



#WHEEL WASH

SETTOON TOWING

2ND QUARTER 2013

Settoon Family Grows With New Towboat

Y H. NELSON SPENCER

With more than 50 boats on the water, all but four of which have the Settoon surname printed on their nameboards, Settoon Towing could easily evoke wonderment at the prodigiousness of the Settoon family. "Just how large is this family?" one might justifiably ask after seeing boat after boat named Settoon. And keep asking, as new boats, all ending with Settoon, are put into service by the fast-growing company.

Truth is, Russ Settoon, owner of Settoon Towing LLC, located in Pierre Part, La., ran out of family members to use as namesakes some time ago. Not wanting to break with tradition, though, as new boats came on line, he decided to substitute the Settoon name for the last name of whomever it was he decided to honor.

One of the first ones to be named this way, about two years ago, was the mv. Rev. Clarence W. Settoon. It is named for Rev. Clarence Waguespack, who is the family's priest and has blessed



Olivia Grace Kennelly and her grandparents

every one of the vessels. Others have followed, like the mv. Rachel S. Settoon, named for Rachel Smart, who is the daughter of the company's director of health, safety, security and the environment; and the mv. Kim M. Settoon, which is named for Kim Maise, who is the wife of the director of operations. Recently, yet another towboat was



Olivia Grace Kennelly christens new vessel, with the help of her father, Mike, while her mother and brothers look on.

named in this manner, the mv. Olivia Grace Settoon. Christened earlier this year, the new boat is named after Olivia Grace Kennelly, daughter of Mike Kennelly, Settoon Towing's director of marketing. At the ceremony, Mike Kennelly said, "It's truly an honor and privilege to be able to name a boat, and every boat represents someone or someplace. What this represents to me and my family is our journey." He is the third generation to be in the maritime industry and is hopeful that his children, Andrew, Christian and Olivia Grace, may pursue a career in the industry just as he and his family has.

The Olivia Grace is a sister ship to the Kim M. Settoon. Built by Sneed Shipbuilding in Channelview, Texas, it is 87 feet long by 32 feet wide with a depth of 11.5 feet. Main power is from twin Mitsubishi S12R Tier 2 engines creating 2,600 hp. that were provided by Laborde Products.

The Olivia Grace is not the first Mitsubishi-powered boat Settoon Towing is operating. Its fleet includes the 1,200 hp. Lexie M. Settoon, which has twin Mitsubishi S6R engines each

rated at 590 hp. at 1,600 rpm., and the mvs. Cheryl M. Settoon and Angela J. Settoon, which are rated at 2,000 hp. and equipped with Laborde-supplied Mitsubishi S12A2 engines.

The newest boat, the Cheryl Lee Settoon, still under construction at Central Gulf Shipyard, will have the distinction of being powered by the first Tier 3 mechanical engines on the inland waterways, according to Doug Oehrlein of Laborde Products. The vessel will be equipped with Tier 3 mechanical Mitsubishi S12R engines each rated at 1,260 hp. at 1,600 rpm.

Laborde is also supplying mechanical power units to the Settoon Towing tank



Olivia Grace Settoon

(Cont.) Settoon Family Grows With New Towboat



Olivia Grace Kennelly and The Crew

barges that are under construction at Trinity Marine Products and Kennedy Shipyard, Oehrlein said.

The Olivia Grace Settoon is also fitted with two Reintjes WAF 773 gears with 5.57:1 reduction from Karl Senner, LLC. Commenting on the installation, Ralph Senner, president of the New Orleans-based marine propulsion distributor, said, "We are thrilled to see the tremendous growth of Settoon Towing, and proud to be a part of it." He added that he is looking forward to growing this partnership in the future. The Kim M. Settoon is similarly equipped with Reintjes gears.

The Olivia Grace has 82- by 55-inch Sound propellers on eight-inch shafts.

Simplex shaft seals were supplied by Simplex Americas. Hydra Force of Belle Chasse, La. designed and installed the electric-over-hydraulic steering controls for the two main and four flanking rudders. The engine cooling system is by Duraweld, with engine alarms supplied by Unlimited Controls & Supply Inc.

The new vessel has a 24,000-gallon fuel capacity and carries 8,500 gallons of potable water. Electric power is supplied by two John Deere 6068 99 kw. marine generators.

Accommodations are for seven crewmembers in three rooms with single occupancy and two with double. There are four bathrooms and three showers, plus a separate laundry room on the bottom level. Each stateroom is well-equipped, especially the captain's room, which features a large flat-screen television and surround sound.

M&M Bumper supplied the fendering, Dale's Welding supplied the aluminum exterior doors and D&G

Communications provided the electronics package, featuring Furuno radars. The vessel also is equipped with a Sea Horse waste treatment system, and two 40-ton Patterson winches.

Brad Barthelemy is captain; Chad Miller, relief captain; Jeffrey Phillips and Allan Frioux, tankermen; and Garland Barthelemy, deckhand.

The Olivia Grace Settoon is the eighth of 12 new inland pushboats Settoon Towing will have put in service by the end of 2013. The company's expansion program also includes a number of new 30,000-barrel tank barges from Trinity Marine Products. The Olivia Grace will transport petroleum products along the Gulf Coast and Mississippi River system.



