies the designated persons ashore and the responsibilities and authority of the designated persons.

Review Section 4 with your crew and complete the following steps:

Complete the “Safety Meeting Form (Weekly)” so that your review with the crew is documented properly. ***Remember to select “no period” when you submit the form, so it doesn’t interrupt the timer on the form.**

Submit any suggested changes to the SMS using the “SMS Change Request (TCR)” form in Helm CONNECT.

“To ensure the safe operation of Company vessels and to provide a link between the Company and those on board, the Company has designated a person ashore having direct access to the highest level of management.

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

Designated Person Ashore;

- Ron Waddell; 504-232-4001

Alternative Designated Person Ashore;

- Mike Killelea; 504-512-0067

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DO YA KNOW LINE HANDLING SAFETY RULES?

(See also page 2-16 of the SMS Manual)

It is common during our internal and external audits to be asked multiple safety questions. This question on “line handling safety rules” seems to stump folks pretty regularly. Discuss these with your crew.

- Keep hands and feet free of bights in the line.
- Avoid wearing rings, bracelets, and wrist watches.
- Stand clear of lines under tension and heavy strain.
- Do not stand on or straddle lines.
- Do not get caught between a line under tension and the rail.
- Do not put fingers between lines and deck fittings.
- Be aware of and avoid pinch points.
- Do not stand in the line of pull.
- Do not place yourself between a ship line that will come under strain and a tug's structure or fixed object where it could pinch you
- Maintain an awareness at all times of the vessel's lines as they come under tension whether it is a deck line when tying or untying the boat as well as stern lines, tow lines and ship lines that are being used to pull, push or tow alongside.

THE COMPLIANCE CORNER

“Do I have to follow the SMS manual? If I have to do everything in that book, nothing will ever get done!”

Workplace safety is not only a legal requirement, but it’s also a moral responsibility. I cannot stress this enough; compliance with the processes and the procedures outlined in the SMS is mandatory by regulation.

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Vessel masters are required by law (Subchapter M) to ensure each crew member is familiar with their duties.

Every employee's understanding and commitment to the overall safety management system should not be taken lightly – it is a condition of employment here! Failure to perform safety meetings, inspections, and drills, otherwise known as towing vessel records (“TVR”), is a direct violation of federal requirements and may one day have a negative impact on your license and your career. Falsifying “towing vessel records”, i.e., drills, inspections, safety meetings, maintenance records, etc., is illegal and against company policy!



The safety management system is a systematic approach to managing risks in the workplace and procedures on how to comply with federal regulations and company requirements. The SMS involves identifying hazards, assessing and controlling risks, monitoring and reviewing performance, and our individual commitment as employees to continuously improve our safety culture and practices. Following the procedures and guidelines in the SMS manual will prevent costly accidents, injuries, illnesses, and fatalities, as well as reduce operating costs and enhance productivity. For the program to be successful.... You must follow it!

If you need assistance in navigating or understanding more about our safety management system, please reach out to any member of our shoreside management team. We are your support – there is no US without YOU!

THE TEMPERATURE IS RISING! BEWARE OF HEAT RELATED EMERGENCIES!

Employees should avoid exposure to extreme heat, lengthy exposure to direct sunlight, and high humidity whenever possible while working. When these exposures cannot be avoided, prevent heat exhaustion by taking the following steps to prevent heat stress:

- Wear light-colored, breathable clothing
- Gradually build up to heavy work or effort in the heat if you are not used to it
- Take more breaks in extreme heat and humidity.
- Schedule heavy work or effort during the coolest parts of day.

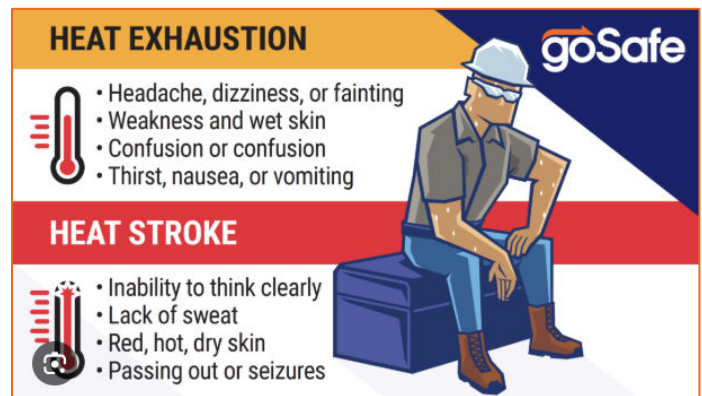
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- Take breaks in the shade or a cool area when possible. Drink water more frequently. Drink enough water so that you never become thirsty. Approximately 1 cup about every 15-20 minutes is helpful. Vary your water intake with a Gatorade or similar beverage to maintain proper electrolytes in your body. Avoid soft drinks with large amounts of caffeine or sugar.
- Be aware that protective clothing or personal protective equipment may increase the risk of heat stress.
- Monitor your own physical condition and that of your coworkers

