

# The **TRANSPORTER** Quarterly



July 2017

## Two Become One

By: Kenny Pullen

Hail, hail, the gang's all here... FMT outgrew its two-story facility in 2014 and began its expansion in October 2015, to bring the FMT Family under one roof.

Designed by Greenleaf Lawson Architects and constructed by KENT Design Build, the project consisted of building a new 25,000 sq/ft two-story facility, connecting the two buildings with an atrium lobby and reskinning the existing facility.

This space includes conference rooms, collaborative spaces and over 40 private offices.

With efficiency and sustainability as key initiatives, FMT

utilized technological advancements in efficiency. Incorporated in this modern structure is a 28,500-sq/ft geothermal system, including 60 closed loop wells, 34 water source heat pumps, ERVS and a cooling tower, low E coated windows with additional carbon ceramic tint, daylighting interior glass and 100% LED lighting, resulting in 65% reduction in energy costs. Looking to the future, FMT used DIRTT modular wall systems to provide flexibility to reorient wall surfaces as the need arises.

Integral to the development of FMT is the care of its employees. A key component to this

expansion called for better employee accommodations and the ability to prepare for an expanded workforce. Creating a campus style environment, including a courtyard along with multiple breakout rooms within the new structure, provides FMT employees with the appropriate atmosphere for relentless productivity.

*Executive Conference Room*



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## Captains Conquer Technology



The main focus of this year's Captains Meetings is "Interactive Training." The training consists of 4 different waterway scenarios that will challenge the captains and crew on their responsibilities per regulation, company policy and industry best practices. The scenarios vary as to

situations that force the participants to utilize all their resources from software such as HELM, RosePoint, Laserfiche (Forms and Repository), Policy Tech and Sinex as well as when to call on shore side staff such as Operations, Personnel and Port Captains.



# TRANSPORTER

## Annual Golf Tournament and Crawfish Boil



“OUR EFFORTS PRODUCED A DONATION TO SAVANNAH SMILES OF \$167,000.”

Our 2017 Charity Golf Tournament and Crawfish Boil were a huge success. Over three hundred golfers, FMT employees and food sponsors experienced the best charity fundraiser in our history. Our efforts produced a donation to Savannah Smiles of \$167,000. We appreciate our customers, vendors, suppliers, financial partners and employees who contributed to the success



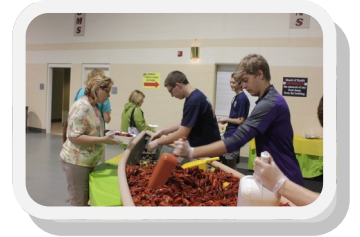
of this year’s campaign.

Charity sponsor, Savannah Smiles, began in 2007 and was named after a sweet little girl, Savannah Kaye Scharfenstein, who went to heaven on December 10, 2006. God has given her family a beautiful way to continue to honor her life by helping other hurting families with the unexpected cost of their children’s funerals.

Many of our vendors supplied food and drinks during the day and FMT supplied great door prizes to cap off the evening’s award ceremony. Heather Guillot and Viviane Grisoli are due special recognition for their tireless efforts leading up to the tournament

as well as many others who we do not mention here for lack of space but appreciate your hard work nonetheless.

Saturday morning started bright and early for Rusty Zeller, boil master, A.B. York, fry genius, Wes Sellars, turkey guru, and R.D. Quebodeaux, bbq extraordinaire. Preparations for the day’s bounty paid off as boil goers feasted on the crawfish, turkey, catfish and brisket. The kiddos bounced with energy from the overflowing chocolate fountain and chilly snoballs. We also wore them out with space-walks, video games and more. The cooks mastered the food symphony while Kelly Sellars and Ty Dolese, along with their crews, orchestrated this annual well-oiled machine.