Olivia Grace Kennelly in the Captain's Chair



M/V Lexi M. Settoon N. bound Port Allen route at Bayou Pigeon bend sun coming up

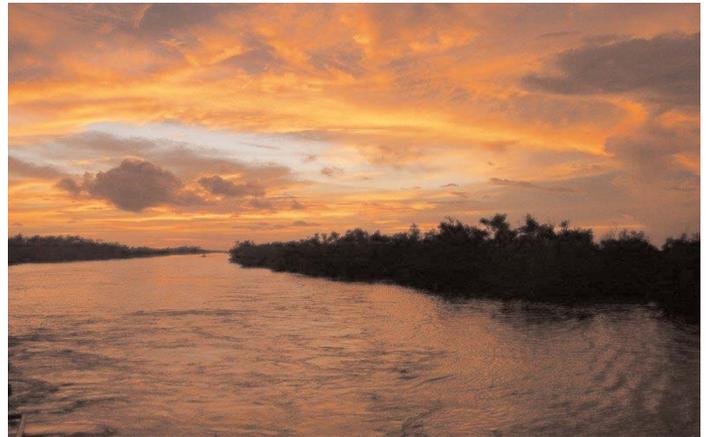
Newsletter Data

Please send any pictures, ideas for the newsletter or information you would like Management to consider publishing to:
kellie.burnett@settoontowing.com

Shared Pictures from the Captain and Crew



M/V Lillian R. Settoon Algiers Point



M/V Lexi M. Settoon N. bound Port Allen route at Bayou Pigeon bend sun coming up



M/V Lillian R. Settoon Crossing Terrebone Bay



M/V Lexi M sun coming up around mile 480 west bound ICWW around the Air Force Channel and the wind mill.

Every quarter one picture will be chosen from all shared and safety points will be provided to the winner! Submit your photos to Kellie at kellie.burnett@settoontowing.com



M/V Fred A. Settoon
The boat was on dry dock at AEP Elmwood getting keel cools replaced.

COMPANY BIRTHDAYS

APRIL

Kyle Bordlee - 1st
Edward Callais - 1st
William Winstead - 1st
Raymond Foret - 2nd
Terry Guillory - 2nd
Chad Comeaux - 4th
Leonardo Herrera - 4th
Ronald Turner - 5th
Larry Dewitt - 6th
Darryl Brien - 7th
Matthew Hall - 7th
Jerry Palmer Jr. - 7th
Aubrey Jackson - 8th
Mace Stark - 8th
Derrick Ledet - 10th
Mark Molaison - 11th
Brian Motichek - 11th
James Piper - 11th
Dominick Tyler - 12th
Tana Indovina - 13th
Freddie Banks Jr. - 14th
Derek Eskind - 16th
Josh Matherne - 16th
Germain Scales - 17th
Anthony Finch - 18th
Ferrell Francis - 18th
Shaun Blanchard - 20th
Steven Brunet Jr - 21st
Jamie Gaspard - 24th
Todd Maise Jr - 24th
Barrett Deano - 25th
Justin Gibson - 25th
Clois Hunter - 26th
John Falgout - 28th
Emray St. Pierre - 28th
Jason Voisin - 28th

MAY

Jarod Giroir - 1st
Blake Pepper - 1st
Steven Martin - 2nd
David Billiot - 3rd
Cedric Cage - 6th
James Verdin Jr. - 6th
Shawn Davis - 7th
Patrick Gros - 8th
Sean Hunter - 8th
Adrian Thibodeaux - 9th
Dane Chiasson - 12th
Ryan Guidry - 12th
Daniel Irwin Jr. - 14th
Jason White - 14th

Derek Locascio - 15th
Mark Savoie - 15th
Phillip Pitre - 16th
Shannon Whittington - 16th
Adam Pena - 17th
Kyle Zeringue - 17th
Stuart Waltemate - 18th
Johnny Crabb III - 21st
Arnold Netter Jr - 21st
Rodney Estay - 22nd
Dwayne Morris - 23rd
Nicolas Pfenning - 23rd
Clovis Billiot - 24th
Alvin Dusenbery - 24th
Perry LeBouef - 24th
Joshua Holloway - 25th
Thomas Baldwin - 28th
Dan Barthelemy - 30th
William Weathersby - 30th
Jonathon Allen - 21st

JUNE

James Moylan - 3rd
Paul Crandall - 4th
Chad Ingles - 6th
Drake Norberg III - 7th
Leroy Gilling - 9th
Christopher Rodrigue - 9th
Matt Rigdon - 11st
Lynn Upton - 12th
Jeremy Dean - 13th
Kurt Foret Sr - 14th
Ryan Curlee - 15th
Ricky LeBouef - 15th
Zachary Holmes - 22nd
Shawna Rodrigue - 24th
David Creppel - 25th
Brett Anderson - 28th
Nicholas Ashley - 28th
Jesse Casey - 28th
Eric Loeckel - 28th
Kip Savona - 29th

JULY

Robert Creel - 2nd
Johnny LeBouef - 2nd
Darby Spigner - 3rd
Brian Lirette - 4th
Lisa Robinson - 4th
Mitchell Aucoin - 7th
Lester Naquin - 8th
Alexander Ashley - 9th
Robert Slagle - 9th
Stephanie Aucoin - 10th
Quincy Queen - 10th

Christopher Allen - 11th
Karl Schlomer - 11th
Nicholas Burge - 13th
Warren Hernandez - 13th
Devin Rebaldo - 14th
Fredrick Williams - 14th
Michael Bourque - 17th
Williams Humphries - 17th
Michael Martin - 17th
Marty Breaux - 18th
George Walker - 18th
Christopher Smart - 19th
Kenneth Townsend - 19th
Luis Vasquez - 19th
Beau Buchanan - 20th
Aubrey Lombas - 20th
Michael Odom - 20th
Eric Pipsair - 20th
Kirby Marcel - 22nd
Michelle Vaughn - 23rd
Devin Dufrene - 24th
Kirk Landry - 24th
Patrick Sanders - 24th
Glenn Touchet - 24th
Andrew Metzger - 26th
Steven Mobbs - 27th
Howard Odom - 29th
Jessie Crawford - 30th

AUGUST

Caleb Little - 1st
Buck Swarts - 1st
Milton Mims - 4th
Clark Alleman - 6th
Justin Baker - 6th
Dimitri Trahan - 6th
Richard Bodenheimer - 7th
Joshua Ballew - 8th
Kelvin Kittrell - 8th
Chad Breaux Jr. - 9th
Ryan Chauppette - 10th
John Johnson II - 10th
Joseph Parfait - 10th
Trevin Rawls - 10th
Rochon Barthemlemy - 11th
Emile Billiot - 11th
Austin Guidry - 11th
Lance Avila - 12th
Chad Miller - 14th
Zach Quinn - 16th
Michael Savoy - 16th
Terry Logg - 17th
Chance Huihui - 19th
Wayne Thibodeaux - 19th

