



C & B Newsletter

Issue 44

August 2016

The Lazy Bench

The Moselle

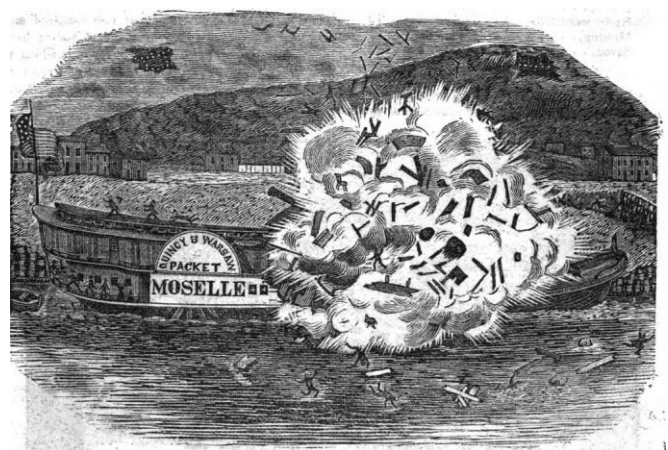
Greg Schabell
Safety Manager

The beginning and development of a federal maritime safety program arose from disasters which caused much death, injury and property loss. The public's growing concern over these maritime accidents prompted congressional action. The Moselle was a riverboat constructed in Cincinnati, Ohio between December 1, 1837 and March 31, 1838. The Moselle was considered one of the fastest riverboats in operation at the time, having completed a record-setting two-day, sixteen-hour trip between Cincinnati and St. Louis. On April 25, 1838, the Moselle, piloted by Captain Isaac Perin, left Cincinnati for St. Louis in the early evening. Crowds lined the shore watching its departure. Still within view of the spectators, the boat suffered a sudden explosion that threw part of the boiler "1000 feet into the air and crushed pavement where it fell." All four boilers simultaneously suffered a catastrophic failure resulting in the total destruction of the ship from the paddlewheels to the bow. The ship drifted approximately 100 yards before sinking to the bottom of the Ohio River. 160 of the estimated 280–300 passengers were killed. Negligence may have been a factor in the explosion: many eyewitness...

reports claimed that Captain Perin had intended to race another riverboat at the time of the explosion, and therefore the pressure in the boilers was excessively high. The Kentucky and Ohio Journal called it, "another accident of but too frequent occurrence." This disaster led the US Congress in 1838 to pass the first legislation requiring passenger boats to be licensed and inspected. The Steamboat Inspection Service was created for the safeguarding of lives and property at sea. In the early days, Congress hesitated to pass adequate safety laws because of fear of interfering with the growing steamboat industry which was playing a big part in the country's economic development. However, as the industry grew and the general public became aware of the need for maritime safety laws, Congress began to act to protect the public, beginning with passing a law on July 7, 1838 to "provide better security of the lives of passengers on board of vessels propelled in whole or in part by steam." At that time, the law provided a \$5.00 fee for each inspection to be paid by the vessel's owner. The 1838 law proved inadequate as steamboat disasters increased in volume and severity. These disasters resulted in the passage of the Steamboat Act of May 30, 1852, but it all started with Cpt. Perin racing the Moselle out of Cincinnati to be the fastest.

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Safety Department

Lessons Learned – CAT 236 Cab Lights

Greg Schabell

Safety Manager

This week we had an employee burn his arm on the top cab light of a CAT 236 skid steer. He was taken to Concentra and found to have a 2nd degree burn. He was cleared to return to work without restriction. The lights were ladder tested for heat and were over 300 degrees in temperature. C&B's other 236 cab lights were tested and also were in excess of 300 degrees. There are currently no guards over the light or warning of severe heat to draw an employee's attention to the hazard. The top cab lights are located where an employee can easily come into contact with them as they're entering/exiting the cab.

The lights on heavy equipment are normally not hot enough to burn an employee with such limited contact or they're covered to protect employees from being burned. Obviously, this is NOT always the case! We are getting with CAT to determine the best way to eliminate or reduce this hazard. We will try LED bulbs to see if that reduces the heat to a safe temperature, install guards, or put up warning labels on all the CAT 236s. In the meantime, we need to ensure that all employees are aware of this hazard. We currently have CAT 236s located at Zimmer, Constance, Hebron and Stuart. Those locations will have a mandatory safety stand down with all crews at those operations to identify the hazard to employees. It is always better to assume that a hazard is present. If there is a light, assume that it may be hot! Also, if there is no need for a light to be on, then it should be turned off and then there is not any risk of a burn. In this case, the injury occurred during daylight hours after the crew forgot to turn them off earlier that day.



