



NEWS AND INFORMATION
FROM EDISON CHOUEST OFFSHORE AND AFFILIATED COMPANIES

VOLUME 22 - SUMMER 2006

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CHOUEST RETURNS TO THE ICE

ECO, long renowned for its pair of Antarctic icebreaking research vessels, the NATHANIEL B. PALMER and LAURENCE M. GOULD, has designed and is constructing another vessel slated for service in the ice. But this time the vessel will travel north, as Shell has contracted for an Arctic A1-class vessel.

Shell successfully bid on several leases in the Beaufort Sea, just northeast of Alaska in the far southern portion of the Arctic Ocean. Their main area of concentration would be near the coast of Katkovik in the far northeast corner of Alaska. Shell requested a unique vessel to provide oil spill protection and recovery, which could also operate in normal anchor handling, towing and supply modes.

"As an Arctic A1-class vessel by ABS, this ship is allowed to work in the Arctic region between July and October each year, and it is our intention to demobilize the vessel for it to operate in the Gulf of Mexico the remainder of the year as an anchor handling/platform supply vessel," said Roger White, ECO's senior vice president.

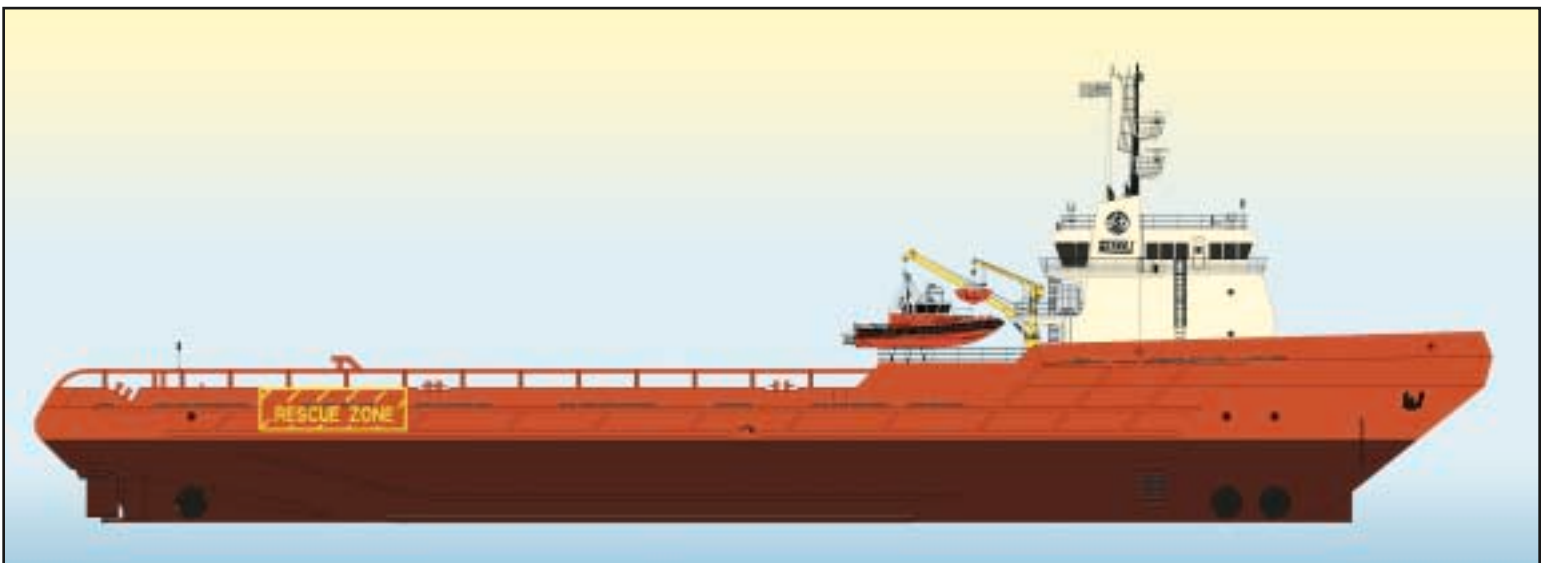
Slated for a March 2007 delivery, Hull 235 was already under construction as another in the series of highly successful ECO 280-ft. supply vessels. ECO was able to meet the needs of the customer and begin complex modifications to the vessel at North American Shipbuilding to prepare it for service in the ice.

"Again the challenge was met and the Chouest resourcefulness prevailed as we were able to satisfy the needs of our loyal customer," said White. "This vessel possibly represented the only Jones Act OSV that could be modified in a timely and proper manner to meet their exacting standards."

White noted that the greatest challenge was to provide the proper propulsion system, in particular, the gears, shafts, kort nozzles, blades and hubs, all required to be heavy duty and appropriate for ice service. Additionally, the vessel was slightly lengthened to 301-ft. to allow for its icebreaking hull, requiring thicker steel and more internal strength.

ABS classes the vessels based on a series of regulations based on vessel size and power. For instance, the NATHANIEL B. PALMER is rated by ABS as an A2-class vessel, while the LAURENCE M. GOULD is rated as A1.

"We are obviously excited about this new opportunity with Shell, and hopefully it could result in additional vessels as additional exploratory drilling is conducted in the Arctic," said White. While most of the exploration will be concentrated in the Beaufort Sea initially, White believes that later exploration will be conducted in the Chuckchi Sea, located just northwest of the Bering Strait where the Alaskan and Russian mainlands are in close proximity.





C-Port 2 Featured on Bloomberg TV

C-Port 2 in Port Fourchon was prominently featured on June 1, 2006, as Bloomberg Television broadcast live from outside slip nine at the massive port facility. The occasion? The first day of hurricane season, which brought much media attention to south Louisiana due in large part to last year's tropical double play: Katrina and Rita.

Correspondent Peter Cook anchored the live segments from outside C-Port 2 for most of the early morning, prominently showing the Chouest facilities and a number of ECO vessels in port. The segments, produced by Bloomberg's Zina Barakat, also focused on the aftermath of last year's hurricanes and the impact on the oil and gas industry.

Cook also covered a critical hurricane preparedness meeting hosted by the Greater Lafourche Port Commission later that morning.