Kyle Dowson - 21st
Jason Ward - 21st
Brad Boudreaux - 22nd
Wayne Rebaldo - 22nd
Aldred Bartholomew - 23rd
Kristopher Hebert - 25th
Brian Nolan Jr - 27th
Joel Mooney Jr - 29th
Damon OldBear - 29th
Travis Vaughn - 30th
Patrick Welch - 30th
Donald Maise - 31st
Joshua Ronquilo - 31st

SEPTEMBER

Robert Hartman - 1st
Charles Hinman - 1st
Chad Adams - 4th
Daniel Bridgman - 5th
Marion Files - 5th
Jerry Ristine - 5th
David Sikes - 5th
Richard Cornwell - 6th
Patrick Trahan - 6th
Keith LeBlanc - 7th
Tyre Wilder - 9th
Timothy Vorick - 12th
James Calhoun - 14th
Dominick - 14th
James Smith - 15th
Kenneth LeBouef - 16th
George Davis - 17th
Lacie Landry - 19th
Marty Pakebusch - 19th
Chuck Suire - 19th
Clint Waalk - 19th
Dean Johnson - 20th
John Robichaux - 20th
Jimmy Fulcher - 22nd
Jody Lirette - 22nd
Orian Baggett - 24th
Gregory Rodrigue - 24th
Michael Varley - 24th
Drew Harden - 25th
Timmy Guidry - 26th
Juan Lajeno - 26th
Justin Long - 26th
Amanda Rousseau - 26th
Travis Daigle - 27th
Elliot Pellegrin - 27th
Danny Campbel - 28th

COMPANY ANNIVERSARIES

APRIL

Troy Martin - 10 years
Eric Stigler - 10 years
Keith Boudreaux - 9 years
Edward Dufrene, Jr. - 5 years
Eric Loeckel - 5 years
James Reddicks - 5 years
Richard Bodenheimer - 4 years
Timothy Naquin - 4 years
Jarneskee Arceneaux - 2 years
Eldridge Brown - 2 years
Randy Echols - 2 years
Drew Harden - 2 years
Shawn Davis - 1 year
Terry Logg - 1 year
Michael Martin - 1 year
Danielle Quinn - 1 year
Justin Reed - 1 year

MAY

Stephanie Aucoin - 17 years
Rodney Estay - 16 years
Michael Clark - 11 years
Titus Dardar - 10 years
James Michel - 9 years
Joshua Brunet - 8 years
Jon Ard - 7 years
Brandon Stigler - 7 years
Travis Aucoin - 6 years
Henry Fuchs - 6 years
Desire' Lirette - 5 years
Travis Sutton - 5 years
Shannon Whittington - 4 years
Marty Breaux - 3 years
Raymond Foret - 3 years
Ted Hearod - 3 years
Benjamin Redmond - 3 years
Larry Dewitt - 2 years
Berndale Golliday - 2 years
Perry LeBoeuf - 2 years
Todd Maise Jr. - 2 years
Emray St. Pierre - 2 years
Dominick Tyler - 2 years
Ryan Curlee - 1 year
Zachary Holmes - 1 year
John Johnson II - 1 year
George Mickey - 1 year
Kip Savona - 1 year
Christopher Wrighter - 1 year

JUNE

Carl LeBlanc - 11 years
Patrick Welch - 10 years
James Moylan - 8 years
Derek Locascio - 7 years
Brett Anderson - 5 years
Dwayne Mayo - 5 years

Edward Callais - 3 years
Brett Orgeron - 3 years
Luther Patterson, Jr. - 3 years
Brad Barthelemy - 2 years
Steven Brunet, Jr. - 2 years
Derek Eskind - 2 years
Leroy Gilling - 2 years
Ryan Guidry - 2 years
Shevy LeBlanc - 2 years
Milton Mims - 2 years
James Scott - 2 years
Michael Shackelford - 2 years
Christopher Sonnier - 2 years
Jeremy Brunet - 1 year
Matthew Bryant - 1 year
Kyle Francis - 1 year
Derrick Ledet - 1 year
Brian Motichek - 1 year
Matt Rigdon - 1 year
Thomas Santifer - 1 year
Troy Sparks - 1 year
Jason Ward - 1 year

JULY

Amanda Rousseau - 15 years
Brad Boudreaux - 10 years
Daniel Ackman - 9 years
Keith LeBlanc - 4 years
Roger Cox - 3 years
Drake Norberg III - 3 years
Clarence Ristine - 3 years
Jeffrey Coleman - 2 years
Ryan Donnes - 2 years
Kyle Dowson - 2 years
Kandie Guy - 2 years
Matthew Hall - 2 years
James Hataway - 2 years
Charles Hinman - 2 years
Brandon Jones - 2 years
Jordan Willis - 2 years
Calvin Addison Jr. - 1 year
Garland Barthelemy - 1 year
Chad Breaux Jr - 1 year
Lorenzo Cornelius - 1 year
Gregory Howell - 1 year
Kirby Marcel - 1 year
Josh Matherne - 1 year
John Paul - 1 year
Devin Rebaldo - 1 year
Wayne Rebaldo - 1 year
Gregory Rodrigue - 1 year
Jeremy Slaven - 1 year
Clifford Sonnier III - 1 year
Biran Stacey - 1 year
Jeffery - 1 year

