



ARIES MARINE CORPORATION—
ESTABLISHED IN 1981

THE GOAT

THE GOAT—
VOLUME 4.1

SUMMER 2012

Back to work!

The recession and downturn in the oil industry has been difficult for everyone. Aries Marine is fortunate in seeing a light at the end of the tunnel. After three difficult years, we are seeing positive signs of growth. The pick up in business began in March with the Supply Division and the Liftboats followed.

Richard Johnson, Chief Operations Officer, is quoted as saying “we had very low utilization for three years but we seem to be breaking out of the recession. Hopefully this will continue into the future.”

Going back to work is encouraging for every employee of Aries Marine and we at Aries Marine are grateful that we have employees who are motivated, work at high performance levels and are dedicated to productivity.



Inside this Issue:

Wellness Blood Screening	2
<i>M/V Ram Charger and M/V Abigail Claire</i>	2
How loud is too loud?	2
Nickey Arcemont, Sr.	4
Bruce Ransonet	4
Clyde Munson	5

IN EVERY ISSUE:

- Letter from the President
- Highlight Liftboat Employee
- Highlight Supply Boat Employee
- Highlight in-house Employee
- View from the Bilge
- Upgrades
- New arrivals
- Anniversaries



WELLNESS BLOOD SCREENING DURING OCTOBER

2013 Wellness Preventive Screening

Aries Marine Corporation’s annual Wellness Preventive Blood Screening will be performed during the months of October and November 2012 for the 2013 policy year. The following dates are scheduled for “on-site” health screenings at the Operations Office (816 Guillot Road):

- Friday, October 5th beginning @ 8:00 a.m.

- Friday, October 12th beginning @ 8:00 a.m.
- Friday, October 19th beginning @ 8:00 a.m.
- Friday, October 26th beginning @ 8:00 a.m.

You MUST email Lynn (lynn@ariesmarine.com) or call Corporate (337-232-8147) to register.

If you are unable to attend one of the dates listed, you have the option of Test on Demand during October and November. Call I.H.S. at 1-800-840-6100 to register at a local LabCorp facility. The program for the year 2013 will be open on October 1, 2012 and close on November 30, 2012. This benefit is AT NO COST TO YOU! A memo will be issued in September 2012 to remind you.



NEWS FROM M/V RAM CHARGER AND M/V ABIGAIL CLAIRE:

The M/V Ram Charger was on the scene of a fire on an Apache platform on Sunday, June 3rd. While there were other boats there, the M/V Ram Charger demonstrated its strength and power in putting out the fire. There were no injuries, although there was some damage to Apache’s equipment.

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Drew, Mark Homes, Mike Raymond, Keith Schneller, Shannon Sullivan and Cody Fain.

On a lighter note, the crew of the M/V Abigail Claire gave Bo Ramsay a mounted Ram head. The gift was spear headed by John Williams, the Captain, and was shot by his neighbor in the hills of Texas. The gift was a token of thanks to Bo.



Mounted Ram head from the M/V Abigail Claire crew that was given to Bo Ramsay

This is an excellent example of the crew’s knowledge of fire fighting equipment and the importance of drills. The following Aries Marine employees were on the vessel: Julien

HOW LOUD IS TOO LOUD? From the Safety Department

How loud is too loud?

Sound volume is measured in decibels, a dimensionless, logarithmic scale where an increase of 3dB corresponds to a doubling in power. At 125 dB (a jet taking off 50 meters away), sound becomes painfully loud. The loudest you can safely hear is 160 dB, because above that there is a chance your ear-

drums will rupture. But sound is just a pressure wave and there is almost no theoretical upper limit to its intensity. The existence of a “brown note”, that resonates to cause victims to lose control of their bowels, has been postulated but never demonstrated in tests. But internal organ damage from very loud sounds is perfectly possi-

The loudest sound ever recorded was the eruption of Krakatoa in 1883, which measured 180 dB, 160 km away. Anyone closer than 20 km would have experienced sound levels of 200 dB and, at that volume, the pressure wave would rupture their lungs and force air into the bloodstream, causing a fatal pulmonary embolism.

