



ARIES MARINE CORPORATION—
ESTABLISHED IN 1981

THE GOAT

THE GOAT—
VOLUME 6.1

SPRING 2015

INTRODUCING THE *M/V RAM XVIII!*

Current work is underway on three different new vessels for Aries Marine: the *M/V Ram Country*, the *M/V Ram XVIII* and the *M/V Ram XIX*. The *M/V Ram Nation* has already been delivered, launched and christened and in case you haven't seen the launch, visit ariesmarine.com and watch the video on the homepage. Below are some new photos of the *M/V Ram XVIII*. Although the vessel is not completed, it is coming along. Expected delivery of the *M/V Ram XVIII* is mid March.

Inside this Issue:

<i>What a Small World We Live In</i>	2
Healthy choices for healthy living	2
Changes to your 401K	2
Don Laborde	4
Jerry Bourque	4
Peter Romero	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



The *M/V RAM XVIII* currently under construction. Photos courtesy of Jude Bodin.

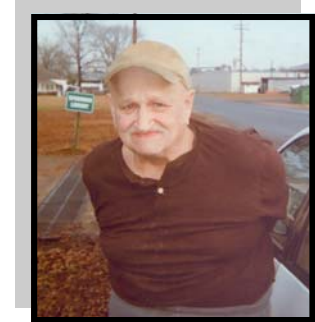


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WHAT A SMALL WORLD WE LIVE IN

Mr. "Bo" Ramsay's cousin, Sam McAllister, resides in Bryon, Arkansas. Recently Sam's friend, Ron White of Sparkman, AR, was at a U.S. Post Office and had on an Aries Marine shirt when a man approached him and asked him where he got the shirt. Long story

short, Eddie Hogue, the man to the right, was previously employed by Aries Marine as a cook and recognized the logo. Aries Marine sends our best regards to Eddie for his longtime employment. You never know who you might run into who has worked for Aries Marine!!



HEALTHY CHOICES FOR HEALTHY LIVING

Everyone enjoys options and that is just what is happening aboard the *M/V RAM XII*. John Lemaire recently spoke of how Charles Placide, the cook aboard the vessel, is giving the crew members healthy options and how those choices have helped his health greatly.

Crew members still have the option of having fried food but there is also baked food.

With every meal there are salads, fresh fruit and vegetables. Crew members still have the option of fried food but there is also baked food. Crew members also have the option of brown rice and not just white rice, low fat yogurt in-

stead of sweets and tea and Propel instead of soft drinks. These changes have helped John lose 60 lbs., get off his cholesterol medicine, Nexin and fish oil supplements. John also runs 2 1/2 miles while onshore and rides an exercise bike for 30-45 minutes while offshore .

Small changes can have a huge impact on your health and life and you are key to changes.

CHANGES COMING TO YOUR 401K by Todd Lambert

For the second year in a row, U.S. markets were the place to be. Gains for the year were widespread as the major U.S. indexes (Dow Jones, S&P500 and NASDAQ) posted positive returns. Small cap stocks and international equities tended to underperform their large cap U.S. peers. A new year is upon us and as with any new year, change accompanies it. Some exciting changes that you will be seeing will be some restructuring of the Aries Marine 401K plan. Always working to provide you with the best benefits, Aries Marine has been working with Great West to

improve upon the investment choices available for you to place your contributions. Aries is increasing the overall number of mutual fund options available, including the addition of several index funds. Also, Aries Marine has worked with Great West and Summit Financial to bring plan expenses down considerably by reducing administrative and advisory fees, as well as, converting each mutual fund offered to an institutional class share, which typically have much lower internal operating expenses. A higher interest bearing fixed stability fund will replace the current

money market and greater transparency of advisory fees are some of the other changes in store. You will be receiving an announcement from Great West regarding the upcoming improvements and the timeframe in which they will be implemented. Moments like this present a good opportunity to reexamine your portfolio and confirm it is allocated to help meet your objectives for retirement. Of course, if any individual would like an analysis of his or her holdings, I can be reached at 337-232-1141 or by email at todd@summit-financial.com. I look forward to helping all of you build greater security toward retirement.

