

THE INLAND MARINER

2019 - 1ST QUARTER NEWSLETTER



COMMON SENSE AND ACCIDENT PREVENTION

Generally speaking, we are not born with common sense, we acquire it throughout life. Actually, common sense is really common experience that we learn about life from others' experiences as well as our own.

Awareness of your environment, self-preservation and concern for your fellow workers are all factors in good common sense. Contrary to popular opinion, all workers can prevent themselves from getting hurt the vast majority of the time. The easy way to avoid pain is to observe how others have taken risks and been injured, rather than learning the hard way - from your own injury. That's common sense by learning through others' experiences!

Although D&S Marine maintains a comprehensive safety and health program, it is up to you to be aware of your work environment and follow safe work practices. By avoiding unsafe acts and keeping your eyes and mind on task, your work will go smoother with less chance for accidents.

WHAT TO EXPECT IN THIS ISSUE:

New Hires
Is It Time for New Boots
OFI Program
Emergency Response
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Promotions
Family News
Rules of the Road
High Water
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Upcoming Birthdays

1st Quarter New Hires

Wheelmen

Lawrence Granger
Brandon Guinther

Tankermen

Levi Holdiness
Marcus Jackson

Deckhands

Corey Hopkins
Carl Arceneaux
Kole Senger
Jermany Reese
Darion Cassie
Ryan Laine
Corey Dupre
Francis Brown
Thomoz Smith
Thomas Byrnes

Shore Side

Lydia Duet
Philip Stathes
Dara Clavier

IS IT TIME FOR NEW BOOTS?

Determining the lifespan of a work boot depends on how you use them, working conditions and how long and hard they've been used on the job. Experts agree that if you have any doubt about a boot's ability to protect and perform, it's time to find a replacement.

Let's review a few telltale signs that tell you your boots are on their way out the door and need to be replaced with a new pair.

Wear and Tear

As soon as you notice a protective component beginning to show through, you need to replace your boots right away!

Dented Toe or Impact

Your steel toe can wear to the point where it will dent and fail to spring back. Remember that structural integrity can be damaged without any outward signs so it's recommended that safety footwear be replaced after any puncture or hard impact.

Separation

Any separation tells you it's time to get new work boots. Don't delay!

Worn Sole

The same careful attention should be paid to the shoe's tread since once it has been worn and is too smooth; they are no longer slip-resistant. You wouldn't drive a truck with bald tires, right?

Leakage

Any sign of leaking from damp environments or exposure to hazardous chemicals should prompt you to get new boots. It's not just about comfort; it's about your health and safety.

Key Things to Remember

When you realize a replacement pair should be in your not-so-distant future, it's always tempting to delay the process of getting new work boots. However, you should never compromise your safety, especially on the job. It's true what they say, "It's better to be safe than sorry!"



**YOUR
ATTITUDE
DETERMINES
YOUR
DIRECTION.**

OPPORTUNITY FOR IMPROVEMENT PROGRAM



Do you have a good idea on how to improve a procedure? Have you found a better tool to do your job? Is there a best practice that should be shared with the fleet? Then you should submit an Opportunity For Improvement! Per section B 8.030 in your Vessel Operations Manual, all employees are encouraged to send in an OFI using form QU-02-01 when they have ideas to improve our operation. When you submit an OFI, it is thoroughly reviewed by a member of shore side staff, reviewed at management meetings and finally approved or not approved by either the President or Vice President. Yes, your ideas make it all the way to the top! Although not all OFIs are approved, you can help shape company policies and procedures! As an example, a vessel Captain suggested an improvement to a form that is used every day, on board company vessels. This OFI was approved and helped ensure proper tracking of this company form. Submit those ideas and be a part of keeping our goal of Zero a reality!

THE BEST WAY IN IS NOT ALWAYS THE BEST WAY OUT

Sometimes safety is about quickly getting away from an unsafe situation. That's why it pays to know your exits. Chances are you're aware of the exits from your home or even at work. But what about the stores you shop, public buildings you enter, the restaurants and theaters you take your family to, or even the hotels where you stay while out of town?

