

C & B Newsletter

Issue 57

August 2017

Lessons Learned

Greg Schabell

Safety Manager

Lessons Learned can be a great resource to learn from our mistakes and improve the safety of our operations. There are, however, shortcomings to the process. By their nature, Lessons Learned follow a mistake. The purpose of sending out the lessons across the fleet is so everyone can learn from the mistake rather than just the individual or individuals. Two things tend to result from this: the lessons tend to come off as blaming someone and it can appear that their competency is questioned; and the other is the fact that everyone across the fleet ends up knowing who was involved and that person(s) can be embarrassed. This is NOT the purpose of the Lessons Learned. Everyone makes mistakes and, working on the river, a moments distraction can lead to big accidents. Case in point, I accidently revealed the crew involved in an accident recently. To make it worse, the lesson to learn was supposed to be maintaining situational awareness. I was not paying attention to what I had pasted into an email before I sent it. I was complacent and lost situational awareness while sending a lesson about avoiding the same. The pilot was understanding when I called to apologize but I felt terrible nonetheless. Nobody is perfect, least of all me. So, remember that Lessons Learned are for learning and not for blaming or shaming.

Inside This Issue

1. Lessons Learned
2. Lessons Learned – Pull Cables
3. Ransomware
4. Artificial Sweeteners
5. Logging Bilge Pumping
6. Wheelhouse Lighting and Shaft Collars
7. Short-Term Disability and Dr. On Demand
8. Safety Tip – Don't Leave Bottled Water in Sun
9. Lessons Learned – Distractions
10. Quote of the Month
11. Photo Gallery
12. Calendar Events
13. More Pics!

Lessons Learned – Pull Cables

Greg Schabell

Safety Manager

The Gladys G went to the Trimble County Rock Dock to shift a barge on the pull cable system. Both deckhands started walking down the gunnel to the quarter cavel when the slide wire jumped and temporarily pinned them both against the coaming wall. The wire struck one deckhand in the chest and arm, and the other in the upper thighs. The wire was below the barge deck line and they could not see that it was caught on something. The deckhands did not require medical attention and completed the remainder of the shift without further issue.

You must KNOW whether the pull cable is under tension before sending employees into the strike zone. Pull cable operations are the most hazardous activity that we regularly engage in. However, IF THE WIRE IS NOT UNDER TENSION, THEN YOU CANNOT BE HURT. Employees should never be allowed onto the barge until you can verify that the wire is slacked off.

We need to assess the risk in our work environment and this is especially true when barge pull cable systems are involved. If there is no tension in the wire, the system is harmless so we need to always verify that the tension is released prior to employees getting on the barge – which is achieved by the operator slacking off the wire or the vessel pulling the barge out to release a caught or pinched wire.



**SITUATIONAL
AWARENESS**

It's paramount to your personal safety



Dispatch Department

Ransomware

Matt Becker

Dispatcher

The best way to defeat a ransomware attack is to take precautionary steps:

- **Back up data regularly** - this is the best way to recover your critical data if your computer is infected with ransomware.
- **Make sure your backups are secure** - do not connect your backups to computers or networks that they are backing up.
- **Never open risky links in emails** - don't open attachments from unsolicited emails, it could be a phishing scam. Ransomware can infect your gadget through malicious links found in phishing emails. Can you spot one?
- **Do NOT enable macros** - You should never download PDF, Word or Excel files attached to unsolicited emails to begin with. If you do open one of these documents and it says that you need to turn on macros, close the file and delete it immediately.
- **Have strong security software** - this will help prevent the installation of ransomware on your gadget.

Backing up your critical data is an important safety precaution in the fight against ransomware. It's the best way to recover your files without paying a ransom.

Safety Department

Artificial Sweeteners

Greg Schabell

Safety Manager

If you have weight-loss goals in mind but are craving sugar, you may be inclined to pick up a Diet Coke or a low-sugar dessert. But a new study confirms that opting for faux sweets does not do you any favors when it comes to staying slim or maintaining your health. Studies have found that artificial or nonnutritive (zero calorie) sweeteners had negative impacts on the metabolism, gut bacteria, and appetite of the subjects. Furthermore, long-term consumption was linked to increased risk of weight gain, obesity, high blood pressure, diabetes, heart disease, and other health issues. The researchers theorize that a contributing factor to the increased risk of weight gain may be the low- calorie sweeteners' ability to cause cravings for other sweet things, leading to increased consumption of higher-calorie foods and creating the illusion for consumers that they have "saved" calories by going for the "diet" option and can now indulge...

on sugary items. Also, low-calorie sweeteners may cause our bodies to react incorrectly when we consume real sugar, thus promoting weight gain. Nonnutritive sweeteners may interfere with our ability to predict whether things that taste sweet actually have calories or not. This means that after using nonnutritive sweeteners, normal reactions to real sugar could be affected, making it harder to control our blood sugar or how much we're eating. You can become addicted to the artificial sweeteners, which can also alter your food choices and portion size.