CONGRATULATIONS ON THE NEW ARRIVALS!

- **Josh Stafford** had a son, Dalton Wayne, on 3/6/2014.
- **Thurmon Charles** adopted a daughter, Averyel, on 3/19/2014.
- **Lloyd Chachere** had a daughter, Angelle Mai, on 8/10/2014.
- **Jacob Long** had a daughter, Juliette Rose, on 4/25/2014.
- **Trinity Benton** had a son, Teagen Wayne, on 6/25/2014.
- **Cameron Plaisance** had a daughter, Gracie Elizabeth, on 1/14/2015
- **Gregory Herrera** had a son, Gregory Alexander, Jr., on 9/26/2014.



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. Also, paystubs are online.

In addition, 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: Liftboat 337-232-0335 or Supply Boat 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	



Chemical Safety !

- Know what you are working with
- Read the MSDS
- Use only the smallest amount needed
- Store all chemicals in the right place
- Read the Labels
- Ask your supervisor if you are not sure
- Use the right personal protective equipment
- Use chemicals only for their intended purpose

SUPPLY BOAT EMPLOYEE HIGHLIGHTED: Don Laborde

Donald Laborde is currently a Captain aboard the *M/V Ram Challenger*. He has been employed with Aries Marine for over 14 years.

He is married to Sheila and has four children; Caleb, Jake, Cain and Christian. Don stated that in his spare time, he enjoys golf.

Don was born and grew up in Bunkie, LA and now lives in Lafayette. He stated that he also believes that your word should be important.

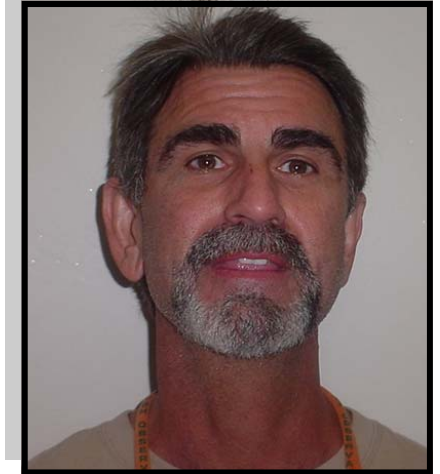
Don was asked the following questions:

If you could have dinner with anyone in the world, who would it be? My Father, who passed away at a young age.

If you were stranded on a desert island, what two things would you have to have (other than food and water)? Snorkel gear and a fish spear.

What person has had the most influence in your life? My Mother.

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



LIFTBOAT EMPLOYEE HIGHLIGHTED: Jerry Bourque

Jerry is employed as a Captain aboard the *M/V Ram V*. He has been working for Aries Marine for over the past 20 years.

Jerry is from Abbeville, LA and resides in Youngsville, since 2004. He is married to Lori, who refers to Jerry as “Mr. Fix it”, and has a son named Joshua.

Jerry enjoys fishing, hunting and watching sports. When Jerry started out as a deckhand, 26 years ago, he was making \$45 a day. Then, when he started at Aries as an AB, he was making \$90 a day.

Jerry was asked the following questions:

If you could have dinner with anyone in the world, who would it be? My Mom, who passed away in January.

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 cold beer.

What person has had the most influence in your life? My Dad, who taught me how to be responsible.

If you were not in this industry, what job would you like to have? Buying and selling real estate.



SPOTLIGHT ON IN HOUSE EMPLOYEE: Peter Romero

Peter was born in the Youngsville area and still resides there. He is married to Hope and has four children, Kayla(21), Kelsey(17), Ben (eight) and Luke (eight). He has been employed with Aries Marine since 1986 and began as the warehouse manager and worked his way up to Operations Manager of the Supply boat division.

