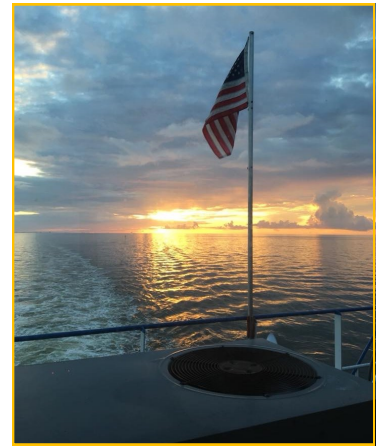


VOLUME II
Issue 5

The **TRANSPORTER** Quarterly

Photo Entry: Capt. Joe Kent



July 2018

LWCC Safest 70 Awarded to Florida Marine

By: Ryan Catalanotto

Florida Marine, LLC and the FMT Shipyard & Repair were both recently honored by the Louisiana Workers' Compensation Corporation and presented with the LWCC Safest 70 Award. Out of 22,000 members, only 70 are recognized, making it a true honor for Florida Marine to be the recipient of two of these awards. This marks the 8th time Florida Marine has received the award, and the 3rd for the FMT Shipyard.

FMT has been a member of the LWCC for 24 years. The LWCC has structured its business around preventing on-the-job injury as well as helping injured workers get back to work. Given FMT's safety record, this has been a great relationship through the years. Safety has always been one of the most important parts of Florida Marine's culture. Stressing the importance of safety is something that starts with ownership and works its way throughout all aspects of the organization.

A large contributor to Florida Marine's safety record is the Training Center.

During the extensive deckhand training program, new hires receive hands-on training from



FMT Shipyard & Repair Dry Dock

experienced Tankermen and are taught the correct way to safely perform their day-to-day tasks. The in-house training of new employees ensures they are properly trained and educated in the ways of Florida Marine before boarding our vessels.

Receiving these awards is a testament to how well we work as a team, as we continue the Relentless Pursuit of Excellence.



M/V Michael Akiu : Matagorda, Texas

Photo Entry: Walter Warn

REPLENISHMENT PURSUIT

FLORIDA MARINE
FMT

TRANSPORTER

Annual Golf Tournament and Crawfish Boil Serve up Success

Our 2018 Charity Golf Ball Bash held on April 27, 2018, was a smashing success. Over three hundred participants, FMT employees, and food sponsors experienced our finest charity fundraiser to date. Our efforts produced a donation to The American Heart Association of \$175,000. Many thanks go out to our vendors, suppliers, and financial partners who contributed to the success of this year's tournament.

FMT's sponsored charity, The American Heart Association, has been instrumental in aiding one of

our most important golf tournament supporters, Heather Traugbber. When Heather's family welcomed their now thriving 3-year-old little girl into the world, they quickly learned that she was born a fighter. Aubrey was diagnosed a few hours after birth with a complex heart defect, Tetralogy of Fallot, which features four problems in the heart. With Tetralogy of Fallot, not enough blood is able to reach the lungs to get oxygen, and oxygen-poor blood flows to the body. Congenital heart defects are the leading cause of infant deaths in the US. Aubrey had one successful

surgery at 3 months old and will need at least one more in her future. Aubrey embodies the American Heart Association's mission. Through research conducted by the American Heart Association,

more is known about the condition and how to treat it. Although the rate of congenital heart defects has not decreased over time, more infants with heart defects are surviving to adulthood because of advancements made through research and technology.

Many of our vendors supplied food and drinks during the day and FMT supplied great door prizes to cap off the afternoon's award ceremony. Heather and Bobbie Lynn Myer are due special recognition for their tireless efforts leading up to the tournament as well as many others I did not mention here for lack of space, but we appreciate your hard work. (Cont.)



OUR EFFORTS PRODUCED A DONATION TO THE AMERICAN HEART ASSOCIATION OF \$175,000.

(cont.)