Below are a few tips for emergency evacuation safety:

- Look for the sign. NFPA 101: Life Safety Code states, "Exits, other than main exterior exit doors that obviously and clearly are identifiable as exits, shall be marked by an approved sign that is readily visible from any direction of exit access."
- If available, review the emergency evacuation map. An overview map of the building or facility can be very valuable in learning the layout of the building you are in and help you locate emergency exits that may not be easily located.
- Go towards the light. NFPA 101: Life Safety Code requires many buildings and facilities to ensure exits and designated exit routes are illuminated by emergency backup lighting in the event of a power failure.
- Ask. If you're not sure where the emergency exits are, ask someone who is familiar with the layout of the building or facility.

Get in the habit of always locating the emergency exit wherever you are. If you know exactly where to go, your chances of escaping quickly and safely in the event of an emergency are much higher. As always, know and follow your Emergency Response Plans for any emergency that occur while at work.

EMERGENCY RESPONSE



We recently had a medical emergency on a vessel where a wheelman was experiencing chest pains and shortness of breath. One of our crew members, Greg McLendon, noticed the symptoms and began immediate first aid, sounded the general alarm, and promptly made notifications. The vessel was in Lydia Ann Fleet. The crew all worked as a team to safely get the vessel to Martin Fuel Dock, while administering first aid. This resulted in the wheelman being in an ambulance on his way to a hospital in a short period of time.

The off watch wheelman summarized the event as; Greg and the crew tended to the sick wheelman so I could concentrate on getting to dock safely. The ambulance arrived 5 minutes after our arrival to Martin Fuel Dock thanks to Greg and his quick thinking! From the wheelman's first symptoms to his departure by ambulance took approximately 30 minute, due to the quick response and actions of the whole crew!

FROM THE GALLEY

Making omelets can be very difficult and messy. However, by using a Ziploc bag and some boiling water, the process is simplified greatly and is an easy way to make breakfast without the hassle.

Ingredients:

- 2 to 3 eggs
- Desired choice and amount of cheese, veggies and precooked meats
- Seasoning of your choice



Directions:

- Mix all ingredients well in a Ziploc Heavy Duty bag and squeeze out as much air as you can and seal the bag.
- Drop bag(s) into a pot of boiling water.
- When boil resumes, boil for 7-9 minutes
- Remove and enjoy!

PROMOTIONS

Jeremy Benoit - Tankerman

FAMILY NEWS



Trevor Holdiness - Daughter
Magnolia Leigh Holdiness - 1/1/19



Klancy Ward - Son
Eastyn Lee Ward - 2/26/19

Have exciting news you want to share?
Send a message to hred-smarine.com!

RULES OF THE ROAD

At night, a barge moored in a slip used primarily for mooring purposes shall _____.

- a. show a flashing yellow light at each corner
- b. show a white light at each corner
- c. show a red light at the bow and stern
- d. not be required to be lighted

At night, what lights are required on barges moored in a group formation more than two barges wide?

- a. All-round yellow lights placed at the corners of each barge in the group
- b. Two yellow lights in a vertical line at the corner extremities of the group
- c. Two unobstructed all-round white lights
- d. Two unobstructed all-round red lights

What is true of a "special flashing light"?

- a. It may show through an arc of 180°.
- b. It flashes at the rate of 120 flashes per minute.
- c. It is optional below the Baton Rouge Highway Bridge.
- d. All of the above



HIGH WATER

The U.S. Coast Guard in New Orleans has issued a Marine Safety Alert for towboats to beware of strong currents following three recent accidents on the lower Mississippi River where high water was believed to have been a factor. In all three marine casualties, the towing vessels sank after becoming pinned in strong current.