AUGUST

Russell Hornsby - 12 years
Donald Perera - 12 years
David Sikes - 11 years
Travis Daigle - 9 years
Lauren Touchet - 9 years
David Billiot - 6 years
Millard Clark Jr - 6 years
Dale Ledet - 6 years
Alvin Dusenbery - 5 years
Christopher Potter - 5 years
Julien Guilbeau - 4 years
Eric Pipsair - 4 years
Robert Atwell II - 3 years
Javis Jefferson - 3 years
Michael Kennelly - 3 years
Beau Buchanan - 2 years
James Calhoun - 2 years
Richard Cornwell - 2 years
Kim Cox - 2 years
Issac Lewis - 2 years
Joseph McDonald - 2 years
Timothy Melancon - 2 years
Maec Stark - 2 years
William Winstead - 2 years
Freddie Banks Jr. - 1 year
Jody Lirette - 1 year
Gregory Neal - 1 year
Arnold Netter Jr. - 1 year
Michael Odom - 1 year
Robert Slagle - 1 year
Gregory Williams Jr. - 1 year
Derek Winchester - 1 year

SEPTEMBER

Kenneth LeBoeuf - 14 years
Kerry Francis - 12 years
Wayne Thibodeaux - 19 years
Troy Lacoste - 8 years
Ronald Turner - 6 years
Shaun Estay - 5 years
Trevin Rawls - 4 years
Dimitri Trahan - 4 years
Christian Blanchard - 3 years
Marty Pakebusch - 3 years
Phillip Touchet - 3 years
Brian Flowers - 2 years
Jodi Theriot - 2 years
Cedric Cage - 1 year
Joshua Cage - 1 year
Emmitt Close - 1 year
Jeffrey Ingram - 1 year
Jerell Lewis - 1 year
Shawna Rodrigue - 1 year
Dustin Samanie - 1 year

Safety

By: Danielle Quinn

Welcome Aboard

We would like to welcome Chad Comeaux to the safety department. He is our new Safety/Vetting Coordinator. He has 10 years of marine experience. He will be assisting Shaun in auditing the boats. Chad has experience as a Sire inspector as well as pollution prevention and training.

SMS Manual

All of the SMS Manuals have been disbursed and should now be used by all boats. It is important that all wheelhouse personnel look through the entire manual and familiarize themselves with it. As discussed during captains meetings, there are many new and updated procedures that we now have. These procedures were put into effect in order for us to continue to run a successful and safe operation. We ask that if you have any questions concerning any new procedures, policies or forms please call us at the office to discuss them.

Incident Reporting

Just a little reminder, when filling out incident forms (injury/illness/vessel incident) it is very important that these forms are completed and turned in directly to the safety department in a timely manner. We ask that if someone gets off of the vessel for an injury/illness to please fill out the form before leaving the vessel if possible. We also encourage witness reports to be filled out as well. These reports help us better understand the incident that occurred.

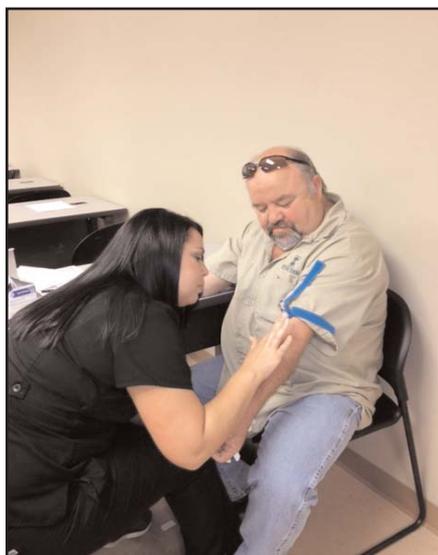
Heat Exhaustion

Heat exhaustion occurs when your heart and vascular system do not respond properly to high temperatures. The symptoms of heat exhaustion resemble shock and include faintness, rapid heartbeat, low blood pressure, an ashen appearance, cold clammy skin, and nausea. If you suspect heat exhaustion, get the person out of the sun and into a cool spot. Lay the person down and elevate his or her feet slightly. Loosen or remove most or all of the person's clothing. Give the person cold (not iced) water to drink, with a teaspoon of salt added per quart.

The main indication of heat stroke is a fever of 105 degrees Fahrenheit with hot, dry skin. Other signs include rapid heartbeat, rapid and shallow breathing, either elevated or lowered blood pressure, and confusion or unconsciousness. If you suspect heat stroke, get the person out of the sun and into a cool spot. Cool the person by covering him or her with damp sheets or spraying with water. Direct air onto the person with a fan or a newspaper, and monitor the person's temperature with a thermometer. Stop cooling the person when his or her temperature returns to normal. If breathing ceases, start mouth-to-mouth resuscitation. Heat stroke is an emergency that needs immediate medical attention.

PREVENTING HEAT RELATED ILLNESSES

- Drink more fluids, regardless of your activity level. Don't wait until you're thirsty to drink. Warning: If your doctor generally limits the amount of fluid you drink or has you on water pills, ask him how much you should drink while the weather is hot.
- Don't drink liquids that contain large amounts of sugar—these actually cause you to lose more body fluid. Also, avoid very cold drinks, because they can cause stomach cramps.
- Stay indoors, if at all possible, in an air-conditioned place. Even a few hours spent in air conditioning can help your body stay cooler when you go back into the heat. Try to limit outdoor activity to morning and evening hours.
- Electric fans may provide comfort, but when the temperature is in the high 90s, fans will not prevent heat-related illness. Taking a cool shower or bath, or moving to an air-conditioned place is a much better way to cool off.
- Wear lightweight, light-colored, loose-fitting clothing.
- Protect yourself from the sun by wearing a wide-brimmed hat (also keeps you cooler) and sunglasses and by putting on sunscreen of SPF 15 or higher (the most effective products say "broad spectrum" or "UVA/UVB protection" on their labels).



Marty Breaux about to give blood. All marine employees are required to do annual benzene blood work. This year we elected to have the collectors come to our office (on site) & collect during crew change.

La. college, towing company join forces to create Inland Bridge Resource Management training

STORY AND PHOTOS BY BRIAN GAUVIN



The towing vessel Rachel S. Settoon works the Gulf Intracoastal Waterway

If you sketch a plan view of Berwick Bay — a swelling of the Atchafalaya River at Morgan City, La., where the Port Allen Alternate Route, Gulf Intracoastal Waterway (GIWW), and bayous Teche, Boeuf and Shaffer converge on the river — you get a drawing resembling an octopus in trouble.