Peter stated “I have been here for almost 26 years and have had the privilege of working in both divisions. In doing so, I feel very fortunate to have the pleasure of work-

ing with such a fine group of people I call my “work family.” Peter’s hobbies include fishing and hunting.

Peter was asked the following questions:

If you could have dinner with anyone in the world, who would it be? Although my parents are both deceased, I can’t think of anyone else more worthy of such a special occasion.

If you were stranded on a desert island, what two things would you have to have (other than food

and water)? A gun with unlimited ammunition and a fishing pole with unlimited tackle (is that too much to ask for?).

What person has had the most influence in your life? My parents. They have always taught me that working hard and having a good work ethic is key to living right.



A VIEW FROM THE BILGE: by Mike Parker

Have You Had Your PCE Today?

It has been a part of your lives for a while and will become a larger part in the years to come.

Every industry has their own collection of acronyms that become a comfort-

able part of their vocabulary. All us are well acquainted with PPE, JSEA, SDA and others that we use every day. These are relevant to us in the maritime industry. There is another one on the way.

Until recent years, PCE was not given a bit of thought because we didn’t see it as affecting us. It was a term relegated to doctors, lawyers, accountants and other professional industries. So what is PCE?

It stands for Professional Continuing Education. It has been a part of your lives for a while and will become a larger part in the years to come.

It has included safety training, annual compliance training, first aid training and more. The term PCE will become more prevalent to us as the new rules require us to be recertified in order to get renewals on our licenses and MMDs. It will require a certain number of hours of documented additional education and training during a specified time frame. The PCE documentation will become just as relevant as your sea time letter when it is time to renew. Some of the re-

quirements are already in place and more on the way. You are no longer just a worker on a boat. You are part of a professional industry that will require mandatory time of additional training in an educational setting to stay a part of it. PCE is by no means something to be wary or intimidated by. It’s a process to review what we should already know and an education to the new things we need to know. Embrace it now. PCE is on the way and here to stay.

Good Sailing to All,

Mike Parker



LETTER FROM THE PRESIDENT: *Court Ramsay*

Dear Aries Marine Personnel, Stop Work Authority-What's more important in a company's safety culture? There maybe something else, but I can't think of it. The reason why I think it's the most important is the word "culture." According to Webster's, the definition of the culture I'm talking about is "The sum total of ways of living built up by a group of human beings and transmitted from one generation to another." In our case, the group of humans is all of you –and me! And, we collectively share the "ways of living" by upholding the high standards of a safe work place. From the PEC website I find, "SWA involves everyone in a culture of safety and implements a system of safety defenses that allow one to catch an unsafe action." This culture of Aries Marine includes everyone-from the green horns to experienced captains. Have said that, however, initiating an "All Stop" needs to follow a simple format.

Aries Marine policy states that all instances of Stop Work Authority are to be coordinated through a supervisor and includes the resumption of work once the risks have been eliminated. This means the individual using SWA goes through the person with Ultimate Work Authority. This may mean the Captain in some cases, the Chief Engineer in others or an experienced AB on the back

deck supervising chipping and painting. All vessels have a hierarchy based on position and experience and for best practices it's necessary to observe this during an "All Stop" occasion. For example, an OS may see an unsafe condition, is obligated to call an "All Stop," but the crane operator may be the only one who knows the proper timing of discontinuing operations.



Not only is SWA an Aries policy but it is a federally mandated rule within SEMS II. Interestingly, it was only implemented in SEMS on June 4, 2013. *I'm pretty sure earlier forms of SWA are dated much earlier than 2013, however this is when it became a federal requirement of all OCS operators.* It has two distinct parts:

1.) Any offshore industry personnel that witnesses imminent risk or dangerous activity has the authority to stop the work.

2.) Operators (Contractors by virtue of our bridging agreements) must clearly define who has the ultimate work authority on a vessel for operational safety and decision making at any given time.

