

MONTHLY SAFETY MESSAGE

May 2023 – SMS Section 5; 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 SMS Section 1)



24 HR Dispatcher
504-861-1303

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

TSMS; SECTION 5 – MASTER’S RESPONSIBILITY AND AUTHORITY

Review Section 5 of the TSMS manual this month with your crew.

Section 5 of the TSMS outlines the authority and responsibilities of the Master.

After your discussion 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.

“The Master is the ultimate authority on board the vessel and is responsible for all activities aboard the vessel, including the safety of the crew, vessel, and environment. Nothing in the TSMS is intended to permit the Master to be constrained by the Company, the vessel owner/operator, or any person, from making or executing any decision which, in the professional judgement of the Master, is necessary to maintain the safety and security of the vessel”

DID YA KNOW.....



... the Company has an Employee Assistance Program?

Commonly referred to as the EAP Program, our teammates have access to help for any type of

personal problem that may adversely impact work performance. The EAP program is a voluntary program that offers free services to employees who have personal or work related problems. You can get confidential advice on any issue causing stress or any major distraction in your life. A few examples

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of help are substance abuse, marital or family counseling, legal assistance, grief counseling, elder care assistance, and mental health care.

Often times, we may be too proud to confide in a friend or family member when we need help. The EAP Program can help. If you or a teammate is in need of professional help, please contact the EAP services listed on the attached EAP Policy.

C'MON MAN! DO I HAVE TO POST A LOOKOUT?

Regardless of our experience as licensed mariners, it is important to never forget the most important thing about being on a boat – SAFETY! Having a member of the crew serving as supplemental lookout, when conditions dictate, is essential to the safety of the crew, the boat, and other vessels around you. So, when do ya need a supplemental lookout?

The Master or Officer on Watch shall maintain a proper lookout at all times (Nav Rule 5). This means YOU! YOU YOU YOU YOU... must maintain situational awareness and vigilance at all times, and when conditions dictate..... assign a crew member as a supplemental lookout to help with the duties.



A lookout may be appointed to assist the Officer on Watch in maintaining a state of vigilance; assess the situation and risk of collision / allision; and detecting potential dangers or hazards to navigation.

In determining the need for a lookout, the Officer on Watch **...shall...** take into account all relevant factors including but not limited to, weather, visibility, traffic density, proximity to dangers / hazards to navigation, and the attention necessary when navigating in areas of increased traffic.

Follow all safety and navigation rules when supplementing your lookout.

Crew members serving as supplemental lookouts **... shall:**

- Be given a detailed briefing on their duties as a lookout including how to report vessels and objects and watch standing safety.
- Have an effective means of communicating with the Officer on Watch, and
- Not perform any other duties while serving as a lookout.

So ... do ya have to assign a lookout? No... unless YOU deem it necessary in order to maintain a state of vigilance and situational awareness. If ya do, make sure you log it on the Watch Change & Pilothouse Resource Management form.

Crew members being used as a supplemental lookout must be recorded as part of the TVR (Towing Vessel Records). This is accomplished by completing the Watch Change & Pilothouse Resource Management form in Helm CONNECT, specifically questions 2.9 and 2.10.

This form was modified to record the crew member's name being assigned as a lookout.

Call myself or Port Captain Mike Killelea if you have questions or you want to discuss this more.

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DOES YOUR DECK CREW KNOW HOW TO TAKE CONTROL OF THE BOAT?

Regulations and our TSMS state, in Section 8, that all crew members need to be trained in emergency procedures. At least one member of the crew, other than the officer on watch, must be trained on how to do the following:

- Sound the general alarm
- Take control of the vessel
- Reduce power and maintain steering
- Attempt to ascertain and avoid any immediate navigation hazards, and
- When relieved by a licensed officer, assist in administering first aid to an incapacitated crew member.