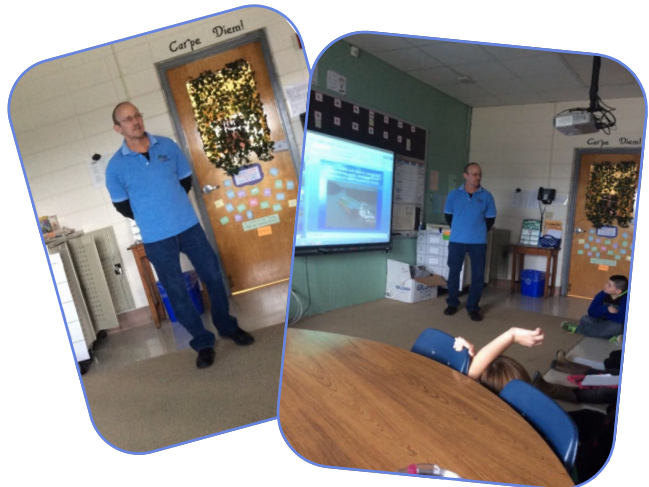


## Capt. Douglas Elbert Steps up at Career Day

By: Suzy Montalbano

As the song says, “the children are our future. Teach them well and let them lead the way.” In November, Douglas Elbert, Captain of the M/V Capt. W.D. Nunley, gave a “Career Day” presentation to two 5<sup>th</sup> grade classes at Gerald Elementary School in Gerald, MO. Capt. Doug

started speaking with children when his daughter was a member of the class. Today, he continues to visit the school, because, as he says, “The students really seem to enjoy it, and they ask a lot of questions.”



## Engineer Training Rollout

By: Holly Truesdell

As part of Florida Marine's Relentless Pursuit of Excellence, Boat Maintenance and Repair and Compliance have teamed up with a few of our vendors in order to develop a training course that will provide all Vessel Engineers with required industry-wide training and information. This course consists of several areas of specialized training provided by both experi-

enced Florida Marine employees and equipment and service specialists from some of our vendors. Information covered in this class includes, but is not limited to, Engine Maintenance, Generator Maintenance, Steering and Hydraulic Maintenance, Basic Electrical Knowledge, Air Systems Operation, Fire Prevention, HAZCOM Training, the new Oil Sampling Program as well



Hands on training

as updates on new company policies and procedures. All Vessel Engineers are required to complete this course as per Florida Marine's requirement for continual education.

## Shipyard Happenings

In October 2015, owner Dennis A. Pasentine made the decision to begin the process of building his own towboats. "We were able to recruit the best project manager, supervisors and craftsmen for the job and combine them with our internal knowledge and experience to create a top notch team," said Chip Stiebing,

FMT Shipyard Manager. FMT Shipyard & Repair, LLC is proud and excited to announce that we are now building 120' x 35' towboats. These vessels are 4000HP powered with Caterpillar 3512C Tier 3 engines, Twin-Disc 5600DR 6.56 ratio gears and Sound Propellers 100 x 69. The first vessel completion

date is scheduled for October 30, 2017. Pictured in this article is the first boat currently under construction and will bear the name the M/V Jesse D. Pasentine. FMT is proud of their workforce and see continued quality and improvement every week as we work toward delivering the first vessel.



M/V Jesse D. Pasentine

## Did you Know...

(True or False)

1. Lightning never strikes in the same place twice. T or F
2. Adults have fewer bones than babies. T or F
3. SOS stands for "Save our Ship". T or F
4. The left brain and the right brain can learn the same skills. T or F
5. Birds are actually dinosaurs. T or F



1. True- There's no solid division between the talents of each hemisphere; the left brain can learn "right-brain skills" and vice versa.

2. True- Not all dinosaurs became extinct; some of them survived and every bird alive today is descended from those survivors.