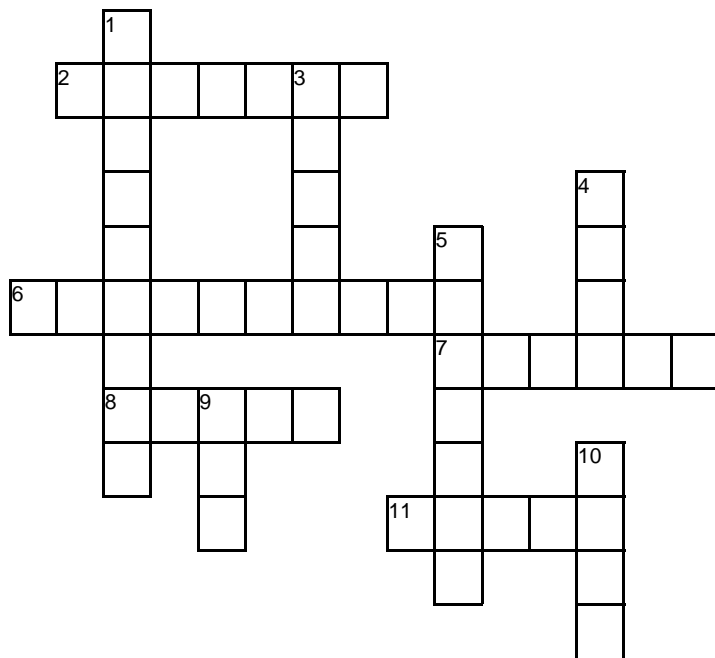
During a low economic cycle in an industry, it's hard to remain positive against the

negative news of the times. Although, being financially sound and relevant in the market are the hallmarks of an agile survivor, and Aries marine enjoys both of these. Having all of you ready to use SWA makes us the premier operator in the GOM, and makes us the right choice for our valued customers. I congratulate you on the use of SWA last year and upholding the safe culture of Aries Marine. Please find within the newsletter some of my favorite SWAs from 2014.

Thank you and safe sailing!

Court B. Ramsay

Chemical Safety



ACROSS

2. Worn when splash hazards exist
6. How chemicals get through the skin
7. Material _____ Data Sheet
8. Flammable liquids must be kept in _____ tight containers
11. Never mix _____ and bases

DOWN

1. Both Acids and Bases are _____
3. Number of hours per day you can be exposed to a chemical at the permissible exposure level
4. Color on NFPA label that signifies health hazards
5. What you do to personal protective equipment before using it
9. Permissible Exposure Level: Abbr.
10. Describes a specific chemical's properties and hazards

Answers on page 10

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EMPLOYEES WHO UPGRADED THEIR LICENSES:

- **Joseph Brady** achieved full DPO.
- **Lloyd Chachere** went from an AB to an AB-unlimited.
- **Berlon Jones** went from an AB to a 200 ton Mate.
- **Cameron Plaisance** achieved full DPO.
- **Dylan Banks** went from an OS to an AB-special.
- **David Martin** went from an AB-special to an AB-any waters and a 100 ton Master.
- **Scott Trunzo** went from a 200 ton Master to a 3000 ton Master.
- **Brandon LeBlanc** went from an AB to a 100 ton Master, 200 ton Mate.
- **Joseph Hayes** achieved his Q-med endorsement.
- **Richard Mahoney** went from a 1600 Mate to a 1600 Master.

Employees who upgraded their licenses (continued):

- **Kevin Cormier** went from an OS to an AB-special.
- **Deryl Monroe** went from an OS to an AB-special.
- **Julian Drew** went from a Master 3000 ITC to a Master 6000 ITC.
- **Benji Martin** went from an Asst. Engineer to a Chief Engineer.
- **Alex Bourgeois** is now an Unlimited Chief Engineer.
- **Sean Sandell** went from a 1600 Mate to a 1600 Master.
- **Mark Holmes** went from a 100 ton Master to a 1600 ton Master.
- **John Carmona** went from an OS to an AB.
- **Christopher Anderson** went from a QMED to a DDE 4000.