This emergency procedure is targeting Operator Incapacitation. There have been several major accidents involving multiple fatalities linked to Operator Incapacitation in the past several years. You may recall the I-40 bridge allision incident in May 2002 wherein a barge struck the bridge pillar causing the bridge span to collapse, resulting in 14 deaths, 11 injured, and \$30.4 million in damages. From the NTSB report, *“As a result of the accident, the Safety Board recommended that the U.S. Coast Guard Research and Development Center evaluate the utility and effectiveness of alerter systems within the wheelhouse of inland towing vessels”*.

Best practice is to create real life scenarios during your **“Operator Incapacitation”** drill to practice these situations. Teach the deck crew members about all the components in wheelhouse and how to steer the boat, manipulate the throttles, and speak on the radio to get help or assistance when needed. Always hold drill debriefs..... this is one of the most important times to talk about what went right and what went wrong. Run the drill again if you need to. Drills are about learning and practicing so we get it right when things go horribly wrong. Don’t get caught unprepared!

FLARE KITS – DISTRESS SIGNALS

Each month, you should be performing a check and inspection of all safety and lifesaving equipment onboard. The inspection and the results of the inspection should be documented on the **Monthly Safety Equipment Inspection** form in Helm CONNECT.

Section 9 of the inspection checklist addresses the distress signals and flare kits. On April 25, a new question was added; Q9.3; *Is the flare kit/distress signals stored in a portable watertight container of a bright color (preferably orange) and is the container clearly labeled "DISTRESS SIGNALS" in block style letters at least .5" in height?*

Regulation 46 CFR 141.375(e) (1), requires that distress signals be kept in watertight containers, of a bright color, and the container must be labeled “DISTRESS SIGNALS” in block style letters of at least ½” in height. If your flare kit/distress signals are not kept/stored in this manner, please order the container and labels on your requisition order. If the kit is stored in a locker or a settee, place a “DISTRESS SIGNALS” label on the locker door or settee so folks know where the kit is in an emergency. You don’t want to be searching for the flare kit during an emergency. Incorporate instructions on the use of distress signals into your drills so everyone onboard is familiar with where the kit is kept and how to use it safely.

PS – don’t forget to check the expiration dates on each flare or distress signals. Send expired flares and distress signals back to the office on crew change so they can be properly disposed of.

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2023 COI INSPECTION SCHEDULE

The following USCG Certificate of Inspection annual inspections are due this year (thru 3rd quarter). Unless marked as a (RENEWAL), we have 90 days either side of the date. 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 and records for the inspection. The Compliance Manager will contact the vessel Captain prior to scheduling the inspection with the USCG.

March/April

Susan W; 4/24/2023; COI anniversary date (TBS May 2023 – Gulfport, Ms)

June/July/August 2023

A Thomas Higgins; 6/11/2023 COI anniversary date (Scheduled May 12 – Fleet Office, NOLA)

Frank M; 6/14/2023; COI anniversary date

Elizabeth S; 7/13/2023 COI anniversary date

Edwin N; 7/14/2023 COI anniversary date

Catherine B; 7/14/2023 COI anniversary date

Capt. Bud (Palm Beach); 7/15/2023 COI anniversary date

J.A. Bisso; 7/28/2023 COI anniversary date

Josephine Anne; 7/31/2023 COI expiration date **(RENEWAL)**

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.

Freedom; 2/9/2023; (completed) FIRST ISSUE!

Vera Bisso; 2/26/2023; (intermediate - completed)

Elizabeth B; 3/10/2023; (intermediate - completed)

C.D. White; 3/28/2023; (May/June – TBD)

A Thomas Higgins; 4/12/2023; (May/June – TBD)

Capt. Bud Bisso; 6/8/2023; (May/June – TBD)

Dee White; 9/22/2023

Jackie B; 9/26/2023

J.A. Bisso; 10/1/2023

Catherine B; 12/19/2023

Congratulations to the crew of the FREEDOM, the VERA BISSO, and the ELIZABETH B for doing such an outstanding job on the SMC audits!