CONGRATULATIONS ON THE NEW ARRIVALS!

- Thomas Clements had a son on 3/3/2012 and named him Sayler Cade.
- Paul Guillory, Jr. had a daughter on 2/10/2012 and named her Khloe Z.
- Curtis Sims had a daughter on 4/10/2012 and named her Sophie Faith.



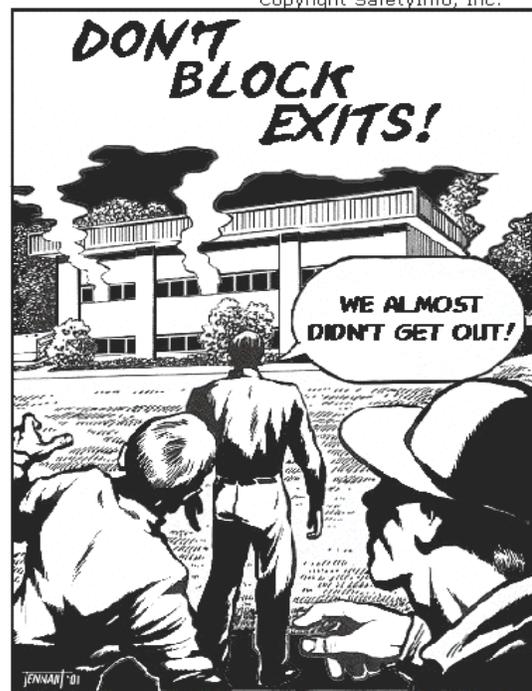
PAYROLL INFORMATION

Payroll period ends every other Wednesday. Your pay is for the prior two weeks worked. DO NOT EXPECT YOUR CHECK OR DIRECT DEPOSIT TO BE THERE UNTIL THE FOLLOWING MONDAY, AFTER PAYROLL ENDS. Please note Aries Marine CANNOT stop payments and reissue payroll checks until seven days after issued.

In addition, your deductions on your pay stub, including group health, dental and 401-K are from the prior two week period of actual work. Aries does not deduct in advance for premiums for group health, dental, nor 401-K. If you have any questions, contact your supervisor: Lift 337-232-0335 or Supply 337-856-9015.

				1	2	3
				Payroll Period Begins		
	5	6	7	8	9	10
11	12	13	14	15	16	17
			Payroll Period Ends	Payroll is Processed	Payroll Checks/Direct Deposits are released	
18	19	20	21	22	23	24
	You Receive Your Pay					
25	26	27	28	29	30	

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SUPPLY BOAT EMPLOYEE HIGHLIGHTED: *Nickey Arcemont, Sr.*

Nickey Arcemont, Sr. is currently an Engineer aboard the *M/V Calvin Bayne*. He is married to Carolyn and has three children; Nicole, Nicky Jr. and Ryan. He also has two stepdaughters; Emily and Haley. His son Nickey Jr. also works for Aries.

Nickey was born in Morgan City and currently lives in Carencro. His hobbies include fishing and hunting. Nickey has been with Aries Marine since October the first of 1997.

Nickey was asked the following questions:

If you could have dinner with anyone in the world, who would it be? Joe Walsh. Dinner would be quite interesting.

If you were stranded on a desert island, what two things would you have to have (other than food and water)? A fishing pole and a knife.

What person has had the most influence on your life? Winfred Lahme, now deceased,

was a positive influence and mentor.

If you were not in this industry, what job would you like to have?

An agent in the Department of Wildlife and Fisheries.



LIFTBOAT EMPLOYEE HIGHLIGHTED: *Bruce Ransonet*

Bruce recently celebrated his 25th Anniversary here at Aries Marine.

He is a Captain aboard the *M/V Ram VII*. Bruce was born in Jeanerette and lives in New Iberia.

Bruce has been married to Brenda for 28 years and has three children; Ashley, Sean and Brian. He has two grandchildren; Spencer and Mason and one on the way.