Bloomberg Television operates 24 hours a day, reaching more than 200 million homes worldwide via 10 networks in seven languages. According to the Bloomberg website, their multi-screen format delivers news, data, market updates, breaking news and weather to Europe, the Americas and Asia.

Chouest to Provide LNG With Four Tractor Tugs

Four 110' x 42' tractor tugs have been contracted to Sabine Pass LNG, LP, a limited partnership of Cheniere Energy, for their liquefied natural gas (LNG) receiving terminal in western Cameron Parish, LA. Sabine Pass LNG received an order from the Federal Energy Regulatory Commission in December 2004 authorizing construction. That construction began in March 2005, with terminal operations expected to commence in 2008.

"They have entered into a long-term contract with us for four 77 metric ton bollard pull tractor tugs," said ECO business development's Christopher White. "This represents a new market for us as the LNG business is booming with 67 permits for new LNG facilities currently being considered."

The Sabine LNG facility, located on the Louisiana side of Sabine Pass, is expected to receive over 400 ships annually. The contracted tractor tugs, three to be delivered by October 2007 and one in June 2008, will provide escort and berthing services.

Gulf Ship, LLC, the new shipbuilding facility in Gulfport, MS, is slated to construct the new tractor tugs.



Artist's rendering of BP facility.



Facility located at intersection of Hwy. 90 and La. 311. Picture taken March 1, 2006.



Construction progresses at rapid pace. Picture taken August 1, 2006.

BP Facility Slated for Year-End Completion



bp

The 122,000 square foot storage and preservation facility being constructed for BP continues at an impressive pace, asserts project manager Roger White IV. The facility is located on a 15-acre tract of land at the northeast quadrant of the intersection of Hwy. 90 and LA 311, northwest of the city of Houma.

BP and Chouest first announced the project in late December 2005. The facility will allow BP to consolidate materials for its Gulf of Mexico deepwater operations. The materials to be stored and preserved are those in transit for use offshore in BP's drilling and completion, subsea, or production operations. Included are critical spare materials which require additional time to procure or are used to ensure safety and promote environmental integrity during offshore operations.

"We are quite confident that we'll meet the delivery date as provided in the contract," said White. Although some time was lost due to engineering delays early in the project, White maintains that

he has been impressed with the pace of construction since.

"And what is most impressive is that the entire construction process has been incident free, and there are times that seven contracting companies are on site," added White. "We're integrating multiple skill crafts to maximize efficiency to meet delivery."

The facility will incorporate many high-tech elements and will be far more advanced than a typical industrial warehouse. Special climate control segments and advanced fire control systems dominate the interior design of the massive building. White adds that the facility also includes a containment testing area for testing wellheads.

The building also contains overhead gantry cranes totaling 180 tons of capacity, with 220 tons of total lift capacity when secondary cranes are factored.

"We are proud of our history and contribution to the state through the production of energy, creation of jobs, and the development we have brought to the Gulf Coast region," said Kenny Lang, vice president of BP's Gulf of Mexico deepwater business. "This agreement allows us to continue to improve our deepwater offshore business operations."

New Chouest Exhibit Premieres at OTC



Two Chouest affiliates, Marine Technologies and C-Logistics, exhibited together at the 38th annual Offshore Technology Conference (OTC), held in Houston, TX May 1-4, 2006. Organizers of this year's OTC reported that attendance reached 59,236, a 24-year high and the largest number for any convention in Houston over the past 12 months. That figure also

represented a 15% increase over the 2005 show.

Many in attendance cited high energy prices and the future of Gulf of Mexico deepwater field developments as the main convention draws. Those factors also drew many new exhibitors, a total of 246 additional exhibitors over last year, including Chouest.



A total of 2,214 companies from 33 countries exhibited at the 2006 OTC – so many, in fact, that two climate-controlled pavilions were utilized. One of those pavilions contained the new Chouest exhibit, designed and produced by Freeman Exhibits, the industry leader who has been producing expositions, conventions, corporate events and exhibits since 1927.

The 20' x 40' double decker exhibit was totally installed, dismantled and stored by Freeman in Houston. The design was meant to be flexible, allowing various Chouest affiliates to customize the large exhibit. Marine Technologies and C-Logistics both reported exceptional response to their exhibit, which featured high-tech displays of Marine Tech's innovative bridge and DP designs and C-Logistic's Triton software to expedite lines of supply in the Gulf.

The exhibit will also be utilized at this year's International Workboat Show in New Orleans (November 29-December 1, 2006) and the 2007 edition of OTC in Houston.



GULF SHIP UPDATE

Gulf Ship, L.L.C., the newest addition to the Chouest family, is located in Gulfport, MS, representing the first venture for the company in our neighboring state of Mississippi. Pictured at right is the group of employees who have been a part of the start up since early April 2006.

Yard Manager Cliff Cooley (pictured first row, far left) says, "We have a great group of employees to help us get this new operation up and running. We are very proud to be part of the Chouest family."

Pictured left to right, first row: Cliff Cooley, Wayne Goff, Dianne Munger; second row: Joseph Paffe; third row: Carlos Carpentier, Leon Johnson, Tommy Burrill; fourth row: Robert Boothe, Regina Delancey, Lynn Smith, Matthew Brown, Jeff Engel; fifth row: Dennis Fairley, Ira Wilkerson, Charlie Johnson, Steve Fornter, Taylor Williams; sixth row: John Dueitt, Bobby Trehern,



Braden Barrow; seventh row: Bobby Howell, Donovan Anderson, Todd Reeves, Brad Sims, Steven Pardue, Donnis Barrow, Van Eubanks, and Dan Bazzone.

There were 95 employees working at this facility as of early July, with the workforce expected to increase steadily through the coming months.

CHOUEST VESSELS



FAST TEMPO

The FAST TEMPO, a 160-ft. fast supply vessel, was delivered to Dominion on May 24, 2006. The crew includes:

Captain Joey Speers
 Relief Captain Bill Whitely
 Engineer Bill Osteriech
 Relief Engineer Virgil Jackson
 Deckhand Joseph Highfield
 Deckhand Terrel Castle
 Ops. Coordinator Jason Jambon
 Ops. Manager Glen Vizier

MIA The MIA, ECO's latest 280-ft. offshore supply vessel, was launched at NAF in Houma, LA on the afternoon of June 1, 2006. Named for the daughter of ECO's General Counsel Dionne Chouest (mother, daughter and older brother Dante are pictured at right), the vessel was christened by its namesake and then launched under sunny skies and before a large assembled crowd.