While the three cases are still under investigation by the Coast Guard, preliminary findings indicate that there are some similarities between the incidents. According to the Marine Safety Alert, in all three cases towing vessels became pinned against another object in an aspect that exposed the vessel broadside to very strong currents. Once in that position, the vessels could not recover and sank.

"The high water conditions on the Mississippi River present numerous risks for towing vessels, including unusually strong river currents and dynamic eddies," the U.S. Coast Guard says in the alert. "These river currents are often different from one section of the river to another; therefore it is absolutely essential that vessel operators provide a wide berth when maneuvering around any other vessel or object. For reference, when a river current is flowing at 1 knot, the water is moving at 1.7 feet per second, or approximately 100 feet per minute. This means that in a 6 knot current, the water is moving about the length of a football field in just 30 seconds. Additionally, the faster the current, the greater the forces acting on a vessel when it's pinned against a stationery object."

COMPANY ANNIVERSARIES

January

Michael Miller - 13 years
Joey Davaine - 9 years
Jason Meek - 8 years
Shawn Jett - 5 years
Tremell Ragas - 2 years
Vincent DeHart - 2 years
Kristopher Milner - 1 year
Montie Sibley - 1 year
Garrett Kelley - 1 year

February

Jeremy Chabert - 14 years
Ricky Fuerst - 11 years
Ervin Fuerst - 11 years
Richard Portier - 9 years
Travis Johnson - 7 years
Dasmond Campbell - 5 years

February Continued

Thomas Chauvin - 5 years
Charles Husley - 5 years
Thayer Russell-Pelsue - 4 years
Mitzi Naquin - 3 years
Robert Perkins - 2 years
Christopher LeBoeuf - 2 years
Jeremy Benoit - 2 years
Stanley Sevin - 1 year
Austin Henry - 1 year
Colden Thompson - 1 year
Vaughn Henry - 1 year
Jason Adams - 1 year
Jason McCranie - 1 year
Michael Minter - 1 year
Lonnie Costello - 1 year

March

Thomas Prosperie - 12 years
Donzell Turner - 7 years
John King - 7 years
Philip Smith - 5 years
Jason Cloud - 4 years
Gordon Ladner - 4 years
Brett Landry - 4 years
David Moore - 3 years
Carl Stanaland - 2 years
Jhon Thibodeaux - 1 year
Virgel Breaux - 1 year
Matthew Hebert - 1 year
Daniel Guidry - 1 year

UPCOMING BIRTHDAYS

April

Cyd Hebert - 3rd
Marcus Jackson - 6th
James Hoffman - 7th
Johnathan Eley - 10th
Edward Westmoreland - 16th
John Richard - 16th
Michael Miller - 20th
Brandon Guinther - 23rd
Carl Stanaland - 23rd
Michael Jacks - 24th
Eric Mascorro - 28th

May

Kristopher Milner - 3rd
Austin Henry - 5th
Jamario Dillon - 6th
Sebrina Scurlock - 6th
Gary McLain - 8th
Robert Cervantes - 8th
Levi Holdiness - 13th
Ryan Laine - 14th
Billy Yates - 15th
Irvin Naquin - 16th
Ricky Huffman - 17th
Eugene LeBlanc - 21st
Klancy Ward - 23rd
Carl Sevin - 25th
Shaun O'Fallon - 29th
Colden Thompson - 31st

June

Hunter Madden - 1st
Lawrence Granger - 2nd
Billy Ledet - 3rd
Kyle Holdiness - 4th
Carl Arceneaux - 4th
Roy Scott - 4th
Bobby Cooper - 6th
Robert Bachman - 7th
Roddy Ledet - 8th
Ricky Fuerst - 9th
Christopher Rodrigue - 9th
Clint Nickels - 9th
Deray Darensburg - 13th
Ervin Fuerst - 15th
Robert Minter - 19th
Tremell Ragas - 19th
Michael Nelton - 22nd
Trevor Holdiness - 26th
Vincent DeHart - 28th
James Partlow - 28th
Jeremy Benoit - 29th