



# C & B Newsletter

Volume 32, Issue 32

August 2015

## New Chief of Operations

*Matt Kristof*

### Chad Bray

We are pleased to announce the addition of Mr. Matt Kristof to the C&B family. Matt will assume the position of COO and will be responsible for all of Carlisle & Bray's operations. I will continue to work with Matt to help in whatever capacity I can while he continues to gain valuable knowledge about our operations.

Matt comes to us with many years of experience in the river business with his most recent position being President of the Carline Companies in the Gulf. He holds a Master of Towing Vessels upon Great Lakes, Inland Waters and Western Rivers. Matt will be overseeing all operations, safety & logistics. He will have not only the responsibility but also the authority to make changes as he sees fit.

Over the next few months, he will be visiting each and every location to spend time with each one of you in order to better understand what everyone does and why they do it.

Please join our families in welcoming Matt to our Carlisle & Bray Family of Companies.

## Inside This Issue

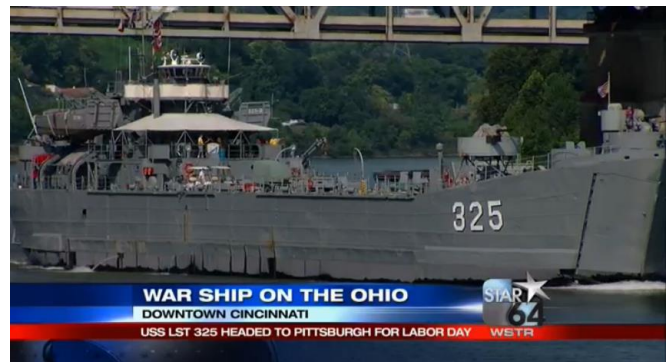
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## Warship on the Ohio!

*USS LST 325*

**Greg Schabell**  
Safety Manager

It's not every day that you see a warship on the Ohio River but the USS LST 325 passed through Cincinnati on its way to Pittsburgh for Labor Day weekend on 8/31/15. It was originally launched on October 27, 1942 to serve in WWII. LST 325 sailed in the invasion of Sicily ("Operation Husky"), the invasion of Salerno, and eventually anchored off Omaha Beach in support of "Operation D-day." She was bombed off the coast of Salerno and again when en route to Plymouth, England. On April 1945, she rescued 700 sailors whose transport was torpedoed off the coast of France. The day before the ship was to sail to the Pacific the news came that Japan had surrendered and the war was over. LST 325 was reactivated in 1951 for service in the Military Sea Transport Service arctic operations. In 1961, she was again taken out of service and became part of the National Defense Reserve Fleet. She was reactivated again in 1963 and transferred to Greece in 1964. LST 325 would serve in the Greek Navy until 1999. She crossed the Atlantic for the final time in 2000 to become a museum and memorial ship to the men who bravely served their country aboard LSTs. It will be docked at the Cincinnati public landing 9/12 – 9/16 and is open to the public. Bring the family down to enjoy a piece of our history, and the newly developed parks and recreational areas along the Banks.





## National Preparedness Month

**Greg Schabell**  
Safety Manager

September is National Preparedness Month. As a company and as individuals, we need to ensure that we have the training and planning in place to effectively respond to an emergency. Any unforeseen crisis that demands an immediate response is an emergency, for example: earthquakes, fires, floods, explosions, spills, terrorism, severe storms, etc. We need to be prepared at work and at home. If you wait until an emergency occurs to start thinking about how you would respond and having the appropriate resources available, you have all but assured failure. That is the purpose of regular drills at work. Those drills prepare you on how to respond to various emergencies that may occur on the water. Those drills may help to save your co-workers life! Here are some tips to take home: conduct a risk assessment and create a plan for different potential emergency situations; go through supplies and plans every 6 months; keep stocked first aid and emergency kits; create emergency contact lists; conduct drills twice a year; establish 2 meeting areas for near your home and another outside your community; ensure everyone knows how to use emergency equipment; have a battery operated or crank radio; and seek guidance from your local and federal resources. BE PREPARED!!

## Chaplin

*Griffin C*

**John Fritschner**  
Chaplin, Port of Louisville

I was recently aboard the Griffin C and met with her crew. The Griffin C was in tip-top shape, all of which the crew has done. A beautiful vessel! Secondly, I was so impressed with Joe Braden, the Captain and his crew. I have been on a few vessels in my life and this crew is at the top. Not near the top, but at the top. You should be very proud of them!

