

MONTHLY SAFETY MESSAGE

SMS Section 2; Health & Safety Plan

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 2 – HEALTH & SAFETY PLAN

Review Section 2 with your crew and complete the following steps:

ACTION ITEM: Document your review with the crew using the “Weekly Safety Meeting” form in Helm CONNECT. *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 – ONBOARD – FORMS - LIBRARY.

Pursuant to 46 CFR 140.500(a), the Company is required to implement a health & safety plan, because we are a USCG Option Company. Record keeping is required by the regulations to prove compliance.

Training requirements for the health and safety plan are outlined in Section 6 of the SMS manual and are mandated in 46 CFR 140.515. To comply with this requirement, we conduct annual Health & Safety Plan training; our last training sessions were in August 2025.

Each vessel master is responsible for implementing the Health & Safety Plan aboard the vessel and maintaining records to show compliance.

“The intent of the “Safety Rules” is to make all crew members aware of the need to protect themselves and their associates and to provide certain guidelines to help crew members to think for themselves and to act safe at all times, regardless of the situation or circumstances at hand.

It is the employee’s responsibility to comply with all safety and health rules and be constantly concerned with their own safety and the safety of others.

Each employee is expected to become familiar with these safety rules.”

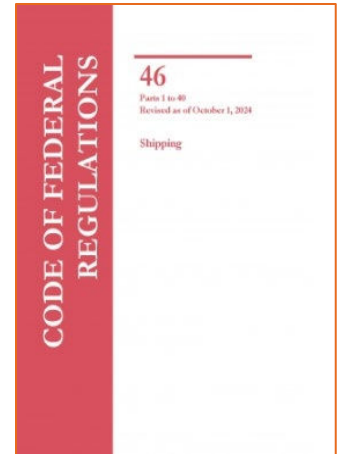
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WHATS THE DIFFERENCE BETWEEN A MARINE CASUALTY AND A HAZARDOUS CONDITION?

This has been coming up on audits. Here's what you need to know.

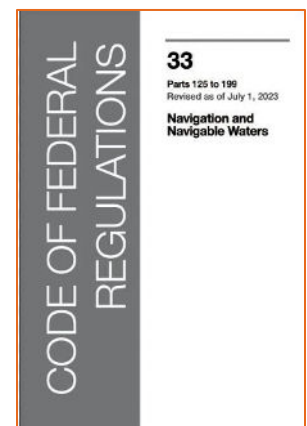
(46 CFR 4.05-1) A **marine casualty** refers to an actual, completed event involving a vessel, typically on US navigable waters or involving a US-flagged vessel. Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Sector Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty.

- Grounding/Stranding; The vessel touches bottom, whether damaging or not.
- Collisions/allisions; Hitting another vessel or a fixed object like a bridge.
- Any event that impairs the vessel's seaworthiness, such as fire, flooding, or heavy weather damage.
- A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel.
- Any injury requiring professional medical treatment beyond first aid.
- Property Damage; Any occurrence resulting in damage exceeding \$75,000.
- An occurrence involving significant harm to the environment



(33 CFR 160.216) A **hazardous condition** is a condition that, if not addressed, could result in a casualty. Whenever there is a hazardous condition either on board a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge must immediately notify the nearest Coast Guard Sector Office or Group Office, and in addition submit any report required by 46 CFR 4.05-10.

- Mechanical Failure: Loss of primary propulsion or steering.
- Equipment Damage: Failure of bilge pumps, firefighting equipment, or navigational equipment.
- Structural Damage: Damages that could lead to flooding.
- Environmental Threats: A threat of a discharge of oil or hazardous substances.



If you experience a marine casualty or hazardous condition, notify your operations manager/coordinator. They will notify the Compliance Department; the Compliance Department will contact you to get information and then contact USCG to report the casualty or condition and complete all required forms and/or paperwork.

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THE COMPLIANCE CORNER

Occasionally, the USCG will issue a vessel a detention order, commonly referred to as a “835”. The name “835” comes from the form number used by USCG; form “CG-835”. The detention order commonly comes after a marine casualty, incident, or inspection.

(audit item) We treat all 835’s in the same manner. **835’s are entered into Helm by the Compliance Department** and tracked to completion. Captains and crews are NOT responsible for entering 835’s into Helm.