3. False- Lots of bones (e.g., the cranium) start out as several fragments at birth and then fuse together later.

4. False- It doesn't stand for anything. It is Morse code: three dots, three dashes, three dots.

1. False- It strikes in the same place quite a lot. The Empire State Building gets struck over 100 times a year.

2. True- Lots of bones (e.g., the cranium) start out as several fragments at birth and then fuse together later.

3. False- It doesn't stand for anything. It is Morse code: three dots, three dashes, three dots.



Thanks M/V Sugarland for the amazing photo

# TRANSPORTER

## Pursuing Excellence

An outside tankerman was injured while loading a barge when his hand became trapped in the railing on the dock gangway. The pneumatic gangway got stuck and the shore tankerman attempted to assist the dockman by shaking the gangway loose. The gangway sprang free, lifting up into the air approximately 10'. The tankerman's hand got caught in the gangway as it went up, suspending him in the air by his wrist with his feet about 2' off of the deck.

The gangway became stuck and the dockman was unable to lower it. One of our crewmembers was able to help the shore tankerman free his hand.

### Lessons Learned

1. Span of control discussions should take place between the dockman and the barge PIC. The STOP WORK OBLIGATION shall be invoked if an agreement cannot be made.

By: Ricky Torres

2. The JSA shall be held with all persons involved in the transfer with specific emphasis on safe placement and monitoring of the gangways.
3. If you should notice a gangway hung up, you shall not attempt to free it! Always be aware of the possibility of stored energy and line of fire

(cont.)

THE STOP WORK OBLIGATION SHALL BE INVOKED IF AN AGREEMENT CANNOT BE MADE.

(cont.)

hazards resulting from gangways, lines, wires, air lines, etc.

4. Hazards exist everywhere, from work to personal lives, so please keep hazard recognition and safety a primary concern in your day-to-day lives.

5. Remember our last minute risk assessment "Safe Check" and let's operate in the safest manner possible.



Photo credit: Patrick Martinez

## Near Miss

By: Jason Bruce

A Near Miss is any situation that with a slight change in circumstances could have caused an injury, environmental incident, or equipment damage.

It's a "close call," "narrow escape." A Near Miss is a free proactive learning tool. Many safety tools are reactive, meaning that they are put in

place after an incident happens. Most incidents are often preceded by a Near Miss or a "close call".

The Near Miss program is used to collect data which could result in changes in operations, enhanced safety tools, or equipment modifications. It also helps us devise safety awareness programs,

create lessons learned, and improve policies and procedures. Near Miss reporting is a key to identifying and managing hazards. High Learning Value (HLV) Near Misses are the "free lessons" that could have become significant incidents. Investigating HLV incidents helps FMT reduce the likelihood of an actual incident. The program also en-

courages workers to correct or "police" themselves anonymously with no repercussions from FMT Management. Every Near Miss should have a follow up, usually a safety meeting annotated on the Laserfiche form, held with the entire crew, explaining what happened and what shall be done to prevent it from happening again.

The ultimate goal of FMT is to keep everyone safe in the "Relentless Pursuit of Excellence."

## Shell Awards FMT's Own for Goal Zero Hero

Capt. Martin Legg from Shell USA presented Wheelman Chris Henry the prestigious Shell Goal Zero Hero award. This safety award was received for his actions while exercising FMT's "Stop Work Obligation" at Shell Deerpark.

"This is exactly the sort of initiative we want our operators to display. While Capt. Henry's actions may seem minor to some, this type of

"stop, time-out" thinking is crucial in preventing incidents," stated Capt. Martin Legg (Shell USA), at the award presentation.

"Wheelman Henry's actions are exactly the sort of thing we expect and encourage in our team members," said Dennis A. Pasentine, FMT's owner. "Chris has done his FMT family a service and his actions make us proud to be a part of that team."