## Safety Department

*Who Do I Blame?*

**Gordon Putzke**  
Compliance Manager

It is human nature to find excuses or blame somebody else when we make a mistake. The majority of vessel employee's perform their jobs

without problems or injuries. But some employee's and even entire operations seem to have more than their share of mishaps. Some people call this "accident prone," assuming that accidents are a matter of luck. But accidents don't just happen; they're a result of what people do...or fail to do! Most accidents are caused by a personal decision. How we make decisions is determined by the attitude of the individual or the safety culture of the operation. Honestly ask yourself: what is my attitude towards safety; do I take responsibility for my safety; do I cut corners to save time; do I always wear the correct PPE; do I come to work tired; do I try to lift more than I should; etc. SLOW DOWN! THINK! DO IT RIGHT! Do not allow experience to turn into complacency. Look hard at your behavior and the choices that you have made before blaming "fate" or anyone else. Most often the only one who could have prevented your injury and pain is you. This is true for personal development too. You are the only person that can show the initiative and skills that lead to advancement. Take ownership of what happens to you at work and with your career. Start by developing the right attitude. Focus on the job you're doing now! Take the time to do the job right! Do not take short cuts that cut-safety! Ask questions when you're not sure! Have confidence in your skills and courage to ask for help when you need it.

## Service Department

*Maintenance Tip – Stripping Fuel*

**Dave Westrich**  
Service Coordinator

Stripping the fuel is one of the most important things that we can do to prevent damage to our engines. This time of year is especially critical to strip out any condensation; it can build up fast when the heat and humidity gets high. A small amount of water in fuel can cause major damage to the engines. Please ensure that you're checking and stripping the fuel on a regular basis. Every time you take on fuel make sure to add fuel treatment. You can request fuel treatment on your supply forms when needed. It is always a good idea to keep extra fuel filters on hand also!

## Safety Department

*Lightning*

**Greg Schabell**  
Safety Manager

Lightning is a buildup of dissimilar electrical charges which occurs within a vertically developing thunder-



storm. This electrical charge will pass from the clouds to the earth or water. A lightning flash is unbelievably powerful—up to 30,000,000 volts at 100,000 amperes. It happens so quickly that it is essentially explosive in nature. The sudden, vast amount of heat energy released by a lightning flash causes the sound waves that are called thunder. Summer is the peak season for of the nation’s deadliest weather phenomena—lightning. In the United States, an average of 62 people are killed each year by lightning. All thunderstorms produce lightning. If you can hear thunder, you are close enough to the storm to be struck. Lightning can strike 10 to 15 miles away from the rain portion of the storm. **Lightning produces no pattern for striking**, in location or distance from the storm itself. Some ways to protect yourself are: do not make yourself the tallest object in your surroundings; stay away from metal objects; stay away from direct contact with water; stay away from electrical appliances; return to the protection of the inside of the boat. The boat acts as a “Faraday cage” which basically attracts lightning and then passes all charges through the metal objects in a conductive path through the hull, shafts and rudders into the water. Rubber soled shoes or boots provide no protection from lighting. At the first sight of lightning, return to the boat until the storm passes. You can tell the distance to lightning by counting 5 seconds for Sound to travel 1 mile. So, count 5 seconds for one mile, 10 seconds for 2 miles, etc. Pay attention to weather in your area and check the weather stations for up to date forecasts. Plan your tow work activities accordingly, keeping weather as part of your plan and prevailing circumstances. **Take no chances** with your crew exposed on the steel barges, out in the open, and often the highest object in the immediate surroundings. Ensure that the crew understands the distances at which lightning can strike, and they have time to seek the shelter of the boat before possible strikes.

**Marine**

*Inspecting Barges*

**Ed Eichhorn**

Senior Captain

Inspecting barges as they are picked up or dropped off is an important part of maintaining the fleet. It is in the best interest of everyone involved to immediately report any issues with barges in their fleet. If you don't report barges that are leaking, have broken winches, broken wires, or missing rigging they'll never get repaired. This requires our deckhands to report the issues to the pilot or the pilot to report them to Dispatch and Maintenance. Although C&B has their

own barges, the majority of the barges we handle belong to our customers. This makes it very important that our line haul boats inspect the barges as they pick them up and our harbor boats inspect the barges as they come into the fleet. Most barges already have several dents and/or minor damage, but you should always be on the lookout for fresh damage, such as a dent, crack or broken welds that are not showing any signs of rust. The liability could fall on C&B if a barge has been in our fleet or tow for a period of time with fresh damage and we didn't report it. Some of the things our deckhands need to be instructed to inspect are: all visible deck plating and deck fittings, trim and list of barge, draft readings, and all wing tanks should be sounded for water and contaminates. Barge owners need to be notified if: draft marks indicate a draft greater than anticipated channel depth, wing tanks or voids exhibit signs of progressive flooding, wing tanks or voids are contaminated with oil or potential pollutants, cargo loading is unsafe or is causing stress to the barge framing, cargo covers are open or improperly closed allowing rain to contaminate cargo, hull exhibits holes or cracks that would allow progressive flooding when underway, or when barge wires, winches, or deck fittings are broken or unusable. Be safe and lookout for each other, but also lookout for our customers and C&B!

