



E.N. BISSO & SON, INC.

NEW ORLEANS, LA.

## FEBRUARY 2017 SAFETY MESSAGE

### “YOU NEED TO KNOW”

E.N. Bisso is now certified as a company that complies with the International Safety Management Code (ISM). In addition, one boat has its Safety Management Certificate (SMC). Both are part of the safety management system that the Company calls its Towing Safety Management System (TSMS). There are several definitions that are the backbone of compliance with the TSMS. If there are safety issues or problems that fit the four terms identified below, then corrective action must be taken. These four terms are:

“**Deficiency**” Means the quality or state of an item or process being inadequate as measured by objective evidence or the failure to meet minimum requirements of the law, regulations or Company policies or practices. Or stated another way: “Not as good as the law or rule says that it must be.”

“**Discrepancy**” Means the quality or state of an item or process being at a variance to the Company’s policy or practice whether or not it is at a variance to a governmentally-imposed rule or law. Stated more simply: “Not as good as it should be.”

“**Non-Conformity**” A Non-Conformity means an observed situation where objective evidence indicates the non-fulfilment of a specified requirement of the ISM Code or the TSMS. Another way of saying this: “Doesn’t meet the required standard.” A deficiency or discrepancy are both examples of non-conformities. A broken item that needs to work on the boat and requires repair or replacement is another example of a non-conformity.

“**Major Non-Conformity**” A major non-conformity means an identifiable deviation that poses a serious threat to the safety of personnel, the vessel or a serious risk to the environment. An identified Major Non-Conformity may have an immediate impact or one that will result in serious risk over time. When identified, it requires immediate corrective action. A Major Non-Conformity can also be the lack of an effective and systematic implementation of a requirement of TSMS. A Major Non-Conformity can be life-threatening or dangerous condition on the vessel, for example. Once the deficiency, discrepancy, non-conformity or major non-conformity comes to light, corrective action must be taken. Corrective Action is defined below.

“**Corrective Action**” Means the elimination of the causes of a specific problem or issue, thus preventing the recurrence of a Major Non-Conformity, a Non-Conformity, a Discrepancy, or a Deficiency.

If the proposed corrective action cannot be made or does not address the identified deviation from a safe condition, you can always call (504) 891-1303 for the **Designated Person Ashore (DPA)** who is Michael F. Vitt. You always have access to the DPA if the people in your chain of command do not resolve the safety problem, address the safety concern or provide prevention of a reoccurrence of the safety issue needed to be examined or the purported unsafe condition. This seems complicated and at first it may be, but this is the standard by which E.N. Bisso is pledged to conduct its operations. To do this correctly, you are required learn these terms and report their occurrence that corrective action can be taken. After all, it’s your safety, too.