That trouble migrates to mariners not familiar with the natural and manmade complexity of a heavily trafficked waterway system comprised of conflicting currents, two locks and a triple-bridge complex spanning the Atchafalaya between Morgan City and Berwick. The bridge complex consists of the Highway 90 and 182 spans and the Morgan City Railway Bridge. The high number of allisions with the railroad lift bridge encouraged the U.S. Coast Guard to establish Vessel Traffic Service (VTS) Berwick Bay in 1975.



From left, Fletcher Technical Community College instructor Capt. Jack Porche and Settoon Towing's Mike Hall confer with Fletcher simulator operator Royal Richoux and Breck Chaisson, the college's director of marine operations.

Three years ago, Settoon Towing approached Fletcher Technical Community College near Houma, La., to consider creating a continuing education program for its wheelhouse employees that concentrates on navigating the Berwick Bay waterway system. The instruction grew into what the college

calls its Inland Bridge Resource Management Program.

"Settoon chose the waterway system to focus on because it's such an active location and is very dangerous," said Mike Hall, the company's director of personnel.

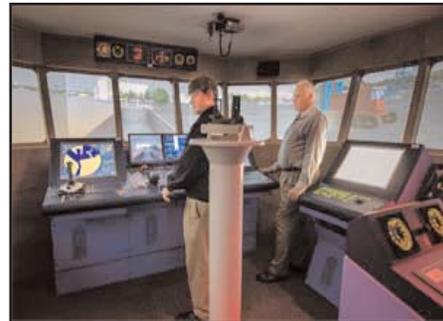
Settoon Towing's operational headquarters is also in Houma. The company, with a fleet of 80 petrochemical barges and 51 towboats — 15 of them new-builds since 2010 — is in an aggressive period of growth. Fletcher College's Marine Operations Department, located at the Louisiana Marine & Petroleum Institute campus on the GIWW, is primarily focused on bluewater mariner training. However, it also conducts an apprentice mate program to train prospective towboat captains.

"We offer what a towboat mate needs to get started as an apprentice mate on the way to an inland towboat captain," said Breck Chaisson, director of marine operations at the college. Unlike the bluewater mariner, the towboat holding a master's license is not under any regulatory requirement to continue his marine education, practical or academic, he said.

Hall explained that Settoon approached the college because the company was butting up against a growing industry-wide issue. "Our customers are looking for us to show them that there is a continuous improvement education program in place for our current wheelhouse employees," Hall said. "This program has allowed us to be able to answer that question. They see that we have the equipment to do the job, but they want to make sure we have the best training for the employees doing the job. Also, if we have an incident, the Coast Guard is looking for anything we have to show that we have a training program in place. The insurance companies like to see that as well."

Kicking ideas around for six months resulted in the Inland Bridge Resource Management course, a two-day refresher program that alternates between classroom work and wheelhouse scenarios on a Kongsberg simulator. "The college hired a photographer and Settoon provided the boat for him to shoot custom footage of the waterways converging on Berwick Bay and Morgan City, which were then incorporated into the simulator," said Chaisson.

Hall explained that a refresher on the rules of the road and correct procedures is a valuable part of the course. Berwick Bay is also a Coast Guard station and VTS expects and demands that the correct rules and procedures are followed. "They want to know who you are,



Settoon Towing's Hall at the sticks in Fletcher Technical Community College's simulation of Berwick Bay as instructor Porche, right, monitors the mock voyage

what you are doing, what your tow is, what you intend to do and where you are going," said Chaisson.

Those rules and procedures are all in the Vessel Traffic Service Berwick Bay User Manual, which is required reading in the wheelhouse.

In part, the manual states: "You must monitor the VTS frequency, channel 11 VHF-FM at all times within the VTS area and participate fully in the Vessel Movement Reporting System (VMRS) if you are a:

- Power Driven Vessel at least 40 meters in length (130 feet)
- Towing vessel at least 8 meters in length (26 feet) engaged in towing
- Vessel certified to carry 50 or more passengers for hire when engaged in trade."

Rules apply to other vessels such as dredges but with the emphasis of italics, it reads:

"Finally, any vessel intending to enter the VTS Special Area, which are those waters within 1,000 yards of the Morgan City Railroad Bridge, must contact the VTS on the appropriate frequency before entering that area."

The manual continues: "The area includes the triple-bridge complex in Berwick Bay, and the blind intersection at 20 Grand Point, where the Intracoastal Waterway meets the Atchafalaya River at Morgan City. ... All vessels must receive clearance from the VTC prior to entering this Special Area. Receive clearance from the VTC prior to meeting, crossing or overtaking another vessel in this Special Area."

In addition, there are mandatory check-in points and high water procedures and rules to follow. The subject of high water resides in the trouble column of issues at Berwick Bay. A Coast Guard website states that "during seasonal high water periods, the VTS enforces towing regulations that require inland tows transiting the bridges to have a

minimum amount of horsepower based on the length of tow.”

The Fletcher College faculty help the mariners practice safe navigation in various conditions.

“Our job is to keep them (towboat captains) from hitting the bridges,” said Capt. Jack Porche, a marine operations instructor. Porche cites the extreme high-water summer of 2011 as particularly difficult, “especially when the Morganza Spillway was opened to let water out of the flooding Mississippi into the Atchafalaya,” he said. “The current was up to 6 knots.” Hall added that the towboats were required to have trip-assist boats to cross the Atchafalaya.

In two years, 50 of Settoon’s 160 captains have taken the course and received a certificate.

“It’s especially valuable with new hires and when we hire a captain from another area,” said Hall. “We can familiarize him with the waterways, the issues and the terminology, and assess where he’s at. For the most part, our guys know where they need to be but a new hire may not.”