**Accounting Department**

*Employee Corner – Mobile App*

**Emma Obertate**

Assistant Controller

Get our free mobile app! You can: find a doctor; get to an urgent care center fast with maps and driving directions; locate a hospital or emergency room; and access your Anthem Blue Cross and Blue Shield ID card on your phone. Using our app can help make it easier than ever to manage your health care. Follow these instructions: go to the app store on your smartphone or mobile device; search for Anthem Blue Cross and Blue Shield; and select the app and start the free download. To use the app, you must be registered on our secure member site and have a username and password. If you are an Anthem Blue Cross and Blue Shield member but have not registered for access to the secure member website, go to anthem.com and click Register Now.

**Quote of the Month**

“If you want to build a ship, don't drum up the men to gather wood, divide the work and give orders. Instead, teach them to yearn for the vast and endless sea.”  
Antoine de Saint-Exupery



William B passing through Markland Lock by Danny Jump. Winner of the monthly pic contest!



Stuart Station by Justin Dewitt



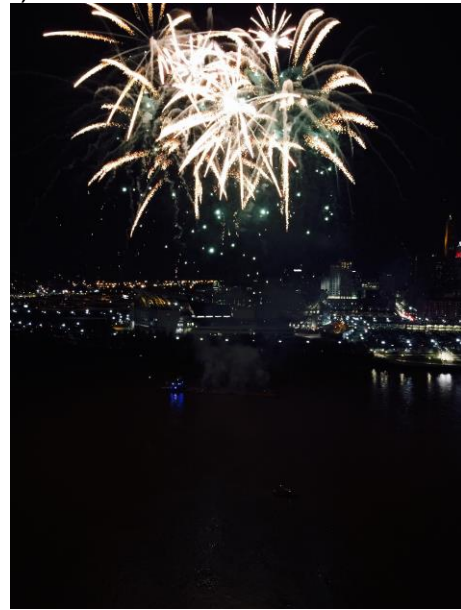
Trimble County Dredge by Bob Hendricks



Griffin C and crew by Chaplin John Fritschner



Endeavour at the Fireworks (look for the little blue dot)



Endeavour setting up for the fireworks by Lenny Franz





## CALENDAR OF EVENTS

Full Name	Anniversary
Becker, Matthew W	9/22/2014
Cann, Darrell L	9/21/2014
Carnes, Jennifer	9/18/2006
Conley, James	9/21/2006
Cutter, Norman	9/10/2009
Goodin, John	9/27/2000
Hastings, Jason	9/10/2009
Lewis, Robert W	9/16/2014
Miller, Allen	9/9/2008
Popp, Anthony	9/21/2011

Full Name	Birthday
Berning, Patrick	17-Sep
Chase, Matthew	27-Sep
Chasteen, Gregory	3-Sep
Collins, Adam	19-Sep
Crawford, Michael	2-Sep
D'Andrea, Martha	5-Sep
Delawder, Frank L	3-Sep
Dewitt, Justin K	24-Sep
Harris, Robert	1-Sep
Jump, Danny	23-Sep
Laslo, Gary Lee	3-Sep
Loschiavo, Thomas	16-Sep
Middleton, Ricky	19-Sep
Moore, Kevin	24-Sep
Prodoehl, Alex H	8-Sep
Terrell, William	1-Sep
Thomas, Chad	23-Sep

## ANNOUNCEMENTS

### 1<sup>st</sup> Aid/CPR:

We have a 1<sup>st</sup> aid/cpr class scheduled for excavator operators on 9/23/15 at 0800 at Hebron. Excavator operators are required to have 1<sup>st</sup> Aid/CPR certification. We are also training deckineers and pilots may renew their certification as well. We will have classes quarterly after that (12/16/15, 3/16/16, 6/15/16, 9/21/16).

Jeff Stith welcomed grandson Oliver James!



### Questions and Answers

We are asking that if you have any questions or would like clarification on something that you send us your questions and we will address them in this section. We look forward to hearing from everyone.

Q: How can I suggest an improvement?

A: Everyone is encouraged to make suggestions on how we can improve our operations and equipment. If you have a recommendation, then please contact the Safety Department, or your Supervisor or other Management.

Q: Can I be trained as a deckhand and loader operator?

A: Yes! Contact your Manager or the General Manager, Ed Lapikas.