The celebration continued on Saturday as the sun rose with our in-house A team, Rusty Zeller, boil master, Wes Sellars, turkey whiz, A.B. York, fry chief, and R.D. Quebodeaux, bbq pit captain. The hard work and months of planning paid off as boil guests indulged in crawfish, turkey, catfish and brisket. Sweets were plentiful from the famous chocolate fountain to delectable

snoballs and ice cream. The kiddos corner was filled with laughter and excitement.

As always, the cooks operated as a well oiled machine while Kelly Sellars and Ty Dolese, along with their crews, conducted the successful symphony.





Identity Theft

By: Nancy Combe

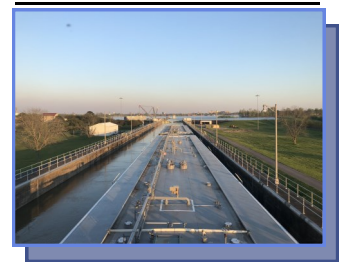
Even if you haven't been victimized, when you hear news of another significant data breach or a friend tells you a story of ID theft, you may wonder if you're next—or if it's something you need to worry about at all. The latest numbers show that nearly 60 million Americans have been affected by identity theft, according to a 2018 online survey by The Harris Poll. Cyber thieves find your personal identifiable information is as good as gold. Your

name, email address, phone number, Social Security number, passwords and other information can allow criminals to wreak havoc on your financial accounts, medical records, credit and health. Your credit card data is out there. Criminals are buying it and selling it in bulk. There are other types of identity theft, including the filing of fraudulent tax returns in your name and the criminal(s) receiving your refund. You should be actively hiding and protecting your information from potential

hackers. This can have a real impact on your finances. Your personal information is just as valuable as your cash. The most successful identity thieves have learned that it's more lucrative to hack into businesses, where they can steal card numbers by the thousands or even millions. If you're not actively protecting yourself from identity theft, experts say, you should start now.

Here are some suggestions on how to protect yourself against cyber criminals and reduce the fallout from identity theft:

- Use very strong passwords
- Limit what you share online
- Check or freeze your credit reports and Social Security number if you suspect ID theft
- Set up alerts
- Trust your instincts
- Don't forget about child identity theft



River Trivia...

Who invented the tug boat?

Tugs were invented in the 1810's, shortly after steam-power was successfully applied to watercraft. During the 1800's on the Hudson River and Lake Champlain, old stripped-down

side wheelers and propeller-driven towboats were used to move ever-increasing numbers of watercraft, especially canal boats.

What is the word for driving a boat?

If it's a sailing boat, you sail it. If you're the captain of a ship, you skipper it, and if you're the helmsman, you steer or helm it, but otherwise, there's no general term.



Personnel Grows by One

By: Suzy Montalbano



The FMT Personnel Department would like to introduce their new Personnel Manager, Spence Guidry. Spence began his marine career in 1988, working as a deckhand/tankerman for Cenac Towing, primarily on offshore tugs. From there he went on to receive his Pilot's license,

while also attending Nichols State University, where he received a degree in Petroleum Safety Technology. He then moved from the wheelhouse to the office as an assistant Personnel Manager. He's also worked at Edison Chouest as Operations Coordinator, Gulf Resources as Operations Manager and Cros-

by Tugs as Personnel Director.

Spence was born and raised in Cut Off, LA. He is a father of one daughter, Madeline, a Junior at LSU.

Welcome aboard, Spence!

TRANSPORTER

Pursuing Excellence

Focus on Best Practices: Deck Operations

Reinforcing best practices is always worth the time. This article focuses on deck operations and line handling—always important to the mooring process as well as facing and un-facing a boat to a barge. Here are some best practice reminders:

1. Identify any potential danger zones before starting a task. Potential hazards should be discussed during a JSA and should be identified during a SafeCheck before starting any deck work.

a. Be aware of “line of fire” and “stored energy” hazards.

b. Never allow any part of your body to get close to “pinch points.”

c. Never stand on or walk over a line or wire that is, or is subject to be, under tension.

d. Never stand in or allow any part of your body to get into the bight of a line or wire.

e. Never allow anyone else to get into the bight of a line or wire.