Hall pointed out the high level of responsibility placed on captains running a boat worth several million dollars, made up to a 600-foot tow of tank barges full of product worth more millions of dollars stretching out in front of them.

The course covers bridge organization, communications, voyage planning and the like. The simulator plunges the student into the thick of Berwick Bay traffic and VTS communications — the meat of the program.

“The Inland Bridge Resource Management Program is a great tool for the industry,” said Hall. “It’s a place where captains can get one-on-one training on the simulator and in the classroom.” Once all of Settoon’s captains have their certificate, Hall said the company is considering a requirement that employees retake the course every three years.

“Then we would have an up-to-date certificate to include in the audits,” said Hall. “This training satisfies our customers. We work so hard to get them



Operations Specialist 3rd Class Hazel Eclevia stands watch at Vessel Traffic Service Berwick Bay in Morgan City

and then we can lose them if it goes bad.”

At the Settoon operations office on the GIWW in Houma, the crew aboard the 76-foot Rachel S. Settoon was making ready to head east along the Intracoastal Waterway. Both the pilot, Dane Chiasson, and the relief captain, David Sikes, have completed the Inland Bridge Resource Management course at Fletcher.

For both captains, the emergency procedures that the college instructors threw into the simulator scenarios — communications failures, loss of power, increasing the current and introducing wind, traffic, rain and fog — was the most instructive part of the program.

“The discussion of the proper procedures within the system and the need for better attention to those procedures within the system was good,” said Sikes.

“These are all situations you can encounter in the system,” said Chiasson. “They can simulate high water with all of the extra current that can bounce you from bank to bank. And every incident that occurs generates new rules, so it’s good to have an opportunity to keep up with those new rules. The course benefits you in that way, too.”

Hall added that the student’s response at the helm to simulated emergencies and conditions allows the company to evaluate the helmsman’s response without the legal and monetary penalties concomitant with a real incident.

“The course was very helpful,” he said. “We were given different simulated situations that you don’t encounter often, such as cutting the ship’s power coming southbound (with the Atchafalaya current pushing on the stern). You know it can happen but you don’t think about it every day. And you get to listen to other captains talk about different scenarios they’ve been in and that makes you think about other situations, too.”

In Morgan City, VTS Berwick Bay’s office at the Coast Guard Marine Safety Unit building is where experience and organization spread a blanket of calm over the chaos and the anxiety a triple-bridge complex, a blind intersection at 20 Grand Point and the intimidation of strong directional currents can create in a helmsman’s mind.

The tools used are visual and audio electronics and the authority of the Coast Guard. A rule of thumb is not to run afoul of Berwick Traffic.

The Coast Guard website states that “VTS Berwick Bay manages vessel traffic on one of the most hazardous waterways in the United States due to strong currents and a series of bridges that must be negotiated by

inland tows traveling between Houston, Baton Rouge and New Orleans.” And, “Berwick Bay is unique among Coast Guard Vessel Traffic Services because it maintains direct control of vessel traffic.”

“We are a VTS station that has positive control,” said Petty Officer Brent Lacroix. “VTS stations elsewhere in the country are advisory in nature and report traffic but do not control it unless there is an emergency or incident.” The aim of a positive control mandate is marine safety while at the same time efficiently accommodating boat traffic and the trains using the railway bridge. Southbound tows on the Atchafalaya River are strongly influenced by the river’s current and get the right of way once they’ve entered the system.

“We are a red light and a green light,” said James Kephart, watch supervisor. “We have holding spots and check points. Because of the nature of the waterway we allow only one-way traffic through certain spots. The only way to accomplish that is to hold other



Relief captain David Sikes, left, and pilot Dane Chiasson aboard Rachel S. Settoon

boats.”

Both men took turns explaining that high water caused a lot of problems within the triple-bridge complex, a complex that requires a helmsman to negotiate a turn at the 182 highway bridge in order to line up with the railway lift bridge.

A high water current complicates that procedure in other ways, especially at the blind corner at 20 Grand Point, just below the railway bridge. The increased amount of silt making its way downriver creates shoaling at the point, building a sandbar into a mix of issues for a towboat captain to address.

It is no surprise that the personnel at VTS Berwick Bay are enthusiastic about the Inland Bridge Resource program which developed from collaborative effort between Fletcher College’s Marine Division and Settoon Towing.

“Any course that educates the mariner about what to anticipate when he gets to Berwick Traffic is an advantage to everyone — us and the other boats in the system,” said watch supervisor Kephart.

New Equipment

Recently, Settoon purchased Enterprise Marine's inland gathering division marine assets. The purchase included six inland pushboats, and nine inland tank barges ranging from 7500 to 11000 barrels. As part of the purchase, employment was offered to all Enterprise Marine employees who were assigned to the vessels purchased. I would like to welcome our new team members from Enterprise Marine as well as the new boats and barges.

The namesakes and new barges are listed below:

Namesakes	Size
Rodney E. Settoon	50 x 22 x 8
Mandy R. Settoon	50 x 22 x 8
Greg R. Settoon	50 x 22 x 8
Tana I. Settoon	56 x 28 x 7
Travis V. Settoon	58 x 24 x 9
Tim V. Settoon	73 x 23 x 10

Barges	BBL	Size
SMI 213	10,000	195x 35 x 12
SMI 214	10,000	195 x 35 x 12
SMI 219	10,000	195 x 35 x 12
SMI 216	10,000	195 x 35 x 12
SMI 218	10,000	195 x 35 x 10.7
SMI 217	10,000	195 x 35 x 12
SMI 220	10,000	195 x 35 x 11.6
SMI 754	7,600	195 x 42 x 10
SMI 755	7,600	195 x 42 x 10

Two other pushboats were purchased from Drake Towing and Chem Carriers.

The namesakes are listed below:

Namesakes	Size
Stephanie A. Settoon	47 x 20 x 7.7
Angela M. Settoon	68 x 28 x 9.5

The SMI30045 built by Kennedy Construction was also added to the fleet with pictures below of the launch.