Dennis A. Pasentine, Capt. Chris Henry, Capt. Martin Legg, Shell USA

## Crews Chronicle Highlights Capt. Brian Duffy

Capt. Brian Duffy started with Florida Marine as a green deckhand in 2003. His first trip was to Mt. Vernon, Indiana, where he boarded the once FMT owned M/V Jerry Jones. After a year and a half as a deckhand he earned his tankerman's ticket in 2005. As a vessel tankerman he pumped barges for 2 years. Continuing up the ladder he became a steersman in 2007. He steered in the canal and

river for a year. Time at the sticks paid off and he climbed further and earned the pilot's position on the M/V Ronnie Rogers. He remained a pilot for 3 years. The year 2011 was key to Captain Duffy reaching Rel. Capt. status on the M/V Landon York. Reaching the top rung, he rose to Captain of the M/V Mike Akiu #86 in 2015. Ever growing with FMT, he is currently working in the office

assisting in revising policies and procedures to meet Sub Chapter M and RCP Requirements. Capt. Brian Duffy is married with 2 sons and 2 daughters. In his off time he enjoys spending time with his family, going to Florida State football games and being at the racetrack. Thank you, "Duffy", for your dedication and hard work. You are a true example of a motivated team player.

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## River Life - The M/V Victoria Pasentine

The M/V Victoria Pasentine is a unique towboat that forgoes the typical "wedding cake" design. This modified design has a main deck, featuring a detached pilothouse. FMT has 4 vessels with this distinctive design. The M/V Victoria Pasentine is the latest edition and was delivered after ex-

tensive sea and dock trials in April 2017.

The true purpose of these somewhat funny looking towboats, carrying the riverman's nickname of a "jack-up" or "retractable", is in their unique ability to navigate under very low bridges that do not open with sufficient vertical clear-

By: Capt. Norm Antrainer

ance. These "low bridges" are primarily within the Illinois Waterway system and consist of the Chicago & Des Plaines River, the Cal-Sag Canal and the Calumet River.

Thank you, Capt. Stacey Torres, for keeping her and your crew safe on the waterway.

M/V Victoria Pasentine





## TRANSPORTER

### Stay Cool. Stay Hydrated. Stay Informed. By: Joy Breath

People who work outdoors are more likely to become dehydrated and are more likely to get heat sickness. Personnel should drink anywhere between two to four cups of water every hour while working. Don't wait until you are thirsty to drink. Avoid alcohol or liquids containing large amounts of sugar. It's also recommended to wear and reapply sunscreen as indicated on the








package. Individuals who eat regular meals and salt-containing snacks will usually be able to replace electrolytes lost during sweating. When monitoring one's personal hydration, employees can reference the urine color charts near the toilet facilities. The darker the urine, the more likely your body is dehydrated.

When able, take regular rest breaks. Breaks should be held

in a shaded or air conditioned area. The use of reflective clothing, water-dampened cotton clothing (may not work with high humidity), and cooling vests with pockets for cold packs may also be beneficial for keeping workers not only cooler for longer periods of time, but also safer.

#### 21 Ways to Eat Your

#### WATER

96% water - Iceberg Lettuce		
Cucumber	Spinach	Celery
95% water - Radish	Zucchini	
94% water - Red Tomato	Green Cabbage	Green Tomato
93% water - Strawberries	Watermelon	
Sweet Peppers	90% water - Cantaloupe	
91% water - Grapefruit	88% water - Peach	
87% water - Pineapple	Cauliflower	Orange
Raspberries		

**"WHILE NOT PLEASANT TO CONSIDER, SHOULD THE UNTHINKABLE HAPPEN, IT IS CRITICAL YOU ARE PREPARED."**

### Have you named a Beneficiary yet?

You think you have everything under control. You work hard, pay your bills on time, invest wisely and have life insurance. What if you passed away tomorrow? Do you know who would inherit your assets? While not pleasant to consider, should the unthinkable happen, it is critical you are prepared.

Beneficiary designations are a necessary part of planning for

the future for you and your loved ones. It is important to name beneficiaries and contingent beneficiaries on your 401k plan and all life insurance policies to ensure that the funds go where you intend them to go should you pass away.