In his spare time, Bruce enjoys high school basketball

and football games. He ministers in the parish jail on Sundays and is the Facilities Coordinator at Cornerstone Cowboy Church in New Iberia. Bruce states that communication is the key to success on the job and in his relationship with his wife and kids.

Bruce was asked the following questions:

If you could have dinner with anyone in the world, who would it be? Reba McEntire.

If you were stranded on a desert island, what two things would

you have to have (other than food and water)? EPIRB and a machete

What person has had the most influence on your life? My Grandfather.

If you were not in this industry, what job would you like to have? A basketball coach.



SPOTLIGHT ON IN HOUSE EMPLOYEE: *Clyde Munson*

Clyde Munson was born in Matthews, LA and now lives in south Lafayette. He is married to Faye and has one daughter, Kristin. He has been with Aries Marine since September 12, 2000.

Clyde's hobbies include golf and fishing. He also includes yard work to be a hobby since he doesn't do it very often. He lived and worked in Nigeria for two years and Singapore for eight.

Clyde was asked the following questions:

If you could have dinner with anyone in the world, who would it be?
Arnold Palmer.

If you were stranded on a desert island, what two things would you have to have (other than food and water)? Golf club (and balls), rod and reel. That might be four but one's not any good without the other.

What person has had the most influence on your life? My Dad.

If you were not in this industry, what job would you like to have?
To be an OBGYN.



A VIEW FROM THE BILGE: *by Mike Parker*

School is Still in Session.

As the company continues to progress and stay viable for the future, it becomes necessary to make changes and sometimes eliminate things. Three of the things I saw eliminat-

If it doesn't break, you'll never learn how to fix it.

ed were my greatest teachers of supply boat knowledge. They all had names and I had a personal history at one or another with all three. I will never question the decision to let them go, but I will always look at them as an important part of my supply boat education. I mentioned they all had names. The names were Lauren E, Shelby C and Chris V. They were boats that had previous lives and were rejuvenated to work in the Gulf again with Aries.

This rejuvenation process meant that as one thing was

brought up to standards, there would always be something else in need of repair. If it doesn't break, you'll never learn how to fix it. Believe me when I tell you that each of these boats gave a lot of us working with Aries today a continuing education on a daily basis. I didn't graduate from them with honors, but they did give a foundation to build upon.

I have been to several other schools (boats) in the years. I've been here and each one has left me with undeniable fact that the things I don't know still far outweigh the things I do. We should have no problem admitting there is something we don't know and we should refuse to stop learning. I said the boats were my greatest teachers in my career, but there are other teachers I have gained a lot of knowledge with. Some more than others but I have picked up something from each of them.

Regardless of the other things that may have come out of their mouths, they all said or showed me something profound to my education. Everyone has something to offer that will improve you. You just need the right filter sometimes to extract it. Even in the face of sarcasm and inexperience, we should always be willing to accept that they do have something worthwhile to offer.

There is a common adage that simply says "the more you learn, the dumber you get." For me, it's the gospel truth. When I was 16, I was a genius. When I graduated high school, the genius diminished to smart. When I graduated college, I began to understand there was a lot left to be learned. After 15 years on Supply Boats, school is still in session.

Good
Sailing
to All,

Michael
Parker



LETTER FROM THE PRESIDENT: *Court Ramsay*

Dear Aries Personnel,

Business activity for 2012, so far, has “come on” a great deal stronger than last year. I know that you, along with myself, are grateful for this! It sure is good to hear the phone ring once again for prospective jobs! Now, after that 18 month break, our customers have an understanding of the new regulatory landscape and they are now able and comfortable to move forward on projects that have been on the drawing board for months and even years. It’s just amazing the consequences after an accident like Macondo. Business dropped to less than 30% than the year before. I believe the accident was a tragedy, though and was avoidable. Obviously, the harsher measures on operator safety needed to come about and assurance that those policies are being followed needs to be certain. I think this is a positive outcome....as painful as it has been. Still, we have to be mindful of the families that lost loved ones that tragic day.