2. Communication between the wheelhouse and the deck crew is essential. Crewmembers should never touch any lines or wires until told to do so by the wheelman on watch.

a. Discuss communication in detail during a JSA.

b. Conduct a “communications check” before starting any work to ensure that all oral and visual communications are effective.

c. Check handheld radios for charged batteries and proper function.

d. Always use standardized hand signals.

3. Wear proper footwear and hand protection, in accordance with policies and procedures. Never wear jewelry

while handling lines or wires.

4. Ensure that you use a tagline when appropriate.

5. Ensure that you have the proper amount of slack when facing or un-facing the boat.

6. Ensure that you catch a headline before deploying a face wire.

7. Never jerk a line or wire, and always use the hand-over-hand techniques for heaving in or letting out lines or wires.

8. Inspect all equipment before use.

a. Check all equipment (winches, capstan, lines, wires, etc.) involved in the deck operations for any kind of problem, in accordance with policies and procedures.

b. Proper routine maintenance is a key part of ensuring that equipment and systems run smoothly. (Refer to Maintenance & Inspection Handbook for Lines, Wire & Portable Rigging.)

c. Ensure that you know how to use deck fittings properly (buttons, kevels, cleats, rollers and bits).

d. Twisted wires have the potential for “stored energy.” Before starting a task, always inspect wires to ensure that they are not twisted.

9. Training in the proper handling of lines should be conducted on the job, and the process of learning should never stop.

10. Never rush; instead, move deliberately and always be on the lookout for potential safety hazards.

Ensure that you understand the task that you are about to do, and if you have any doubts as to the safety of people, equipment or the environment, you should invoke your **Stop Work Obligation**.

**Please remember:
Safety is a condition of continued employment at FMT.**



Please remember: Safety is a condition of continued employment at FMT, and potential hazards exist everywhere—from the workplace to our personal

“While E/B ICWW M/B 51 the wheelman attempted to contact the Bayou Blue Pontoon Bridge. He had previously made the bend with no contact. This time he knew that work was being conducted and on occasion the bridge stays open. The wheelman continued around the bend and saw that it was closed. He then attempted to make contact several more times via channel 13 on the VHF radio and waving the spot light at the control booth.

The wheelman had to stop the tow but it was difficult to hold due to the prevailing winds and current. The wheelman told the deckhand to wake the Captain and then sounded the danger signal. The Captain took control of the vessel. They were finally able to make contact with the bridge tender and request it to be opened. Once the bridge was open the Captain transited the bridge.”

Follow up:

- Immediate recognition of the problem due to negative communication with bridge tender and waking Captain for help
- Reviewed SMS 07-03 Safe Navigational Practices, SMS 07-04 Navigation Rules, and SMS 07-15 Bridge Transit with the entire crew

The keys to making this an effective Near Miss:

- Early identification of problem and the need for assistance
- Proper use of Last Minute Risk Assessment
- Proper Communication between Wheelman, Captain and rest of crew
- Effective team work and finding the best solution to avoid any incident
- Informative follow up meeting with entire crew on FMT procedures

Engineer Training 2018

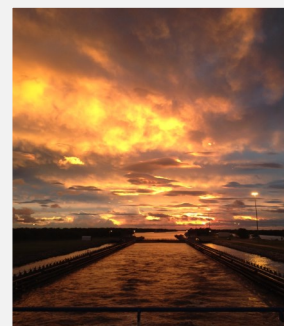
by: Holly Truesdell

It’s that time of year again! Now that Captains meetings are completed, it’s time for our annual Engineers meetings to begin. As part of Florida Marine’s Relentless Pursuit of Excellence, Boat Maintenance and Repair, along with Compliance and some of our vendors, will provide vessel Engineers with relevant company and in-

dustry-wide training and information.