Marine

Weekly Vessel Duties

Ed Lapikas

General Manager

Below is a list of weekly vessel duties. These duties are to be split up between crews during the week. You are not limited to these duties, but these duties need to be addressed on a weekly basis. If we work together on these duties, they should be simple and done rather quickly. These will be hung up in the galley every week and each task must be initialed by the person who completed it.

• Sweep and mop the boat, take out trash and wash dishes every 12 hours.

- Engine room sooged and all trash taken to dumpster.
- The boat exterior needs to be sooged once a week (weather permitting).
- The windows cleaned 2 times a week.
- Refrigerator cleaned.
- Toilets/bathroom cleaned every 12 hours.
- Storage spaces (including the engine room) organized.
- Need a filter count for engines. We need at least 2 sets at all times. This includes fuel filters, air filters, oil filters.
- Bi-Weekly supply list (this means actually get up and walk around the boat to see what is needed - there should not be 15 American flags, I'm sure you understand).
- Add chlorine tablets to MSD unit.
- Grease winches and rudders.
- Shine bell with brasso.

Accounting Department

Employee Corner – Registration and Time Off Requests

Emma Obertate

Assistant Controller

Paycor Registration – there are currently eighty employees who are not registered with Paycor. We will begin sending out emails with registration instructions this week. Please take the time to get registered for online access as soon as possible.

Time Off Requests – just a reminder that all time off requests must be processed through Paycor. You can use the mobile app or the web-based version to request. Please keep in mind that it is timestamp sensitive. In order to be paid on the following pay date, time off or sell back requests must be processed before the close of the previous pay period. Because this can be confusing, I have...



outlined the following example: current pay period is Monday 08/29/16 – Sunday 09/04/16; time off requests must be entered by Sunday 09/04/16 (close of pay period); sell backs and approved time off would be paid out on the 09/09/16 pay check. If you have any questions please call for clarification.

Safety Department

Near Misses, Unsafe Acts/Conditions and Stop Work Authority

Greg Schabell

Safety Manager

I have not received many near miss or unsafe act/condition reports or stop work authority exercised lately. The amount of these reports is one of best indicators a company has of their safety culture. In a company with a positive safety culture, employees feel empowered to report hazards to their supervisor. You should feel proud of your ability as a supervisor or Master of the vessel if your crew trusts you enough that they do not hesitate to inform you of issues before any harm occurs. Your employees will stop and let you know before something happens when they see something that is not right. Ultimately, this will reduce the amount or the likelihood of an actual incidents occurring on your watch. Near misses and stop work events do NOT look bad on your record – actual incidents resulting in harm do! Let your crew know that you want them to let you know when you mess up or almost mess up too. Employees love telling the safety guy when he does or almost does something wrong, and I'm always sure to thank them and give them some sort of recognition for doing so. Please find some time this week to talk to your crew about near miss and unsafe act/condition reporting and stop work authority, and encourage them to always let you know when something doesn't look right or almost happens and to exercise stop authority when they recognize the potential of an action resulting in harm to themselves or their co-workers. Stay Safe!

Safety Department

Hierarchy of Controls

Greg Schabell

Safety Manager

Hierarchy of Controls describes one of the key concepts that guide the application of hazard controls. The Hierarchy of Controls is often represented by an inverted triangle and lists 5 ways to control hazards/reduce risk: elimination is where you physically remove the hazard; substitution replaces the hazard with another, less severe or likely to cause harm, hazard; engineering controls isolate employees from a hazard, such as installing guards around...

rotating equipment; administrative controls change the policy/procedures associated with a task; and PPE provides protection to employees in the event of an incident. Elimination is the most effective because it removes the hazard altogether while the controls decrease in effectiveness until you reach the least effective method, which is PPE – the purpose of PPE is to assume that a hazard will harm employees and the PPE will merely reduce the harm. Unless you're able to eliminate the hazard, you will most likely employ a combination of controls to minimize the risk as much as possible. Often when specifying hazard controls the tendency is to default to the lower order, least effective hazards controls. However, with this level of control the hazard still exist. A more effective strategy is to aspire for the higher order elimination, substitution and engineering controls first.

Safety Department

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!!

Quote of the Month

"I can't change the direction of the wind, but I can adjust my sails to always reach my destination."
Jimmy Dean

Fireworks by Josh Wilson. Winner of the best pic of the month!