Aries, in my opinion, has always put its best foot forward when it comes to safety. I feel our company culture strives to be one of caring, smart, conscientious hard workers that want to do that job safely and soundly. Even though we have a great safety record and are a great example of a safety minded marine service, there is still room for improvement. SEMS, a Safety Environmental Management System, is what BSEE, Bureau of Safety and Environmental Enforcement, a branch of BOEM, Bureau of Ocean Energy Management, expects our customers to adopt and consequently what our customers expect us to have in place. Now that’s a mouthful! Not only is it hard to say but it is even more difficult to get your head around to understand. Basically, the Government said “Ok Big Oil, you say you have these safety programs in place but we don’t be-

lieve you follow through all the time. After all, you let Macondo happen. Now, you can no longer divide the liability between your contractors... it’s ALL YOUR RESPONSIBILITY!” BOEM goes on to say, “We are going to make sure by auditing you in the field.”

Big Oil’s response was to develop, with some guidance from BOEM, a system of checks and balances with 13 critical components and has required all service companies to warrant that our employees will follow those guidelines. That’s SEMS. It’s nothing new; fact is, it has been part of our Health, Safety and Environmental policy (HSE) for years. However, the last component of SEMS is “Records and Documentation” which has to be readily available and in a lot of cases available in the field (offshore).

We spent several months last year ensuring that our SEMS was complete, organized, indexed, calibrated, honed, polished, andmost importantly, readily available. All Aries Marine vessels now have on board those SEMS manuals which go hand in hand with all of our other HSE materials. I know paperwork on board is a hated and cursed part of your jobs and additional paperwork brings scowls and grumbling. I get it; I think actions speak louder than words any day, but this is our new reality. SEMS is part of our new normal, so get use to it and review it monthly during safety meetings.

Lastly, BOEM wants to make sure the hasty, hurried, incautious environment that surrounds a lot of offshore work is changed. The government which represents the public wants all activities to be preceded by thoughtful planning done by people who understand



the hazards and know how to manage them. In our case, those people are “YOU”, professional mariners. You may see yourself as being relatively far away from responsibilities of the drilling floor on a high pressure well, but I see you as managers of expensive marine assets that are subject to potential hazards every day. Let’s prove once again that Aries Marine not only meets the standard but surpasses it. And, remember, if you see a hazard, you own it. It is very much your duty to use STOP WORK AUTHORITY in order to begin the process of managing that hazard.

Good Sailing,
Court B. Ramsay



MACHINE GUARDS – Safety Quiz

1. Machine danger points are
 - A. Near the back
 - B. Moving parts
 - C. Painted red
 - D. Fast moving
2. The purpose of a machine guard is to
 - A. Protect the machine
 - B. Prevent fires
 - C. Improve efficiency
 - D. Protect the operator
3. Fixed machine guards
 - A. Use interlocks
 - B. Surround the hazard points
 - C. Are painted yellow
 - D. Are transparent
4. Interlocked machine guards
 - A. Stop the machine if opened
 - B. Are used on boilers
 - C. Are painted blue
 - D. Allow for guard adjustment
5. Adjustable machine guards are used for
 - A. Forklifts
 - B. Chemical process machines
 - C. Varying sized material
 - D. Conveyor belts
6. Automatic machine guards
 - A. Are painted yellow
 - B. Are used for metal bending equipment
 - C. Require operator action
 - D. Move into position before machine starts

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ANSWERS: 1.-D; 2.-D; 3.-D; 4.-A; 5.-C; 6.-D

EMPLOYEES WHO UPGRADED THEIR LICENSES:

- **William Menard** went from a Cook to an OS/Cook.
- **Willie White** went from an Oiler to a Chief Engineer.
- **James Lyons** went from a 150 ton Master to a 200 ton Master.
- **Ron Cunningham** went from an OS to an AB.
- **Kenneth Kauk** went from an Oiler to an Engineer.
- **Brent Bodin** went from an AB to a Mate.
- **Alex Bourgeois** went from an Oiler to a Chief Engineer.
- **Michael Zuanich** went from an AB-Special to a Mate.
- **Robert Turner** went from an AB to a Mate.
- **Jeremy Sanzin** went from a 100 ton Master to a 200 ton Master.
- **Dionel Bearb** went from a Chief Engineer to a Chief Engineer 1600, 6000 ITC Oceans, 3rd Assistant Engineer unlimited.
- **Edward Bowling** achieved DPO and 6000 ITC.