Failing to take proper care can lead to heat exhaustion.

Some symptoms include:

- Heavy sweating
- Extreme weakness or fatigue
- Dizziness, confusion
- Nausea
- Clammy, moist skin
- Pale or flushed complexion
- Muscle cramps
- Slightly elevated body temperature



2024 USCG COI INSPECTION SCHEDULE



The following USCG annual vessel inspections (aka – COI annual 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.

2025 USCG COI Inspection Schedule

Coming up next:

- Trinity; Scheduled for April 15
- Susan W.; March/April; TBD - April (ANNUAL; anniversary 4/8/2025)
- A. Thomas Higgins; TBD – May 2025 (RENEWAL; EXPIRES 6/11/2025)
- Edwin N. Bisso; TBD – May 2025 (ANNUAL; anniversary 6/14/2025)

Congratulations to the crews of the DEE WHITE and JACKIE B. for completing the annual COI inspections with no deficiencies!!

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TRAINING – 2025

2025 Q1 Training Session

- 2025 Q2 Training (dated to be determined)
 - SMS Review; Sections 7,8,9,10,11,12
 - TBD



MOXIE MEDIA TRAINING

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.

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. **If your Medical is EXPIRED, your MMC is NOT VALID.** These two credentials work in tandem. We highly recommended that you start the renewal process for both MMC and Medical as early as 180 days prior to expiration to avoid any unforeseen delays that would cause your credentials to expire before the renewal can be issued.

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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.

Masters – Please conduct a physical check of all credentials for all crew regularly and report crew members with expired credentials or no credentials to the Compliance Department and/or Operations Manager so we can assist in getting the license/credential updated. If you have questions or need assistance, please contact the Compliance Department.

Required documents –

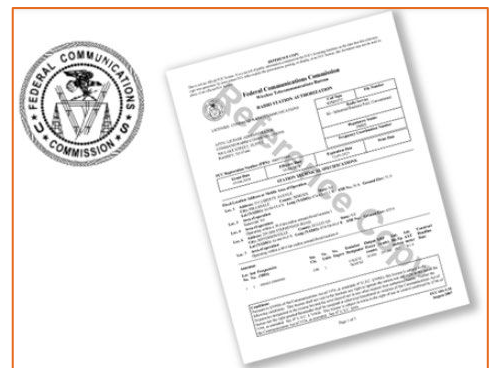
- TWIC,
- Valid ID (driver's license or state issued ID card),
- MMC, (and radar endorsement if you are an operator)
- FCC license, and
- Medical Cards

FCC 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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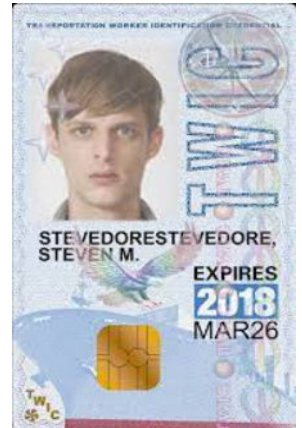
TWIC RENEWAL

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.



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.

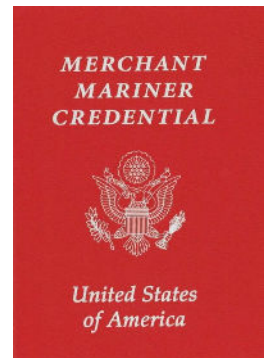
The NMC is centralizing the submission of all MMC applications. The preferred method of application submission is e-mail. If you are applying for anything other than a Local Limited, Restricted, or First Class Pilot credential, please e-mail your application to MMCApplcations@uscg.mil.

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.



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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.