ANNIVERSARIES: 25 years

Tyler Shermer-25 years

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ANNIVERSARIES: 20 Years



Jerry Bourque-20 years



Ernie Melder-20 years

ANNIVERSARIES: 15 Years



Timothy Casey -15 years



Ted O'Neal-15 years



Timothy Pickett -15 years



ANNIVERSARIES: 10 years



Steve Richard, Jr.—10 years



Doug Nicholson—10 years

FLASHBACK PHOTOS



Court Ramsay, November 1998



John Gary, Bo Ramsay and Richard Johnson.



Darrel Broussard, Bo Ramsay and Richard Johnson.



Phil Ransonet, Bo Ramsay and Richard Johnson.



Keith Piper, Sr., Bo Ramsay and Richard Johnson.



Pictures



The RAM CHALLENGER headed out.



The port



Murphy job, photo courtesy of Chase Neal

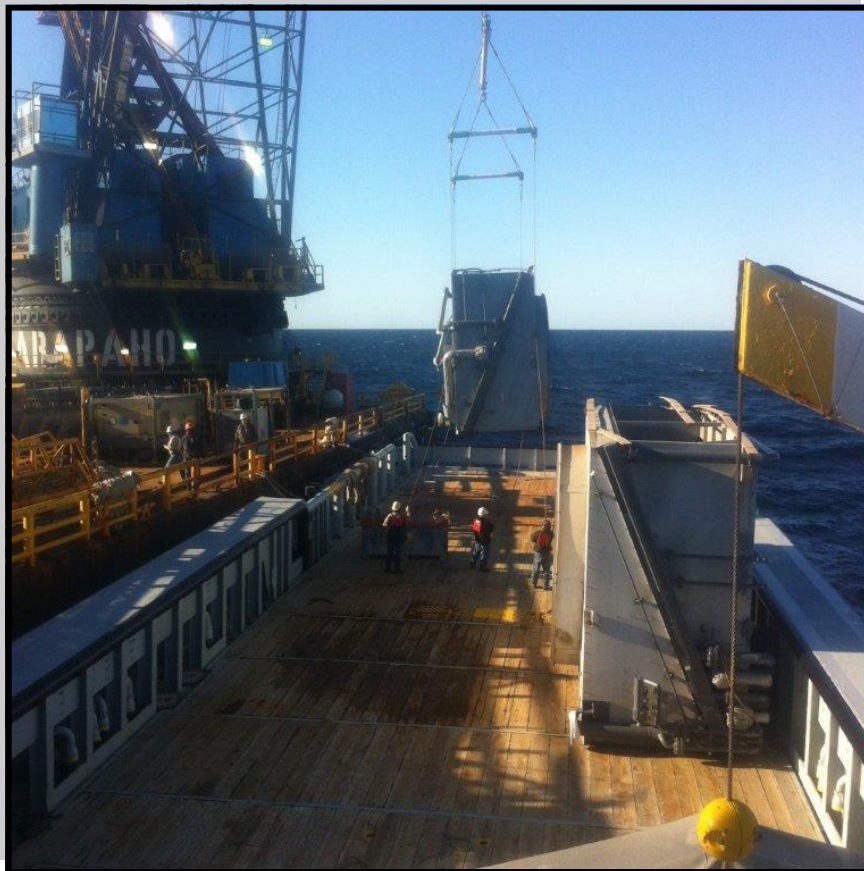
Pictures



Sunset., photo courtesy of Chase Neal



Ram Challenger, photo courtesy of Chase Neal



Ram Charger, unloading equipment for an Anadarko job.

ARIES MARINE CORPORATION

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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 130' 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 220' to 292', all of which are dynamic positioning.