The vessel was delivered to Chevron on July 14, 2006. The crew includes:

Captain Kevin LeBouef
 Relief Captain Brian Boone
 3rd Captain Michael York
 Chief Engineer Kevin Tate
 Relief Engineer Raymond Blocher
 QMED Kyle Pettit
 QMED Bill Ashcraft
 Oiler Lee Daniel
 AB Robert Mackbee
 AB George Bodden
 AB Daniel Griffin



AB William Nelson
 OS Eric Roloph
 OS Jason Schmidt
 AB/Cook Michael Curran
 Ops. Coordinator Leo Bourg
 Ops. Manager Hank Dufrene



ROSS CHOUEST

The ROSS CHOUEST, a 262-ft. anchor handling vessel, was modified recently to add an Oceaneering ROV deck like many of the other anchor handlers in the Chouest fleet. During the conversion period at NAS from April 17 to June 2, the vessel also received a DP2 upgrade, the stern roller was lowered, the deck boards were removed and plated with one-inch steel plates, two 15-ton deck tuggers were added, the cooling system was upgraded, and the vessel successfully passed its five-year inspection.

This major modification was successfully completed without any recorded accident. Over 100 employees were involved, including the crew of the ROSS CHOUEST and the NAS Engineering Department. Listed here are some of those individuals:

Robert Adams	Jesus Ruelas	Anthony Breaux	Santos Ainalla
Aubrey Lagarde	Carlos Cordova	Mike Lombos	Jacinto Olguin
Johnathan McCormic	Dwayne Celestine	Lloyd Boudloche	Chad Pitre
Job Ramirez	Gregory Ledet	Javier Ledezma	George Padilla
Emile Danos	Ruben Guvara	Sergio Barrios	Kerry Gaspard
Jose Ibarra	Brigido Barrios	Luis Bu	Justin Martin
Dagubeatu Mendez	Tony Worley	Juan Gonzalez	Raul Handal
Andres Banos	Dedward Naquin, Jr.	Michael Boudreaux	Gerardo Martinez
David Foret	Juan Compos	Ray Plaisance	Isias Torres
Able Zuniga	Andres Cabrera	Darren Myles	Orlando Mendoza
Raciel Fernandez	Moisses Flores	Clint Rainwater	Alfonso Cruz
Victor Felix	Edger Damian	Julian Perez	Juan Robles
Danny Curole	Avigail Lopez	Gonzalo Artiaga	Emmy Flores
Jesus Juanez	Celso Gonzalez	John Griffin	Macario Gonzales
David Boudreaux	Samuel Villegas	Johnny Bennett	Antonio Uribe
Marty Gisclair	Larry Chauvin	Royal Meade	Miguel Vazquez
Antoliano Cabrera	Felipe Lozano	Vicente Olgain	Wilfredo Arias
Tillman Terrebonne	Leo Bourg	Jose Flores	Jose Valenzuela
Nahun Castelanos	Romualdo Gueara	Mark Knight	Edy Cordova
Terrence Gray	Teodoro Sotelo	Josue Cordova	Juan Juarez
Danny Cheramie	Boa Nguyen	Juan Hernandez	Jesus Jimenez
Johnny Dubois	Duc Tran	Darius Lewis	Alvaro Volenzuela
Filiberto Garcia	Mario Ariaz	Patrick Vallain	Brian Danos
Juan Rivera	Gregorio Galvan	Kevin Matherne	Freddy Jimenez
Rodney Gisclair	Mike Huen	Bolo Plaisance	Fernondo Rivera
Ave Boudreaux	Armando Comacho	Jesus Chico	Mayner Luarea
Kyle Leblanc	Andre Belanger	Ernesto Roman	Juan Munoz
Jose Lozano	Jesus Hernandez	Genaro Almanza	Jose Almaraz
Armond Duet	Jeff Hall	Bardomiano Solis	Ignacio Chavira
Sergio Cristabal	Saloman Vidol	Raul Harreva	
Corey Delatte	Keneth Moyer	Roberto Castillo	

IN THE NEWS ECO



BJ DISCOVERY

The crew of the BJ DISCOVERY, a 240-ft. well stimulation vessel, rescued a baby sea turtle from certain death in the navigable waters of Port Fourchon on June 14, 2006. The turtle was spotted swimming near the bow of the vessel at the BJ Dock around 6:00 p.m. Captain Chris Weber notified the Harbor Police, and then launched the vessel's fast rescue craft to retrieve the injured turtle from the harbor.

It was noted that the turtle's shell had been broken in multiple places. The crew placed the turtle in a large tub of water to keep it cool until the Aquarium of the Americas in New Orleans could make arrangements to pick up the turtle.



C-CHAMPION

On June 23, 2006, ABS New Orleans conducted an initial external audit onboard the C-CHAMPION, a 220-ft. offshore supply vessel operating under a stand alone Document of Compliance issued to ECO Mexico. Conducted under adverse conditions while the vessel was out of the water in Fourchon, the inspection was also complicated by the auditor's need to evaluate the Mexican ISM manual to verify the crew's compliance.