Barge	BBL	Size
SMI30045	30,000	297 x 54 x 12

I would like to thank the namesakes for their continued dedication and service to Settoon Towing, and I appreciate all who are part of our success.

*Thank you,
Russ A. Settoon*



Launch for New SMI 30045



Launch for New SMI 30045

Settoon Crew Rescues Boy at Hartford, Ill

On April 6, when Capt. Brett Shannon, standing the afterwatch on the mv. Amelia Settoon, walked out on the barge at the Valero dock in Hartford, Ill. on the Mississippi River, little did he know that he would be involved in saving the life a 10-year-old boy. The Amelia was taking on crude oil to be delivered to Valero's terminal in St. Charles, La.

"It was just by chance that I decided to leave the pilothouse and go visit my tankerman, see how he was doing," Capt. Shannon said. It was after lunch, about 1:30. As the two chatted, they spotted something floating in the river, visible because of its blue color, he said.

"Man, that's a kid!" shouted tankerman Jacob Anderson, according to Shannon. As luck would have it, the boy, wearing a blue life jacket and yelling as best he could for help, floated to within 10 feet of the barge, allowing Shannon to throw him a life ring and hoist him onto the barge. The Valero dock is located just above the drydocks of National Maintenance & Repair, which is where the lad would have surely ended up, said the captain.

"Call it luck or God's will," Capt. Shannon said, "Either way, it was a miracle." They got him into dry clothes and wrapped him in a blanket, while they waited for paramedics to arrive. The paramedics recorded his body temperature at 89 degrees, he said, adding, "He was in pretty bad shape, but conscious." News reports quoted a source that estimated the boy had been in the water 10 to 15 minutes. He had been in a small fishing boat with his stepfather and his stepfather's friend, when the vessel capsized because of high winds and waves.

Officials searched for the two men, but after three days, the search was suspended, news reports said. One of the boats that participated in the searches was SCF Lewis & Clark's harborboat Ernie T.

This story of heroism received local and national press. Congratulations to our Settoon Crew for an outstanding job.



On Left:
Captain Jacob Anderson



On Right:
Captain Brett Shannon



Houma Operations Making Decisions
From the left: Ted Ewing, Mike Savoy, Buddy Brown,
Todd Maise, and Scott Townsend



Caught hard at work!

On Left:
Mark Mestayer

On Right:
Greg Rodrigue

Captains Meetings

I want to thank all of you for your dedicated service and giving your attention to the Captains Meetings held in Houma, Louisiana. As captains you are some of our greatest representatives of the fine work that we do at Settoon Towing. You are the back bone of our company, and I assure you that our strength and growth is based in large part on you being part of the Settoon Team.

A few items that I would like for you to remember:

- Positive attitude yields positive results
- Communication with shore side personnel is important
- We will continue to attract and retain the best people with competitive wages

All of your comments and suggestions were greatly appreciated and are being reviewed by the Management Team. I think that we have built a great company, although we will continue to improve on a daily basis.

Russ Settoon



Chris Smart, Safety



Donnie Perera, Barge
Maintenance Manager



Gene Moore, Executive Director
of Operations

Operational Excellence

The term Operational Excellence is not just a couple words but a goal that we all should support. Question is what does it mean to you personally, and to the customers that we transport for?

The phrase "Operational Excellence" is simply a philosophy of organizational leadership that stresses the application of a variety of principles, systems, and tools toward the sustainable improvement of key performance metrics.

Taking it personal

I'm sure most of us have watched enough movies to understand what martial arts are. Regardless of whom the performer is the black belt is a way to describe a graduate of a field where a practitioner's level is often marked by the color of the belt. The black belt is commonly the highest belt color used and denotes a degree of competence. It is often associated with a being the best at his/her expertise.

I have been a part of the Settoon family for about a quarter now and understand already that we have a great number of "black belts" here with many more striving to join that club. I firmly believe to achieve operational excellence we have to be considered the best at what we do.

As the new guy my observations are clear, there is a culture in this company to excel at what we do and a pride to be out in front of our competi-

tion. I have to admit as an officer of the company that excites me and frankly motivates me to want to come to work. Operational Excellence does not come by taking the short cuts, teaching the wrong way, or avoiding our responsibilities. It comes from proving ourselves, from that a solid reputation is formed for us all as individuals and as a company. If you feel you're already a black belt the only question next for you is, do your coworkers, friends and family see it in you?

Settoon Customers

At all levels of management the goal is to develop peer to peer relationships with our customers so that our true expertise and abilities are evident to them. Our customers will only align themselves with companies that strive towards Operational Excellence. They have to be satisfied that we are making the right decisions so that their product is delivered safely and efficiently. Our wheelhouse managers are the largest body of leadership in this company and yet again you have helped our customers believe that our success is not from being completely fortuitous, but simply living up to our reputation of being a group of black belts.

Such a pleasure to be a part of the Settoon family.
Gene Moore

SETTOON TOWING WELCOMES



GETTING TO KNOW...

My name is Rachel and I recently started as the Maintenance Assistant for Settoon Towing. I was born and raised in Houma, Louisiana. My hobbies include hanging out with friends, traveling, and going to the beach way too much. I am very grateful to have found a job that I really enjoy and such great people to work with!

Q&A WITH Rachel Bonvillain

Date of Birth: 12/15/1992

What's the favorite part of the job: Learning new things every day and hoping to move up!

What did you want to be when you grew up: Veterinarian

Something people don't know about you: Hmm, I was adopted when I was 5 years old.

Your Favorite Movie: What Happens in Vegas

Rachel's favorite thing to do as a child: Draw/Paint

Rachel's favorite saying or Motto: "Those who mind, don't matter and those who matter, don't mind!"



GETTING TO KNOW...

My name is Doug Stelly, I come to Settoon with years of marine experience including shore and vessel management. I'm a Port Captain, born on 9-1-1972. I enjoy offering my assistance and feeling as though I have a purpose. I served in the U.S. Navy for 5 years before making the transition to the marine industry. I am fortunate enough to have live in other countries and travel to many different states. During my travels I have met many people and those who I call close friends.