If you haven't named a beneficiary or need to change your beneficiary on the PBC Management 401k Profit Sharing

By: Rhonda Lamulle

Plan or the employer provided life insurance and voluntary life insurance, please contact the Payroll department for more information.

### From the Top Deck

By: Dennis A. Pasentine

I am excited for the return of our company newsletter. It is a great way of sharing information and keeping the best team on the waterway connected. This is your publication, its success hinges on your participation. It is important

to me to thank each of you for your hard work and relentless pursuit. Continue collectively with determination to keep safety a top priority.

I know things seem slow, remain positive, FMT is good, performance is up and injuries are down. Focus on 2018 as we are looking at more com-

mitments and contracts. My pledge of raising our 401 k contribution remains. United together let's stay the course. Thank you again for your continued efforts and dedication to Florida Marine.



## Anniversary between January and April? Thank you for your service!

### **Twenty-Three Years**

Thomas Fleming, James Lippman, Dennis A. Pasentine

### **Twenty-Two Years**

Michael Bufalo, John Leblanc, Harvey Sbis

### **Twenty-One Years**

Kelly Sellars

### **Nineteen Years**

Marshall Barnes, Lora Dismuke, Dennis J. Pasentine, Ralph Vineyard

### **Seventeen Years**

Keith Gelvin, John Sumrall

### **Sixteen Years**

Joshua Ard, Howard Blank, Edward Ehret, Steven Johnson, Joe Kent, Jerry King, William Seymour, Justin Simpson, Rusty Zeller

### **Fifteen Years**

Timmy Callais, David Cascio, Kristina Dutsch, D'Andre Forward, Timothy Griesheimer, Cynthia Hull, Roy Huval, Harry Oalman, John Pasentine, Calvin Plaisance, James Smith

### **Fourteen Years**

Jeffrey Brumfield, Alan Dronet, Troy Hotard, Tony Kruebbe, Troy McNemar, Raymond Noonchester, Jimmy Pierre, Dale Robin, Ronald Rogers, Ronney Story, Chad Tolliver

### **Thirteen years**

Richard Boudreaux, Steven Bryan, Alton Deese, Sheldon Detrafford, Chad Douglas, Robert Eldridge, William Harper, Heath McWilliams, Luther Ramey, Harold Sellars, Trina Smith, Joseph Yeargain

### **Twelve Years**

Lawrence Campbell, Andrew Carter, Walter Gibbs III, Scott Jenkins, John Klein, Peter Maier, David McNemar, Chad Parks, Jeremy Porche, James Stock

### **Eleven Years**

Ty Dolese, Kenniston Gazzier, Christopher Kimble, Keith Lofton, Robert McNemar, Earl Nicholas, Douglas Preston, Louis Santiago, Timothy Slaughter, Kim Terrebonne, Ricky Tyson

### **Ten Years**

Pete Adams, John Blackburn, Laris Breaux, Russell Brock, Quentin Bryan, Stephen Dean, Robert Dings, Matthew Fayard, Carrol Guillory, James Guillory, Ronald Hull, James Jones, Steven McNeese, Bret Rivero, Christopher Smith, Hope Thompson, Morris Verret

### **Nine Years**

Brian Boudreaux, Clyde Buck, Michael Carr, Isaac Condiff, David Cullinan, Mark Dauss, Carl Dudley, William Ellzey, Joseph Gaspard, Franklin Hammack, Oscar Jones, Lance Kilgore, Kirk Landry, Anthony Marks, Thomas Powers, David Richard, Bobbie Sikes, Stacey Torres

### **Eight Years**

Antonio Costello, Richard Easterling, Rachel Elliott, Verl Holland, Norman Kadow, David Killen, Matthew Ledet, Rodney Miller, Chanh Nguyen, Cedrick Price, Jonathan Roof, Leonard Sharp, Brian Stinson, Gaylen Williamson