With the assistance of Captain Louis Smith, Ernest Boura and Roy Liner, the manuals were effectively communicated to the auditor, resulting in zero non-conformities. We congratulate the crew:

Captain	Louis Smith
Relief Captain	David Burkley
Mate	Eric Berg
Mate	Hector Ramos
Mate	Sergio Palma
Chief Engineer	Jesus Melo
Relief Engineer	Sebastian Caberera
Assistant Engineer	Israel Diaz
Oiler	Ambrosio Gonzalez
Oiler	Luis Toache
Oiler	Juan Rodriguez
OS	Salvador Ramos
OS	Jorge Rodriguez
OS	Julio Gonzalez
OS	Jandy Rodriguez
OS	Augustine Yedra
OS	Luis Rejon
OS	Maurico Gonzalez
OS	Rene Cordova
OS	Gustavo Perez
Ops. Coordinator	Henry Jones
Ops. Manager	Ernest Boura



C-CONTENDER

The C-CONTENDER, a 240-ft. offshore supply vessel, recently completed its annual U.S. Coast Guard inspection with no 835s or worklists. The crew of the vessel includes:

Captain	Teddy Adams
Captain	Duffy Guidry
Captain	Dale Grochowski
Captain	James "Butch" Bryant
Engineer	Jim Wilson
Engineer	Randall Kuykendall
Relief Engineer	Raymond Patterson
QMED	Greg Florian
Oiler	Craig Lyons
AB	Shawn Moses
AB	Bob Overfield
AB	Fernando Martinez
AB	Joshua Lefort
AB	Jesse Gile
OS	Natascha Patterson
OS	Kyle Blunt
Cook/AB	Mike Curran
Ops. Coordinator	Richie Galjour
Ops. Manager	Hank Dufrene



C-TRACTOR TUGS 12 AND 13

The Chouest tractor tugs are shown above firing their monitors at the recommissioning of the SSGN USS FLORIDA in Mayport, FL. The U.S. Navy converted the USS FLORIDA to carry 158 tomahawk missiles and to allow for the delivery of two teams of special operations forces.



Chouest and Chevron Chopper

Try repeating that headline three times fast! A pair of ECO 280-ft. offshore supply vessels, the DIONNE CHOUEST and CHRISTIAN CHOUEST, frame a Bell 430 helicopter departing the ENSCO 7500, a semisubmersible drilling rig in the Gulf of Mexico. The picture was recently snapped by a Chevron employee.



C-Port Worker Honored by Navy

Matthew Chiasson, a mechanic at C-Port, is also enlisted in the U.S. Naval Reserves. In April of 2006 at his annual naval training exercises, he was the proud recipient of the "Commanding Officer's Coin" in recognition of his excellence.



This award was only bestowed on seven participants in his battalion of over 600. Congratulations, Matthew!



Relay For Life to Feature Antiquities Portraits

The Relay for Life team is gearing up for another year! We will kick-off this year's fundraising activities with an old-fashioned portrait shoot. We will be offering a new look with these Antiquities portraits (black and white photo with color splash). Each coupon entitles the purchaser to a sitting and one 10 x 13 portrait. Other portraits and packages will be available for purchase.



To purchase your \$10 coupon, contact Stephanie Guidry at (985) 601-4131. Sittings will be sold until November 2006. You will be contacted the week of the portrait date to schedule an appointment. The Relay for Life team profits 100% from each \$10 coupon sold. Please support this worthy cause.

MEDIC'S CORNER

FISHHOOK INJURIES AND SALTWATER INFECTIONS

Submitted by John J. Jones, M.D.

Across the country, and particularly in South Louisiana, recreational fishing is an extremely popular activity and fishhook injuries are not uncommon. While fishing recently, a good friend of mine called, seeking my help in removing a fishhook from a young man's arm. After several earlier unsuccessful attempts by various individuals to remove the hook, his anxiety level was mounting. Fortunately, I removed the hook quickly and in the discussion afterward, the subject of tetanus and antibiotics arose. All fishhook injuries require careful evaluation of surrounding tissue before attempting removal. Ocular involvement should prompt immediate referral to an ophthalmologist.

Wound care following successful removal involves extraction of foreign bodies from the wound and the application of a simple dressing. Prophylactic antibiotics are generally not indicated. But, if any signs of infection develop, my first choice antibiotic by mouth would be Ciprofloxacin to protect against vibrio vulnificus bacteria, which can be a deadly infection if ignored.

Vibrio vulnificus can cause an infection of the skin when open wounds are exposed to warm seawater. Infection can also occur from handling live or dead bait in ice chests or live wells and from penetrating wounds from fish hooks. These infections may lead to skin breakdown, blisters, and ulceration. The arm or leg may become swollen, red, warm, tender or painful. There is no evidence of person-to-person transmission of vibrio vulnificus.

People who are immunocompromised are at higher risk for invasion of the organism into the bloodstream and consequently, potentially fatal complications. High-risk patients are those with diabetes mellitus, hemochromatosis, liver disease, hepatitis, cirrhosis and liver cancer. Patients with AIDS, HIV, cancer and those on cancer treatment are also at higher risk. A recent study showed that people with these pre-existing medical conditions were 80 times more likely to develop vibrio vulnificus bloodstream infections than were healthy people.

Being aware of the infection may save someone's life by getting medical attention early.

SEALAND MECHANICAL NEWS



Submitted by John Adams

Sealand Mechanical has been very productive the past few months, from finishing vessels to completing commercial jobs.

Sealand has sent its first crew of Dale Cook, Chad Silver, Tory Dupre and Sam Sanderson to Navship in Brazil to work on vessels Nav103 and Nav104. Sealand is doing the same type of work on those vessels as we do in the states. Sealand is completing work on Hull 230 at NAF and will soon start on Hull 231. Sealand is also working on Hull 228 at NAS with Hull 232 to follow.

The Service Department is overcome with service calls as the summer gets hotter and hotter. Recently, we sent Tommy Rabun to Norfolk, VA and Mexico. While in Mexico, he was able to check the A/C and refrigeration units on the Chouest vessels.

Our Sheet Metal Department, Dale Cook and Alvin Neil, has been very busy converting condensing units to stainless steel and keeping up with all the ductwork needed for the hulls under construction at this time.

Our supermarket sales representative, John Dambold, has been productive statewide. Ellen Guidry in our Galley Department has been extremely busy keeping up with the vessel and commercial galley and restaurant sales.

Congratulations go out to Bill Rigsby, Sealand's galley salesperson. He won second place in the Eastern Shipbuilders Golf Tournament with the proceeds donated to the United Way.

Sealand recently had a safety inspection with good results. Hal Nini in our Safety Department has been taking the necessary steps to comply with all safety regulations. Good job, Hal!

Expert Travel Establishes Web Site

Expert Travel International, located in ECO's corporate office in Galliano, LA, has launched its new website. Available on the web at www.experttravel.biz, the site provides many



useful travel tools in addition to the many specials and cruises listed on the website.