Currently, there are 26 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 300 people.

REMINDERS!

- Do you have any information, a photo or an upgrade to share? Call Claire @337-232-0335 or 337-856-9015 or you can email [Claire - claire@ariesmarine](mailto:Claire-claire@ariesmarine)
- When you renew your MMC/License or TWIC, please send a copy to the Operations office or stop by and we will gladly make a copy for you!

Editor: Claire Littlefield Bingham

Photography Design: Lynn Guidry

FAVORITE SWAs OF 2014

Date	1/11/2014
Activity Observed	rigging
Explain the "At-Risk" Behavior...	Attached hook to wrong D ring on basket sling. Set lift back and reattached to correct lift ring.
Date	2/6/2014
Activity Observed	SWA
Explain the "At-Risk" Behavior...	SWA was used due to high winds during crane operation.
Date	2/25/2014
Activity Observed	crane operation
Explain the "At-Risk" Behavior...	Was briefing about weight of lifts and limits of crane. Individual did not know the weight of box. Called AN ALL STOP and changed to main block.
Date	5/11/2014
Activity Observed	checking deck cargo
Explain the "At-Risk" Behavior...	Individual was checking deck cargo as we left protected waters and heard cargo rolling around inside a toolbox marked "explosives." Notified Captain and an ALL STOP was called. Called client and returned to dock. Client checked with owner of toolbox and was assured there was no danger.
Date	5/16/2014
Activity Observed	loading boat
Explain the "At-Risk" Behavior...	Seas were rough, individual called an ALL STOP and the job was shut down. Safety meeting was held afterwards to talk about the ALL STOP and sign paper works.

Date 5/19/2014

Activity Observed cargo transfer

Explain the "At-Risk" Behavior...

An ALL STOP was called during cargo transfer because individual did not give good signals to crane operator to ease down load. Individual then tried to disconnect the tagline before waiting for all the tension to be off and untying first and then remove taglines.

Date 5/31/2014

Activity Observed working aloft

Explain the "At-Risk" Behavior...

Individual was trying to assist other person painting stacks while on ladder without a person to secure ladder nor a harness. Called a SWA, told him to come down and wait for a helper.

Date 6/20/2014

Activity Observed pumping fluid

Explain the "At-Risk" Behavior...

While prepping to receive fluid from rig, crane operator instructed individuals to use Ch. 1 on handheld while another person instructed rig personnel to use Ch. 2. Called an ALL STOP and established proper communication and then proceeded with job.

Date 6/28/2014

Activity Observed rigging casing

Explain the "At-Risk" Behavior...

Riggers not communicating with each other. Called an ALL STOP. Individuals working against each other and not on the same side of load. Stopped loading, had bridge come down and talk to them.

Date 7/31/2014

Activity Observed offloading fuel

Explain the "At-Risk" Behavior...

Increasing current, thrusters climbing to 40% and levels. Stopped fuel transfer and disconnected hose. Rig changed heading 30 degrees and transfer resumed.

Date 8/24/2014

Activity Observed grinding on bulwark

Explain the "At-Risk" Behavior...

Individual was using a grinding wheel on a bulwark, which was kicking up a lot of paint dust and wasn't wearing a dust mask. Called an ALL STOP and had individual put on a dust mask.

Date 9/7/2014

Activity Observed offloading vessel

Explain the "At-Risk" Behavior...

While offloading vessel, noticed loads did not have taglines and someone walked under load. Blew horn and called an ALL STOP. Taglines were added and individual moved, lift resumed.

Date 9/18/2014

Activity Observed SWA

Explain the "At-Risk" Behavior...

Used SWA due to the fact that there was a leak on the port leg tower. Went into spill response and contained all oil before it went overboard.

Date 12/22/2014

Activity Observed rigging

Explain the "At-Risk" Behavior...

Had to call an ALL STOP twice due to rigger in unsafe position and crane operator getting conflicting signals from riggers.