### **Seven Years**

Jonathan Attaway, Drew Bennett, Tyler Bourque, Archie Bryant, Robert Bush, Gerald Calcione, William Cessna, Santto Cheramie, Chad Cunningham, Daniel Davis, AJ Dysard, Christopher Evans, Steven Forke, Bryan Gibbons, Alexander Mata, Adam Pennino,

Robert Walker, Kevin Williams

### **Six Years**

Stephen Alaniz, Erick Bonilla, Avery Broussard, William Cooper, Mark Daigle, Gary DeMoss, Michael Dupre, Wilman Guidry, Heath Higdon, Justin Hoffman, Jimmie Hutchinson, Don Lofton, Ricky McDaniel, Sean McDonald, John Monahan, Robert Mullins, Jimmy Ramey, Johnny Robin, Thomas Singerman, Richard Snider, Douglas Tabony, Joseph Tanner, Herbert Williams, Billy Williamson

### **Five Years**

Jessie Barkemeyer, Jeffery Dawkins, Jonathan Dillon, Brent Ice, Rogerick Key, Donovan Lanclos, Mitchell McElwaney, Justin Modlin, Everette Reed, Mark Staines, John Stogner, Lewis Thomas, Kurt Williams, Robert Wood

### **Four Years**

Terry Boggs, Christopher Cole, Matthew Collinworth, Marc Davis, David Goin, Marcus Hayley, John Jenkins, Kristian Johnson, Kevin Kline, Andy Lancon, Charles Mabry, Tuan Mai, Charles Marshall, Herbert Pahnka, Alton Spivey, Curtis Strunk, Joshua Whittington, James Williams

### **Three Years**

Ethan Boone, John Brown, Randy Brunelle, Ryan Church, Dusty Cooksey, Brian Dykes, Michael Easterling, Robert Fisher, Michael Goings, Elrik Mabire, Priscilla Guillotte, Meredith Johnson, Derrick Jones, Robert Knight, Steven LaBorde, Eric Langston, Tyrone LeBlanc, Karl Makofsky, Dexter Nobles, Angel Noesi, Maurice Pinkston, Kenneth Pullen, Philip Rogers, Abram Rueda, James Ryan, Bruce Sarsfield, Christopher Sciolino, Jame Shepherd, Shawn Singletary, Christopher Veno, John Verdin, Eric Welch, Joseph Willis

### **Two Years**

Scott Adams, Jorge Arauz, Wayne Breaux, Leroy Brown, Ramey Byrd, Cameron Charbonnet, Robert Daws, Charles Dooley, Austin Etheridge, Ronald Gaines, Salome Gonzales, Charles Himer, Eugene Hoeltke, Trent Keenan, Justin Keller, Christopher Lee, Julio Martensson, Joshua Miller, Raymond Millien, Logan Mozes, Leslie Murray, Kurtis Nastasi, William Nugent, Duane Pierce, Brandon Pierre, Trevor Porter, Nancy Ruiz, Randall Seal, Tyler Stock, Joshua Taylor, Andrew Theobald, Philip Tobias, Ernest Trujillo, William Walton, Steven Woods

### **One Year**

Alexander Adams, Michael Allen, James Allen, Devin Artigue, Mickie Bello, Chad Brown, Jonathan Brown, Dung Cao, Rodney Cockerham, Auston Doucet, Juan Espinoza, Henry Fuchs, James Galloway, Justin Guzman, Gary Hester, Jeremy James, Cole Johnson, David King, Jacob Lima, Scott Luke, Mark Maselli, Leon Melton, Thuan Nguyen, Henry Paredes, Samuel Pope, John Prescott, Blaine Richard, Christopher Rook, Michael Ruiz, Michael Scallan, Joseph Smith, Branden St Pierre, Joshua Starcher, Tommie Vizier



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### *Our Mission*

Transport America's resources in the safest, most environmentally sound, and efficient manner as possible.



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**Relentless Pursuit of Excellence**