The travel resources link accesses a vast array of travel updates. It provides a handy currency calculator, time zone information, travel warnings from the U.S. State Department, maps, health updates from

the Centers for Disease Control and Prevention, weather updates, on-time flight trackers, passport information and other helpful travel links.

The airline phone numbers and info link gives you not only the airlines' phone numbers, but also information regarding traveling with pets, minors, baggage, etc.

The new Expert Travel site is updated with new specials and information daily.

CHOUEST FEST 2006

Most of you already know what Chouest Fest is all about, but for those who do not, you don't want to miss it. Chouest Fest is the gathering of all Chouest company employees and their immediate family members for a day of great fun, food and entertainment, with prize giveaways all day, including cash. As always, everyone enjoys the live music. This event will be held at the Larose Regional Park from 10:00 a.m. – 4:00 p.m., Saturday, October 14, 2006.

All food and soft drinks are provided, but please remember if you choose to bring your own alcoholic beverages, **NO GLASS CONTAINERS ARE ALLOWED IN THE PARK.**

Deadline for registration is September 15th, so please contact your operations coordinator/supervisor at your location if you do not receive a form by September 10th.

Although we know it is impossible for everyone to attend, it is important that you return your registration form, because employees scheduled to work on this day will have their names in a separate cash drawing. Your family will still be eligible to attend, provided your form is returned by the deadline. The committee cannot stress enough the importance of forms being returned by the deadline. Hope to see you there!

Chouest Fest Committee



ECO Golf Tournament Held

The annual ECO Golf Tournament was held at Bayou Barriere Golf Club in Belle Chasse, LA on May 20, 2006. Here are the winning teams:

1ST PLACE (12 under)

Justin Getzinger
Allen Berthelot

Reggie Angeron
Jody Bouvier

2ND PLACE TIE (7 under)

Nick Collins
Harold Dufrene
Corey Hebert
Wally Naquin

Jared Galjour
Lance Reynolds
Jody Adams
Guy Dupierre



NAS NEWS

Submitted by Jason Chouest

The Larose drydock has now made 384 successful lifts since the start of operation in August 2001. The Fourchon drydock has recently completed its 278th successful lift.

Hull 228, the 348' x 70' x 28' OPDS vessel, is being assembled in Building #5 and is scheduled for delivery in April 2007. The panel line has undergone an upgrade with a new mobile stiffener gantry with rotational capabilities, a girder mounting gantry and a new one-side welding station. It has been very busy assembling parts for various units for Hulls 228, 232 and 233, with work on Hull 235 to begin soon.

Other recent NAS construction highlights include:

- DEEP STIM III (260' well stimulation vessel) – 5-year inspection
- FAST SPIRIT (165' fast supply boat) – 5-year inspection and drop down thruster change
- C-CARRIER (240' OSV) – 5-year inspection and major rework
- FAST BULLET (165' fast supply boat) – 5-year inspection
- GECO DOLPHIN (192' seismic vessel) – USCG/ABS 5-year inspection
- FAST BANDIT (165' fast supply boat) – center shaft repair
- FAST CAJUN (165' fast supply boat) – starboard shaft and propeller repair
- C-PIONEER (260' OSV) – guide pipe modification and seal job
- GARY CHOUEST (276' AHTS) – 5-year inspection and stern tubes
- C-AGGRESSOR (190' OSV) – swing down thruster seals changed
- SEACOR ENERGY (145' OSV) – emergency repair job
- C-ROVER (240' OSV) – thruster seal job
- C-PIONEER (260' OSV) – port Z-drive and seals changed



NAS EMPLOYEE OF THE QUARTER

Efrain Juarez

Efrain began his employment with NAS on June 25, 1991 as a shipfitter, initially working on the NATHANIEL B. PALMER. His most recent work involved Hull 228 in Shop #5. He really enjoys performing ship-fitting work

because, regardless of how long he has been doing it, he stills learns something new every day.

He averages 60 hours per week, which he feels still allows him to spend much quality time with his family. Efrain also appreciates the insurance and retirement benefits provided by the company, and feels fortunate to be able to take advantage of both.

He especially enjoys new construction work, and is appreciative that it has remained steady and is performed under roof, meaning no rainouts. He also stated that safety is always the number one priority at NAS, and has seen a continued improvement in everyone's attitude about that topic.

Efrain was born and raised in Tacatetas, Mexico and has resided in Lockport, LA with his wife Sheila for the past 13 years. They have four children: daughter Sheila-Ann (12) and stepdaughters America (22), Ignacia (20) and Faran (18).

NAF NEWS

Submitted by Reggie Mott

On June 1, 2006, NAF successfully launched the M/V MIA, named for the daughter of Dionne Chouest. Mia led the christening ceremony with words of gratitude toward the NAF yard, which was met with a round of applause for the 2-year old dressed in blue. NAF is currently preparing Hull 231 for a launch date of November 1 and Hull 233 that is scheduled to launch in early 2007.

This past month NAF has played host to Richard Pereira and Darci Manarin from Navship. It was wonderful being able to work with representatives from our Brazilian yard. Along with NAS, we are also playing host to numerous Romanian workers. We are pleased to have the extra hands and appreciative of their knowledge and commitment to our company.



NAF EMPLOYEE OF THE QUARTER

James Boyd

James Boyd, a pipe welder, began his employment with NAF on June 17, 2002. He has worked as a pipe welder for the past 21 years and says that NAF's commitment to safety is like none of his previous employers. This commitment to safety as well as the hours, great benefit package and friendly atmosphere are the reasons James is happy at NAF. "Everyone here helps each other, we all get along," James said when he was asked about his co-workers.

In his off-time James enjoys spending time with his family at their home in Raceland. He and his wife, Lisa, have two children, Haywood Jamaal (22) and Jamie Alise (18). James' favorite pastime is to watch sports and he is especially ecstatic when the Miami Heat or San Francisco 49'ers win a game.

Todd Thibodaux, pipe superintendent, said, "James stays busy and puts in a day's work everyday. He never complains." When James was asked where he developed such a good attitude, he replied, "I know I have a job to do it and so I do it, that's all."

REVIEW YOUR MEDICAL BILLS!