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard VESSEL INSPECTION REQUIREMENTS									
1. Date of Inspection		2. COT/POCMI Zone/Unit			3. MISLE Activity Number		4. ON/IMO#		
5. Vessel Name					6. Inspection Type Administrative Inspection				
7. Alternate Inspection Program: <input type="checkbox"/> ACP <input type="checkbox"/> MSP <input type="checkbox"/> MSP Select <input checked="" type="checkbox"/> TSMS <input type="checkbox"/> SIP/TBSIP <input type="checkbox"/> N/A - Traditionally Inspected									
<small>Nature of Deficiency: The vessel representative must inform the Recognized Organization, the Coast Guard, and/or the Streamlined Inspection Program (SIP/TBSIP) Coordinator, as applicable, when the following item(s) have been corrected. Note: "RO" includes ROs (33 CFR 96), Authorized Classification Societies (46 CFR 8), and Third Party Organizations (46 CFR 139).</small>									
8. Deficiency No.	Code	Description	Cite	Action	Code	SMS Related	Self Reported	Work Item	List Item
001	01199	All owners & operators of an existing towing vessel must have a valid COI prior to the specified phase-in period. This vessel is on of the 25% of the vessels that has not obtained a valid COI. the vessel shall be made available for a Coast Guard COI inspection within 90 days*. If an inspection is not completed prior to this date, the action for this deficiency shall be changes to a CODE 60 (Rectify deficiencies prior to movement) and the vessel may no longer be permitted to operate.	46 CFR 136.202(a)	705	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		*Your vessel is utilizing the TPO/TSMS compliance option, therefore your vessel shall meet all the COI requirements of your TPO and submit all required documentation to our office in [REDACTED]				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Corrective actions are assigned to each “deficiency” sited on the 835. The 835 will remain open in Helm and monitored by the Compliance Department until it is closed.

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.



2026 USCG COI Inspection Schedule

Coming up next:

- Escambia; February 2026
- Trident; February 2026
- Triton; February 2026
- Vigilant; February 2026
- Susan W.; April 2026

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TRAINING – 2026

2026 Q1 Training Session – Master’s Authority & Responsibilities, VGP, VSP

- February 24-26 & March 3-5
 - SMS Review; Section 1-4
 - EPA VGP Review
 - Update on the Vessel Security Plan and changes to the SMS/Vessel Visitor Log
 - Discussion on Third Party Option (TPO)
 - Audit results; Review/Discussion

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:

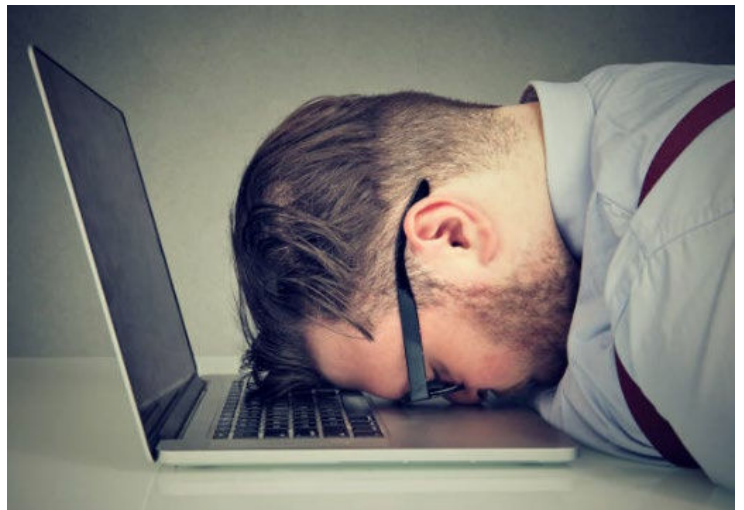
Username: Your EN Bisso email address (Ex: John Doe would be jdoo@enbisso.com)

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.

Don’t be “that guy”!

We still have folks that have not completed their assigned Moxie CBT’s. Please check your account and complete all assigned training.



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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 HR Department can assist you in getting your MMC if you don't have one, OR you can choose to start the application process on your own. Please keep in mind the following:

- The USCG is currently working on rolling out the NAVITA system for all mariner licensing needs. In the interim, they have established a site for application submissions called ASAP (Application Submission & Additional Information Portal). The portal will be activated on January 26, 2026 with transitioning to the new website beginning Friday, January 23, 2026. The link to the website is <https://nmc-asap.appsplatformportals.us/>. It is designed to make the submission process more streamlined. We will still be your one stop shop for application and additional Information submission.
- Regional exam centers (RECs) will continue to receive and process MMC applications for Local Limited, Restricted, and First-Class Pilot MMCs.
- All wheelhouse licenses require valid radar certifications and FCC licenses.

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 recommend 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.

STCW CREDENTIALS/MEDICALS

We track the "national" date on your medical certificates. However, there are two other dates listed on the medical certificates which are, 1) STCW, and 2) Pilot.

If you are sailing under your STCW credential and the STCW date on your medical has expired, then your STCW is no longer valid. Please check your medical certificate. If you fall into this category, you should schedule an appointment with your medical provider to complete the CG_719K form and submit it to the USCG promptly to update the STCW medical date.

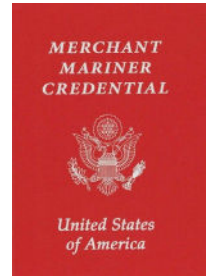
If you need assistance with the submission, please contact Amy Kenney at akenney@enbisso.com.

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LICENSES AND CREDENTIALS IN HELM

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.

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 Restricted Radio license (for wheelhouse mariners), and
- Medical Cards

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 FRONT with the photo ID AND THE BACK that contains credential 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.

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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.



VESSEL TRAINING & DEVELOPMENT

E. N. Bisso & Son, Inc. has implemented the Vessel Training and Development program to assist team members in completing training and development opportunities.

The program outlines eligibility, approved programs, assistance provisions and bonus information. A copy of the program can be obtained by sending an email request to licensing@enbisso.com.