This course consists of several areas of specialized training provided by both experienced FMT employees and equipment & service specialists from some of our vendors. Information covered in this class includes, but is not limited to, Engine Maintenance, Basic

Electrical Knowledge, Oil Sampling Program Training, FMEA Training, Sire / Vetting Preparedness and Sub M Policy & Procedures. Vessel Engineers are required to complete this course as per Florida Marine’s commitment to continuing education.



MV Sawyer William
Leland Bowman Locks, E/B

Shell Goal Hero Recognizes the M/V Sydnee Taylor

On February 11, 2018, the M/V Sydnee Taylor was pushed into the bank, standing by waiting on very thick fog to clear. The Wheelman on watch, Captain Ryan Smith, noticed a small pleasure craft moving towards the tow at a high rate of speed. The small craft was going to attempt to pass the vessel along the bank, which would have resulted in the craft alliding with the bank or the tow. The Captain attempted, unsuccessfully,



to contact the craft on VHF radio, then began sounding the danger signal. The Captain then directed the crew to step outside the wheelhouse and try to get their attention. The craft slowed and the crew directed

the craft operator to go around the tow.

This **INTERVENTION** by Captain Ryan Smith and the crew of the M/V

Sydnee Taylor to identify a very unsafe condition and take immediate action prevented a personal injury incident and paid ultimate respect for maritime neighbors during Shell chartered marine

operations. The actions of Captain Ryan Smith were consistent with the purpose of Shell’s journey to eliminate incidents from maritime operations! Shell commended Captain Ryan Smith and the crew of the M/V Sydnee Taylor and Florida Marine Transporters for outstanding safety leadership and commitment to Goal Zero!



TRANSPORTER

Don't Fry: Preventing Skin Cancer

By: Joy Breath

Sun protection is essential to skin cancer prevention – about 90 percent of non-melanoma skin cancers and about 86 percent of melanomas are associated with exposure to UV radiation from the sun. The Skin Cancer Foundation recommends using a broad spectrum (UVA/UVB) sunscreen with an SPF of 15 or higher every day. For extended outdoor activity, use a water-resistant, broad spectrum

(UVA/UVB) sunscreen with SPF of 30 or higher. Apply 1 ounce (2 tablespoons) of sunscreen to your entire body 30 minutes before going outside. Reapply every two hours or immediately after swimming or excessive sweating. Sunscreen is not the only method of prevention; cover up with clothing, including a broad-brimmed hat and UV blocking sunglasses. Lastly, seek the shade, especially between 10 AM and 4 PM. Other preven-

tion methods include examining your skin head-to-toe every month and seeomg

your physician every year for a professional skin exam.

THE 401k MATCH HAS INCREASED TO 5%

Effective 6/1/2018 The 401k Match increased to 5%!

By: Rhonda Lamulle



Don't leave money behind!

Make sure you are taking advantage of this incredible benefit!

To increase your 401k Contribution Rate, Contact Prudential at:

Prudential's Website:

<http://www.prudential.com>

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Top Deck

By: Dennis J. and John Pasentine



Why not think of some little thing or maybe even a big thing that you can do today to encourage someone you know? Give praise when you witness a kind act by saying a few caring words. It's amazing how just a few words of kindness can change a person's day. Words have a

creative force. God commanded that His people encourage each other because He knows we all need it. While you can't always control what happens to you, you can control how you respond. We encourage everyone to be kind,

work hard, work smart and take a few moments out of each day to give grace with your words.

Anniversary between April - June? Thank you for your service!

Twenty-Four Years

Thomas Callahan, Kirby Dupuis, James Lippman, Joseph Little, Walter Nunley

Twenty-Three Years

Dale Artigue, Johnny Burkett

Twenty Years

Lora Dismuke, Dennis J Pasentine

Nineteen Years

Matthew Coen

Eighteen Years

Billy Burkett, Brent Michel, John Sumrall

Seventeen Years

Joshua Ard, Cynthia Hull, Justin Simpson, Nicole York

Sixteen Years

D'Andre Forward, Samuel Gay, Timothy Griesheimer, John Pasentine, Calvin Plaisance Jr