Heather Hebert, the wife of Marc Hebert, a machinist foreman employed at NAF since 1998, took a few minutes one day to review an itemized bill received from a local medical facility. She noticed that the invoice indicated that her son had a test performed four times that, in reality, was only done once. The amount overcharged was \$1,565.18. Mrs. Hebert contacted the facility, notified them of the error and had them correct the charges. The plan was reimbursed for the overcharge and Mr. Hebert received a check in the amount of \$782.59 (half of the amount reimbursed). Thanks to Mrs. Hebert for reviewing the itemized charges and taking the necessary steps to get the plan reimbursed for the overcharges. Next time you receive an invoice from a medical facility or an Explanation of Benefits from Group Health Alliance, take time out to ensure its accuracy!

Dufrene Captures Congressional Art Contest



Angelle Dufrene, the daughter of ECO's fleet maintenance supervisor Peter Dufrene and his wife Darlene, recently captured the Louisiana third congressional district's art contest for the second consecutive year. Held annually, the congressional art competition is a unique opportunity to showcase the artistic talents of high school students within each congressman's district. The competition begins each January with winners announced in May.

The winning entries from each district are prominently displayed in the Cannon Tunnel in Washington, D.C. The Cannon Tunnel connects the Cannon House Office Building with the U.S. Capitol and is traveled on a daily basis by congressmen and staff members. As a result of this win, Angelle's 2005 winning entry (pictured above on right with Congressman Charlie Melancon, Angelle and a contest organizer) has been replaced by this year's winning entry (pictured above on left).

Each winning student received an invitation to attend the ribbon-cutting ceremony for the new Cannon Tunnel display, which was held on June 28, 2006. Angelle was unable to attend due to a previous school commitment.

FRAUD ALERT!

While in the process of obtaining insurance quotes last year on behalf of ECO, insurance brokers provided employee information to Medical Excess, LLC, a reinsurance carrier located in South Coast Metro, CA. Reinsurance or excess medical is insurance for costs in excess of a fixed amount covered by our direct health insurer, and is coverage provided in case of catastrophic injury or illness.

Medical Excess reported to ECO and its employees in June that a break-in occurred recently at their California regional office. A camera, two laptop computers and a file server were stolen. Their internal investigation revealed that, although the file server was in a locked room and was password protected, some files did contain individual names with accompanying Social Security numbers and birthdates. For an even smaller percentage of the individuals, medical and disability information was also stored on the server.

It is possible, according to Medical Excess, that the names, Social Security numbers and birthdates of Chouest employees were included in a file saved on the stolen server. They have no reason to believe that the stolen information has been misused, but they still recommend that Chouest employees take steps to protect themselves.

Since you are entitled by federal law to one free copy of your credit report every twelve months, they recommend that you receive one from each of the three major credit reporting companies. You may obtain a free copy by visiting www.AnnualCreditReport.com or by calling 1-877-FACTACT.

Employees also might wish to further protect themselves by contacting the fraud departments of the three credit reporting companies to place a fraud alert in your file: Equifax (1-800-525-6285), Experian (1-888-397-3742) and TransUnion (1-800-680-7289).

For further information, you can call Medical Excess at (877) 223-4448 or Group Health Alliance at (985) 601-4240.



ECO Hosts AHA "Go Red For Women" Luncheon

For the second consecutive year, the ECO corporate office in Galliano was the site of a major fundraising event of the American Heart Association. Called "Go Red for Women," the ladies-only luncheon was held on Saturday, May 20.

The ECO main lobby was elaborately decorated and featured displays and delicious food prepared by ECO's culinary staff. The premier fundraising event for the organization in the south Lafourche area also featured live music, a silent auction and guest speakers. Dr. Camille Pitre is pictured above speaking to the assembled women about their heart health and their risks of cardiovascular disease and stroke.

"We sincerely want to thank Chouest for again hosting this year's Go Red for Women Luncheon," said AHA's regional director Kim Landry. "I know that all the ladies in attendance had a great time and we look forward to next year's event."

Brazilian Children Help Navship Celebrate the 4th of July



Dozens of schoolchildren from nearby Escola Professor Maria Hostin da Costa helped Navship and several American guests celebrate their most patriotic holiday on July 4, 2006. Gary Chouest, Jack Edwards, Abram Hunt, Bruce Kay and others were surprised by the children from the school located on property adjacent to the Navship facility in the Machados neighborhood in Navegantes, Brazil. Their impromptu celebration featured signs with patriotic slogans and flags of the two countries.

Workplace Harassment and Discrimination Policy

It is the policy of Galliano Marine Service, L.L.C. ("GMS") to provide our employees with a positive, cooperative, non-coercive work environment, free of harassment, discrimination, or retaliation. This policy recognizes that harassment, discrimination or retaliation of any kind directed at an employee, including harassment of a sexual nature, is improper and will not be tolerated. GMS prohibits retaliation and also discrimination or harassment of employees on the basis of race, color, gender, age, religion, disability or national origin. Verbal, visual or physical conduct that creates an intimidating, hostile or offensive work environment is an example of the type of conduct which is prohibited by this policy. Examples of actions that may constitute discrimination or harassment in violation of this policy include epithets, slurs or negative stereotyping. Written materials in the workplace showing hostility toward an employee because of the employee's race, color, gender, age, religion, disability or national origin are also prohibited.

As to the prohibition of sexual harassment of employees, sexual harassment has been defined as follows:

Unwelcomed sexual advances, requests for sexual favors, and other physical, verbal or visual conduct based on sex constitute sexual harassment when (1) submission to the conduct is an explicit or implicit term or condition of employment, (2) submission to or rejection of the conduct is used as the basis for an employment decision, or (3) the conduct unreasonably interferes with an individual's work performance or creates an intimidating, hostile or offensive working environment.

Each employee has not only a right, but also a duty, to report conduct which he or she believes may constitute harassment, discrimination or retaliation. GMS will not condone or authorize any kind of retaliation against any employee who has made a good faith report of conduct which he or she believes may constitute harassment, discrimination or retaliation in violation of this policy.