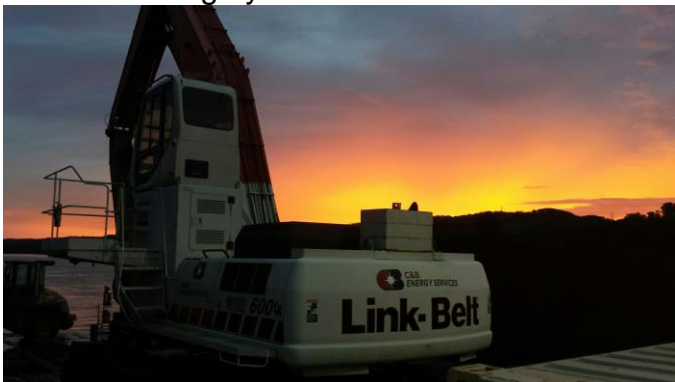


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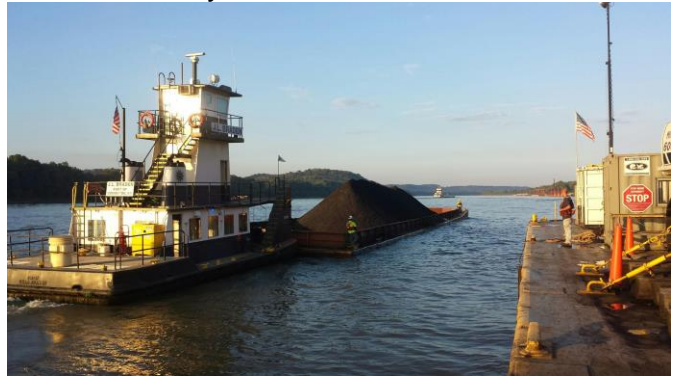
Atlantis and Discovery get into a shoving match at Hebron.



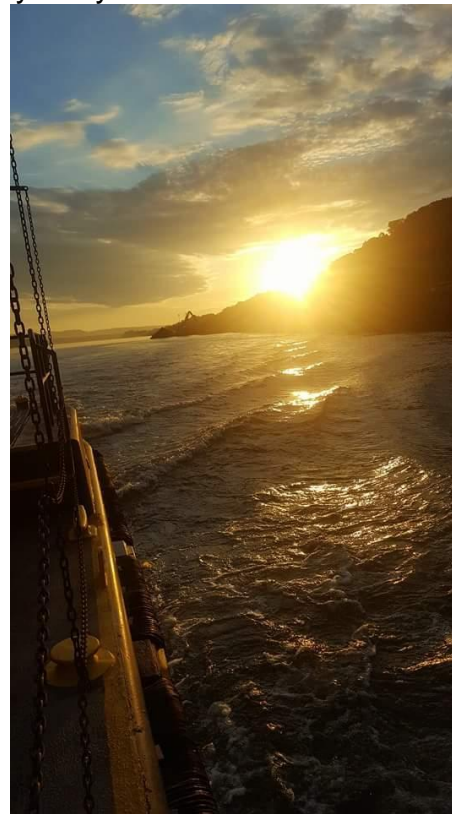
Ghent cleaning by Donnie Earles.



JL Braden at Ghent with the Enterprise is in the distance by Donnie Earles.



Ghent by Jerry Jones.



NB in front of Gallipolis.





BIRTHDAYS & ANNIVERSARIES

| Full Name | Hire Date |
|---------------------|-----------|
| Becker, Matthew W | 9/22/2014 |
| Conley, James | 9/21/2006 |
| Cutter, Norman | 9/10/2009 |
| Hastings, Jason | 9/10/2009 |
| Lewis, Robert W | 9/16/2014 |
| Mackie, Joseph T | 9/1/2015 |
| Miller, Allen | 9/9/2008 |
| Pennington, Jason L | 9/1/2015 |
| Popp, Anthony | 9/21/2011 |

| Full Name | Birthday |
|------------------------|----------|
| Bayless, Christopher T | 28-Sep |
| Berning, Patrick | 17-Sep |
| Carlisle, John | 10-Sep |
| Chase, Matthew | 27-Sep |
| Collins, Adam | 19-Sep |
| Crawford, Michael | 2-Sep |
| D'Andrea, Martha | 5-Sep |
| Delawder, Frank L | 3-Sep |
| Dewitt, Justin K | 24-Sep |
| Friend, John A | 30-Sep |
| Goodwin, Paul W R | 27-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 |
| Pennington, Jason L | 21-Sep |
| Terrell, William | 1-Sep |
| Thomas, Chad | 23-Sep |
| Wells, Leamon | 28-Sep |

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: Can I stop work if I suspect something is unsafe?
 A: Yes! Everyone has stop work authority and you're encouraged to exercise that authority if you believe that there is an unsafe act or condition.

Q: How can I get a C&B safety hat?
 A: The Safety Department will hand out safety hats to employees that demonstrate exceptional safety behaviors or marked improvement.

ANNOUNCEMENTS

John Boyer welcomed Kaleb John Michael Boyer, 6 lbs 11 oz, on 8/4/16.



The Pleasant is on dry dock for repairs before returning to Zimmer under C&B command.