VOLUNTARY SAFETY MANAGEMENT CERTIFICATE	
Issued for voluntary compliance with the requirements of Title 33, Code of Federal Regulations (CFR) Part 96 Subpart B, under the authority of THE UNITED STATES OF AMERICA by the AMERICAN BUREAU OF SHIPPING	
Name of Ship:	FREEDOM
Distinctive Number or Letters:	11699B3
Port of Registry:	Tampa, FL
Type of Ship ¹ :	Other Cargo Ship Tug/Towing Vessel
Gross Tonnage:	235
IMO Number:	8908186
Name and address of the Company: <small>(see paragraph 1.1.2 of the ISM Code)</small>	E.N. BISSO & SON, INC. 1 WALNUT STREET NEW ORLEANS, LA 70118 United States
Company identification number:	0553530
THIS IS TO CERTIFY THAT the Safety Management System of the above named ship has been audited and complies with the requirements of 33 CFR 96, Subpart B. Any exceptions or interpretations that have been allowed in variation of the specified requirements in 33 CFR 96, are listed on pages 3 and 4 of this certificate, following verification that the company's Document of Compliance Certificate is applicable to this type of ship.	
THIS SAFETY MANAGEMENT CERTIFICATE is valid until <u>08 February 2028</u> , subject to periodical verification and the Document of Compliance remaining valid.	
Completion date of the audit on which this certificate is based:	09 February 2023
Issued:	New Orleans, United States <small>(place of issue of the document)</small>
Date of Issue:	09 February 2023 <small>(date of issue)</small>
Electronically Signed By: Roan Kyle D. New Orleans, LA <small>(Signature of the duly authorized official issuing this certificate)</small>	
<small>1 Insert the type of ship from among the following: Passenger Ship; Passenger High Speed Craft; Cargo High Speed Craft; Bulk Carrier; Oil Tanker; Chemical Tanker; Gas Carrier; Mobile Offshore Drilling Unit; Other Cargo Ship. For "Other Cargo Ship" specify detail ship type in adjacent field.</small>	
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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.

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.

FCC LICENSES – ARE REQUIRED

We have been cited several times by the USCG in the recent past due to licensed mariners **NOT** having a basic Marine Radio Operator FCC license.

If you already have an FCC license, please ensure that we have a copy of it recorded in HELM.

If you do not have an FCC license, please apply for it immediately to prevent future violations. You will need an 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>.

Try this link; it seems much easier:

<https://uscaptainstraining.com/product/marine-radio-operator-permit-mp/>.

If you have information that you would like to see in future Safety Alerts, please send an email to Ron Waddell; rwaddell@enbisso.com.

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INGREDIENTS

- 8 bell peppers, any color
- 1/2 cup olive oil
- 1 pound ground meat or shrimp (we used both)
- 2-1/2 cups of water
- 1 box of The Cajun Spoon Jambalaya mix
- 2-1/2 cups bread crumbs
- 2 ounces VELVEETA cheese, cut into 8 squares
- 1/2 cup tomato sauce

DIRECTIONS

1. Preheat oven to 350F. Cut tops off of bell peppers, and wash and remove seeds. Boil for 10 minutes in large pot of salted water. Drain and set aside.
2. In a large skillet heat 2 tablespoons of olive oil on medium-high heat and brown ground meat. Once finished, drain and set aside. For shrimp, heat oil and brown for 2-4 minutes until pink.
3. Add 1 pound of cooked ground beef (drained), 2-1/2 cups of water, and one box of The Cajun Spoon's Jambalaya Mix to a small pot. Bring to a boil. Reduce heat to low, cover with a lid and let cook for 22-24 minutes. (If you have a rice cooker add 2 1/2 cups of water, 1 pound of cooked ground beef, and a box of The Cajun Spoon's Jambalaya mix to your rice cooker and cook according to the instructions of your cooker.)
4. Mix 2 cups of bread crumbs into rice mixture. Fill the bottom of each bell pepper with a spoonful of the rice mixture, then add a cube of VELVEETA cheese and 1 tablespoon of tomato sauce. Fill the remaining pepper with more rice mixture and shrimp and top with 1 tablespoon of bread crumbs. (Optional: Add shredded cheese to bread crumbs for maximum flavor!)
5. Place peppers in a cast-iron skillet or shallow baking dish with just enough water to coat the bottom on the pan. Bake for 30-35 minutes.