All GMS employees are responsible for helping to assure that we avoid discrimination, harassment and retaliation. If, as an employee of GMS, you have been subjected to any type of discrimination, harassment, or retaliation, it is your responsibility to notify someone who can address this issue. All complaints regarding harassment, discrimination or retaliation by any supervisor, manager or fellow employee should be immediately communicated to General Counsel, Dionne Chouest. Ms. Dionne Chouest's office is located at 16201 East Main St., Galliano, LA 70354. She may be reached via telephone by calling toll free at (800) 417-7144 or dialing (985) 601-4444. If it is not possible to contact Ms. Chouest, then you should contact Tracee Cloutier. Ms. Cloutier's phone number is (985) 601-4999. If it is not possible to contact Ms. Chouest or Ms. Cloutier, you should contact Mr. Allen Berthelot. His phone number is (985) 601-4108.

Those employees who want to make a complaint while at sea should follow the procedures set forth below. The procedure will allow the complaint to be made directly to the Captain of the vessel while the vessel is at sea.

If you have been subjected to any type of discrimination, harassment, or retaliation while at sea, you should immediately report your complaint to the Captain of the vessel. The Captain will record the complaint in writing and shall communicate within 24 hours to the designated person the nature of the complaint

and shall report, investigate and respond to the complaint to the best of his ability under the circumstances. As soon as reasonably possible under the circumstances, but no later than 24 hours from the time that the complaint is reported to the Captain, the Captain shall provide the complaining employee with access to the vessel's particular communication device used to communicate with GMS, so that the complaining employee may confidentially contact Ms. Dionne Chouest, GMS's designated person, to receive the complaint, or Ms. Tracee Cloutier or Mr. Allen Berthelot if Ms. Dionne Chouest is not available. Relief Captains who wish to make a complaint while at sea may contact Dionne R. Chouest or the Operations Coordinator directly who will record the complaint in writing and conduct an investigation.

If the Captain is the person or one of the persons accused of the harassment/discrimination/retaliation, the second Captain will be the designated recipient of the employee's complaint and will follow the procedures designated above.

If the second Captain and/or the Captain are the person(s) accused of the harassment/discrimination/retaliation, the chief mate, or third in command, will be the designated recipient of the complaint and will follow the procedures designated above. The designated individual who receives the complaint as stated above shall provide protection to the complaining employee, which may include providing that employee transportation from the vessel where practicable under the circumstances.

GMS will further respond to employee harassment/discrimination/retaliation complaints that were made while a vessel is at sea by continuing the investigation into the complaint(s) and if a violation is found, ensuring that appropriate, corrective action is taken in response to the complaint(s) upon the vessel's return to home port.

Employees who believe that they have been subjected to a violation of this policy by a member of management or a co-employee have the right to contact the Equal Employment Opportunity Commission (EEOC) to seek information or to file a charge of discrimination, in addition to any internal administrative remedies they may have by virtue of their employment with GMS.

Our policy is to investigate all such complaints thoroughly and promptly. To the fullest extent practicable with a thorough investigation, GMS will keep complaints confidential. If an investigation confirms the harassment, discrimination or retaliation has occurred, GMS will take appropriate corrective action, which may include termination. Likewise, false accusations may result in disciplinary action up to and including termination.

GMS views any type of sexual relationship between employees to be a clear violation of our business philosophy and workplace policy. Both parties involved in the relationship are violating our philosophy and policy with respect to credibility, fairness, and example setting. If a relationship of this type develops, you must immediately contact Dionne Chouest, Tracee Cloutier or Allen Berthelot to review possible alternatives, such as transfers. This does not apply to employees who are legally married to each other. Failure to abide by the requirements of this policy may result in disciplinary action up to, and including, termination.

Gary Chouest
CEO, Edison Chouest Offshore

EMPLOYEE UPGRADES

CONGRATULATIONS!

ECO

ALLIE CHOUËST

Jayson Gould (Oiler to Licensed Engineer)
James Glaskox (Wiper to Oiler)

C-CAPTAIN

Roger Herbert, Sr. (OB to AS)

C-CHARIOT

David Fowler (Oiler to Licensed Engineer)

C-COMMANDO

Gerald Lakarnafeaux, Jr.
(Oiler to Licensed Engineer)

C-COURAGEOUS

Eric Drayton (OB to AS)

C-ENFORCER

Anthony Orr (OB to AS)

C-LEGEND

Joseph "Shane" Cooksey
(Oiler to Licensed Engineer)

C-RAMBLER

Robert Weant (Wiper to Oiler)

C-RANGER

Thomas "Jason" Whitmarsh (OB to AS)

C-TRACTOR 2

Christopher DelBoccio (AB to Captain)

CHRISTIAN CHOUËST

Wilson Garner (Wiper to Oiler)
Kyle Pettit (Wiper to Oiler)

DANTE

Shane Gable (Oiler to Licensed Engineer)

DEEP STIM II

Kale Sam (OB to AS)

DINO CHOUËST

Tymon Theriot (Wiper to Oiler)

EDISON CHOUËST

Craig Verdin, Jr. (AB to Captain)

FAST BANDIT

Robert Colvin, Jr. (AB to Mate)
Mark George (Rigger to Mate)

FAST SAILOR

Damien Minette (OB to Mate)

GARY CHOUËST

Anthony Hubert (OB to AS)

LOOP RESPONDER

Jake LeBouef (Foreman to Mate)

LOOP SECURITY

Jason McMichael (Mate to Relief Captain)

SEACOR RESOLVE

Chad Guidry
(Mate to 1,600-Ton Master)

STIM STAR II

Marlo Palmer (OB to AS)
Dusty Ray (OB to AS)

C-LOGISTICS

LEAD WAREHOUSE TO LOAD PLANNER

Troy Reed

LOAD PLANNER TO OUTBOUND DOCK COORDINATOR

Jared Louviere

WAREHOUSE TO LEAD WAREHOUSE

Travis Duet

C-PORT

FUEL RIGGER TO CRANE OPERATOR

Miguel Castillo
Bradley Fielder

C-PORT (con't)

FORKLIFT OPERATOR TO CRANE OPERATOR

Larry Luke
Eduardo Galicia
Hector Barrios
Cody Ledet
Joshua Chauffe

RIGGER TO FORKLIFT OPERATOR

Dennis Creppell
Jose Miranda
Miguel Bejerano
Guillermo Lopez
Alejandro Sanchez
Gilberto Naræz
Franco Tarrazona
Javier Ledezema