Employee who upgraded their licenses (continued):

- **Otis Jones** went from an OS to an AB-Special.
- **David Lytle** achieved DPO.
- **David Pilgrim** achieved DPO.
- **Charles Hudson** went from a Mate to a 500 ton Master.
- **Steve Percevich** achieved DPO.
- **James Faulkner** went from an AB-OSV to a Chief Engineer 4000 HP.
- **Keith Piper, Jr.** Upgraded from a 100 ton Master to a 200 ton Master.
- **Nick Broussard** achieved DPO.

Is your name missing from this recognition? call Claire and let her know!



ANNIVERSARIES: 25 Years



Kim Pelous—25 Years

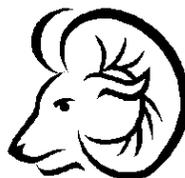


Bruce Ransonet—25 Years

ANNIVERSARIES: 10 Years



Dennis Berdyck—10 years



Keith Schneller -10 years

ANNIVERSARIES: 10 Years Continued



Darryle Cole - 10 years



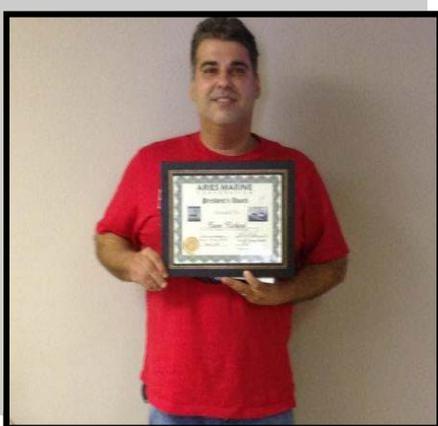
Joseph Boudwin - 10 years



Jimmie C. Huval—10 Years



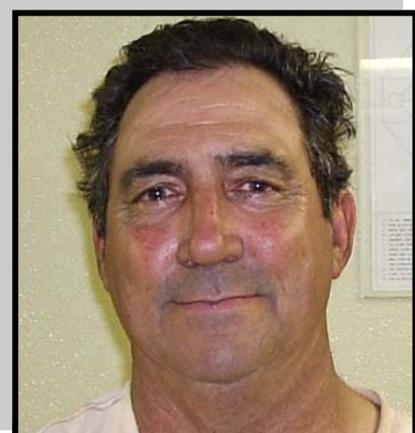
Glen Lavine—10 years



Caine Richard - 10 years



Richard Prather- 10 years



Roland Navarro - 10 years

ANNIVERSARIES: 5 Years



Robert Turner - 5 years



Devan Cole- 5 years



Michael Upshaw -5 years



Jonathan Bridges- 5 years



Sidney Pike - 5 years



James Faulkner - 5 years

ANNIVERSARIES: 5 Years Continued



Tranden Hawkins- 5 years



Tracy Savell—5 years



William Hirsch, Jr. - 5 years



Jeremy Sanzin - 5 years



Ronald Davis -5 years



William Little - 5 years

ANNIVERSARIES: 5 Years



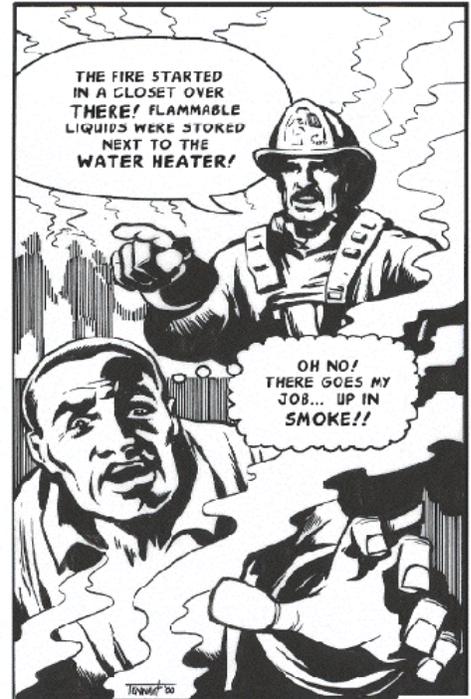
Timothy Lee, Sr. - 5 years



Charles Messer - 5 years



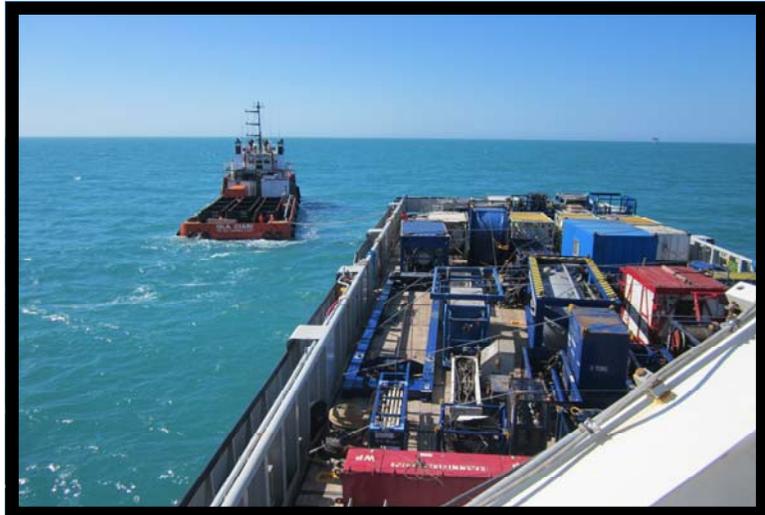
Dennis Tate - 5 years



Pictures



M/V Allison



Today BETTY PFANKUCH is a floating marine platform. Supply boats are coming from far and wide to get fresh water from the only source in town. No DP, no problem, just hang a line on our quarter and have some water. The system holds its position just great. Wind is about 15-20 knots.



Moving from Dos Bocas to Bicentenario, Tampico and Tuxpan



Picture DSR enroute Tampico with 40-50 knots wind on starboard quarter