Fifteen Years

Alan Dronet, Tony Kruebbe III, Troy McNemar, Gary Moore, Donald Whittlesey-Stapp

Fourteen Years

Martin Angelle, Louis Fallen, Cyrus Golmaryami, Joe Holloway

Thirteen Years

Robert Chiasson, Walter Gibbs III, Jeffery Parks

Twelve Years

Melvin Fallen, Shawn Hinderman, Linc Jackson, Peter Maier, Robert McNemar, Bryant Phillips, Douglas Preston, Timothy Slaughter, Daniel Smith, Ricky Tyson, William Whitteker, John Williams

Eleven Years

Norman Antrainer, Harry Blackwell III, Scott Camp, Roy Carnegie III, Patrick Cullnan, Christopher Develle, James Duncan, Matthew Fayard, Thomas Murry, Catherine Orlando, Ralph Vineyard

Ten Years

James Bethea, Michael Carr, Mark Condiff, Garry Hill, Vernon Hodges, Kirk Landry, David McGilvray, Carrie Newsham, Luther Ramey, David Richard, Stephen Smith

Nine Years

Brittany Martin, Kevin Perilloux, Cedrick Price, Leonard Sharp

Eight Years

Shaun Brumfield, Andrew Carter, Ray Gomez, Heath Higdon, Abrom Johnson, Don Lofton, James Moore, Ronald Plaisance,

Thomas Singerman, Nicholas Wing

Six Years

John Clark II, John Clatto, Gary Dean, Tony Economy, Seriehl Green, Stephen LeVan, Jeremy McCulloch, Robert Smith, James Spiers, Joseph Vogel

Five Years

Brandi Brumfield, Dennis Carlton III, David Clifton, Christopher Cole, Adam Couey, Marc Davis Jr, Robert Doggett, Joel Gilmore, Marcus Hayley, Keith Lofton, Charles Mabry, Tuan Mai, Charles Marshall, Kenneth Ober, Hannah Oliver, Herbert Pahnka, Craig Power, Billy Rester Jr, Joshua Whittington, James Williams

Four Years

John Agreggaard Sr, Elizabeth Blanco, Randy Brunelle, Ryan Church, Zachary Clement, Michael Easterling, William Fiarito, Michael Goings, James Jaco, Christopher Janssen, Devionshaye Kittler, Bradley Landry, Eric Langston, Caleb Morgan, Nicholas Nunley, Rafael Pena, Bryant Pope, Thomas Powers, Kenneth Pullen, Dustin Riley, Gary Sallinger, Ethan Stein, Jeremiah Strecker, James VanMol Jr, Christopher Venno, Jerry Willbanks

Three Years

Jorge Arauz, Cody Ayo, Harold Brace Jr, Christopher Bridges, Charles Dooley IV, Randy Dunn, John Ebbers, Austin Ellison, Austin Etheridge, Joseph Fillingim, Jeremy Hodges, Eugene Hoeltke, Dustin Hoffman, Troy Hotard II, Kevin Hudson, Ciera Hull, Sampson James, Trent Keenan, Henry Lawrence III, Tyler Maness, Julio Martensson, Joshua Miller, Corey Miller, Garvin O'Quinn, Trevor Porter, Mack Robinson III, Andre Sanders, Andrew Theobald, William Walton

Two Years

Alexander Adams, Matthew Boren, Dillon Candies, Charles Craig, Daniel Donovan, Donald Ellis, James Galloway, Justin Guzman, Norman Kadow, Michael Scallan, Michael Yaw

One Year

Tristen Angelle, Michael Blackwell, Michael Box, Bryan Cravey, Kert Crosley, Hal Edwards, Ted Ewing, Austin Fath, Brandon Guidry, Clay Hebert, Paul Hight, Royce Kennedy, Quentin Kostka, Blayze LaBorde, Khoa Mai, Gregory McGhee, Tyler Melan, Calvin Morales Jr, Zachary Pike, Aaron Richardson, Logan Roger, Dylan Rogers, Patrick Rumley, Patrick Stelly





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