Q&A WITH Doug Stelly

What's the favorite part of the job: Meeting new people that work in the marine industry

What did you want to be when you grew up: Military Man

Something people don't know about you: I considered being a Priest

Your Favorite Movie: Road House and Top Gun

Doug's favorite thing to do as a child: Fish and hunt with Dad

Doug's favorite saying or Motto: "You can't fight like a pirate if you are tied to the mast"



GETTING TO KNOW...

My name is Chad Comeaux, I was born and raised in Franklin Louisiana, graduating from Hanson Memorial High School. Following high school I attended Louisiana State University where I earned a degree in Horticulture. After college I worked as an Assistant Superintendent managing golf course grounds. In 2003 I decided to change careers and found an interest in the marine industry which led me to SGS Petroleum Service working as a Tankerman, Marine Compliance as an auditor and now Settoon Towing. I have been married for 11 years and have 3 children. During spare time I enjoy duck hunting with friends and spending quality time with family.

Q&A WITH Chad Comeaux

Date of Birth: 4/4/1974

What's the favorite part of the job: Providing help and support to the vessel crews.

What did you want to be when you grew up: Work at the Cleco Power Plant in Baldwin because the lights were so cool at night.

Something people don't know about you: I can walk on my hands

Your Favorite Movie: Rocky

Chad's favorite thing to do as a child: Play war in the neighborhood woods.

Chad's favorite saying or Motto: "Don't waste a day."

The new NetBenefits® smartphone app helps your employees stay engaged



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The PCORI Fee Due Date is Fast Approaching

As a reminder, if your 2012 plan year ended between October 2012 and December 2012, your first Patient-Centered Outcomes Research Institute (PCORI) fee is due to the IRS by July 31, 2013. You will need to use IRS Form 720 to submit this fee. Not all plans are required to submit a PCORI fee; however, the majority of medical plans and retiree-only plans do. Meritain Health has created a report to assist you with the calculation of the PCORI fee. If you need assistance to determine whether this fee applies to you, and/or you need us to send a copy of the calculation report, please contact your client relationship manager for more details.

Seven Tips for Summertime Fitness

1. Remind yourself of the benefits of exercise

When you understand everything you'll gain from being physically active, you may be more encouraged to get out and get moving. Regular exercise does so much more than help you lose extra weight; it has mental, physical and social benefits, as well.

Exercise can help you:

- Decrease your stress level.
- Improve your memory and clarity of thought.
- Sleep better.
- Increase your energy level.
- Improve your strength and flexibility.
- Enhance your appearance.
- Develop camaraderie (in certain settings).

2. Choose activities you enjoy

Experts recommend that healthy adults participate in some form of moderate physical activity for at least 30 minutes on most days of the week. This can include anything that gets your heart pumping. In the summertime, getting outside for a hike, bike ride, walk, run or swim is a viable and fun option. You'll be able to take in the scenery while you improve your fitness. Consider a park, nature preserve, beach or bike path for your next fitness adventure. Sports are also included! Join a local sports league, or recruit friends or family for an energetic team sport like volleyball or soccer. Gardening or washing your car by hand can also help you fill your recommended 30 minutes!

3. Be "heat smart"

With sun and increased temperatures in the summer, it's important to stay safe and comfortable when you exercise. Hydration is extremely important. Carry a water bottle and take a sip every few minutes. (It's best to stick to water and avoid caffeine, especially while you're in the sun.) Use sunscreen with an SPF of at least 30, and re-apply according to the manufacturer's directions. The sun can reach you even through water, so remember sunscreen when you're swimming. On dry land, wear lightweight clothing in light colors and breathable fabrics, like cotton. Wearing sunglasses can help protect your vision on sunny days: choose a pair of glasses with a label that indicates they block UV rays. Also, wear a hat to protect your scalp and face from too much sun exposure. On days when it's

really hot, exercise in the early morning or after the sun has gone down.

4. Commit to an "exercise buddy"

Make plans with a friend or family member. Once you know someone else is relying on you, you'll be less likely to back out of your fitness agenda. Plus, working out with a friend makes it a social experience, and that can be more enjoyable. And don't forget the benefit of "safety in numbers," especially if you decide to head out for a walk after dark.

5. Add it to your planner

Get your fitness plans in fine print, and treat them as a priority that's just as important as meeting a deadline or getting an oil change. Once regular activity becomes a habit, it will become harder and harder for you opt out of it. Remember, your health is important!

6. Log your workouts

Keeping track of your day-to-day activity is a motivator to keep it up! Many people find it satisfying to cross off "to-do list" items, and logging exercise is similar. If you have a smart phone, apps are available that can help you track miles you've run, walked or biked. A pedometer can help you track steps. Simply checking an activity off in your planner can also do the trick!

7. Monitor your progress

Nothing is as encouraging as seeing the results of your hard work. Consider the following progress markers of regular physical activity:

- Improved endurance (i.e., greater muscle strength, being able to run or walk further)
- Clarity of thought
- Clothing that fits better
- Weight loss
- Improved lab results (i.e., lower cholesterol, blood pressure or glucose)
- More energy

Get started today!*

The summer is here and it's a great time to establish or reinvent your fitness routine. Your body and mind will thank you!

* It's always important to talk to your doctor before you begin any exercise regimen. He or she can recommend your best plan of action.

The High Cost of Smoking

19.1% of Americans still smoke.

Smoking-related illness costs the United States:

- \$96 billion in medical costs per year.
- \$97 billion in lost productivity per year.

Smokers are in worse emotional health than non-smokers:

- Smokers have an average Emotional Index

Score (EIS) of 72

- Nonsmokers have an EIS average score of 81.1

(The EIS includes 10 questions that gauge the respondent's emotional state throughout the day. A lower ESI scores indicates a higher likelihood of stress, worry and depression.)