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**ESTABLISHED
IN 1981!**

ariesmarine.com



Aries Marine Corporation ~ Lafayette, Louisiana

Aries Marine Corporation, a privately held Louisiana Corporation, was formed in early 1981 by Dwight S. Ramsay and Betty Pfankuch to own and operate in the Gulf of Mexico self-elevating workboats and supply vessels.

The self-elevating work boats, also called Liftboats or jack-ups, provide mobile yet stable work platforms, crane capabilities and living accommodations for work crews performing services to offshore oil and gas production platforms. The Liftboats range in leg length from 105' to 200', and are capable of operating in maximum water depths of 160'.

Primarily associated with drilling operations, the supply boats provide Aries with a diverse business mix within the marine industry. Our OSV's, as they are commonly called, are the delivery trucks of the offshore sector. Our OSV vessels range in length from 166' to 292', many of which are dynamic positioning.

Currently, there are 28 vessels in the fleet.

Because of our diverse fleet, Aries has worked for all of the major producers as well as most of the independents. We have established a top reputation due to all Aries operations being conducted by experienced, safety minded personnel. Aries Marine takes pride in the cleanliness of its vessels, the efficiency of its operations and our excellent safety record.

Aries Marine is headquartered in Lafayette, Louisiana and maintains a sales and warehouse facility in nearby Youngsville, Louisiana. Aries Marine employs over 350 people.

REMINDERS!

- Do you have information or an upgrade to share? Call Claire @337-232-0335 or 337-856-9015
- When you renew your MMC/License, please send a copy to the Operations office or stop by and we will gladly make a copy for you!



This issue is dedicated to the loving memory of:

- *Abbigail, daughter of Marcus Walker*

Editor: Claire Littlefield

Photography Design: Lynn Guidry