CRANE OPERATOR TO WAREHOUSEMAN

Victor Nelson

MARTIN TERMINAL

FORKLIFT OPERATOR TO CRANE OPERATOR

Jean Paul Doucet

RIGGER TO FORKLIFT OPERATOR

Delvin Brown
Mike Boudreaux
Otis Franklin
Dain Burns

NAF

PIPE TACKER TO PIPE WELDER

Jose Sanchez

SHIP TACKER TO NC OPERATOR

Billy Boatner

SHIP TACKER TO SHIP FITTER

Chester Coleman

ELECTRICIAN TO ELECTRICIAN FOREMAN

Andrew Wright

ELECTRICIAN FOREMAN TO OUTFITTER SUPERINTENDENT

Chad Folse

SHIP FITTER TO SHIP FITTER FOREMAN

Fletcher Dryden

PIPE WELDER TO PIPE WELDER FOREMAN

Keith Freeman

PIPE TACKER TO PIPE FITTER

Martin Santos

NAS

ROUSTABOUT TO SHIP TACKER

Armando Camacho
Nahun Castellanos
Luarentino Guerrero
Juan Longoria Rivera

ROUSTABOUT TO PIPE TACKER

Job Ramirez

SHIP TACKER TO SHIP FITTER

Donovan Hartman

PIPE FITTER TO PIPE FITTER FOREMAN

Kirk Lafont

WELDER TO WELDER FOREMAN

Chad Adams
Glen Champagne

BLASTER/PAINTER TO ROUSTABOUT FOREMAN

Maccario Gonzales

EMPLOYEES OF THE MONTH

MARTIN TERMINAL

JANUARY

Marty Sevin

FEBRUARY

Andy Chauvin

MARCH

Dewayne Gaudet

APRIL

Jean Paul Doucet

MAY

Bobby Caine

JUNE

Tiant Johnson

C-PORT

Rodney Griffin

Robert Barrios

Renee Eng

Ray St. Pierre

Alvin Hebert

Roddy Angeron

EMPLOYEE OF THE QUARTER

2ND QTR.

C-LOGISTICS

Corey Serigny

PROMOTIONS

Allen Berthelot, Jr., ECO Personnel Manager.

Buddy Domangue, from voyage control at C-Logistics to Brazil Warehouse Manager at NAF.

Cory Jarreau, ECO Operations Coordinator.

Derrick Pitre and **Ben Sanamo**, ECO Operations Clerks.

Jared Gaijour (C-Port) and **Davy LeBlanc** (C-Logistics) are now operations consultants for business development at Nitlog in Brazil.

WEDDINGS

Eddie Combel (Martin Terminal) to Debra, March 8, 2006. The two met on a 2004 cruise Eddie won after being honored as Martin Terminal's employee of the year!

Terrell Jones (Martin Terminal) to Sharon, May 27, 2006.

Kristi Hebert (ECO) to David, June 22, 2006.

Jeremy Lirette (NAF) to Courtney, June 24, 2006.

BIRTHS

Jacey, daughter of Cory Jarreau (ECO), born February 15, 2006.

Collin, son of Jill LeBlanc (ECO), born April 12, 2006.

Zoey, granddaughter of Teddy Adams (ECO), born April 24, 2006.

Talin, son of Travis Duet (C-Logistics), born May 6, 2006.

Calin, son of Clay Pitre (NAS), born May 8, 2006.

Onome, daughter of Wilson Isiesi (ECO), born May 12, 2006.

Dylan, son of Ezra LeBourgeois (ECO), born May 31, 2006.

Jaxsen, son of Chad LaFleur (Sealand), born June 2, 2006.

Cole, son of Billy Joe Pellegrin (ECO), born June 8, 2006.

Christian, son of Chad Silver (Sealand), born June 11, 2006.

Emma, granddaughter of Paul Collins, Sr. (ECO) and Ray St. Pierre (C-Port), born July 1, 2006.

Landon, son of David Cresie (ECO), born July 3, 2006.

Ariel, daughter of Greg Florian (ECO).

DEGREES

Courtney Williams Dufresne, daughter of Coy (NAS) and Julie (ECO) Williams, earned a bachelor of arts degree in elementary education from Nicholls State University.

Angela Allemand, daughter of Carol (ECO) and Kevin Allemand, earned a bachelors degree in kinesiology from Louisiana State University.



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ECO

ANCHOR LINES NEWS AND INFORMATION FROM EDISON CHOUEST OFFSHORE AND AFFILIATED COMPANIES

HEALTH, SAFETY & ENVIRONMENTAL

INSEUPDATE

CONGRATULATIONS!
SAFETY AWARDS & BONUSES PAID TO DATE
TO CHOUEST EMPLOYEES
\$13,894,441

EDITOR'S BOX

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DistributionLaverne Reed
Tracey Duet
Kristi Hebert
Mary Smith



New Phone Numbers Assigned

Several months ago, ECO upgraded its phone system to a new VoIP phone system, enabling 5-digit dialing between phones within the system. As a result of that upgrade, most of the phone numbers within the system changed, with the exception of the main office numbers at Edison Chouest Offshore, North American Shipbuilding, C-Port and C-Logistics.

After further consideration and advanced planning for the current hurricane season, it was decided to also change these four numbers. The reason: If the local phone company's offices are damaged due to a weather event, the former main numbers for each location would be down. Due to the advanced technology of the VoIP system, the new numbers would always be available. In case of hurricane or other emergency, it is important for employees to know to use these new numbers:

NEW MAIN PHONE LINES

Edison Chouest Offshore.....	(985) 601-4444
North American Shipbuilding	(985) 601-4072
C-Port.....	(985) 601-4300
C-Logistics	(985) 601-4299

These new numbers are already in service and ring directly to the receptionist's desk at each location during normal office hours. After hours and on weekends, incoming calls are directed to an answering service at ECO, the guard shack at NAS, the fuel department at C-Port and the operations center at C-Logistics.

At some point in the future, the old main numbers at each location could be phased out. We strongly encourage everyone to learn these new main numbers.