Compliance Department

Logging Bilge Pumping!

Gordon Putzke

Compliance Manager

Please use the "boat event" and the "Daily Maintenance Check" section of the DVL in TowWorks to log your bilge pumping activities. We would like you to start using the boat event option to enter your bilge and amount that was pumped off the vessel, and we need to ensure that all vessels are logging the pumping of their bilges into the DVL. We have now added a new event into the "Boat Event" tab. Please use this "boat event" tab to enter any bilge pumping that your vessel completes, and ensure that it is logged onto the DVL.

Service Department

Wheelhouse Lighting and Shaft Collars

David Westrich

Port Engineer

We want to ensure that all vessels are equipped with the best possible tools to complete the tasks at hand. We're focusing on lighting for the wheelhouse for nighttime operations. I need for each vessel to respond and confirm whether or not your vessel is equipped with low illumination lighting and, if so, that it is working correctly.

Please make sure during the regular maintenance checks that you are checking the shaft collars to ensure that the nuts are tight, double nutted on the collar and that you have the right amount of packing on the shaft.

Employee Relations

Employee Corner – Short-Term Disability and Dr. On Demand

Emma Obertate

Employee Relations Manager

The following is an example of how short-term disability works: an employee signs up for short...



term disability insurance when he became a full-time employee and the employee learns he has a health condition that will prevent him from working for eight weeks; and his policy has a maximum benefit of 60% of pay and a maximum benefit duration of 26 weeks. Let's assume the employee makes \$1,000/week for simplicity. Payments can begin after the seven-day elimination period. So his benefits begin on the eighth day of his condition and the benefits breakdown would be as follows:

- Weekly benefit: \$600 (60% of \$1,000)
- Benefit duration: 7 weeks (8 weeks minus the 7 day elimination period)
- Total short-term disability benefit: \$4,200 (7 weeks times \$600/week)

Also, I strongly recommend checking out the doctor on call with our medical insurance. No matter what carrier we have, they all have this feature and service. I used the United Healthcare Dr. on Demand app from my iPhone to have a doctor look at a possible spider bite. It took about 10 minutes to set up and 10 minutes to see the doctor. Best thing ever! I did not have to make an appointment or drive to a doctor's office, and it was free. No copay! They did end up calling in a prescription to my local pharmacy because I needed to be treated. I requested a generic if possible and it cost me nothing! It is not for any emergency type service but if you have something basic (cough, cold, sore throat, pink eye, bug bites etc.), it is the best alternative out there. If you're interested in trying out the service either download the Dr. on Demand app or visit <https://www.doctorondemand.com/> to get started. If you have any questions or would like any help, please call the office and ask for me.

Safety Department

Safety Tip – Don't Leave Bottled Water in Sun

Larry Cox

Safety, Training and Compliance Coordinator

Did you know that bottled water that is left out in the sun can start a fire? It's true! The sun's light is focused as it passes through the water to the point that it can reach temperatures over 200 degrees. It is the same concept as using a magnifying glass to burn ants, but the water is what concentrates the light rather than the curvature of the glass. Before you leave a bottle of water in your car on a sunny day, ensure that it is not left in the direct sunlight.

Safety Department

Lessons Learned – Distractions

Greg Schabell

Safety Manager

M/V Christine B was returning to the dock light boat from the staging fleet to prepare for crew change. The deck crew was finishing cleaning up the galley area. The pilot was trying to complete some paperwork when he had to restart his computer. He turned on his wheelhouse light to see better, which had been on for several minutes when the vessel struck a loaded barge in the fleet. The STBD towknee struck the stern of the barge ~8' from the STBD edge. A deckhand was knocked off his feet and struck the bathroom door with his head and knee. The barge had an ~3" indentation at the deck line and internal structural damage. The vessel's MSD piping broke apart and one of the engine room windows shattered from the force of the impact. Distraction and fatigue are the 2 most frequent causes of incidents in the transportation industry according to the National Transportation Safety Board. The biggest modern distraction is Portable Electronic Devices. More and more technology is being introduced into wheelhouses as time goes by, and that will continue to be the case. Technology can make an operation more efficient and safe, but there is also a downside. That same technology also serves as distractions. In this case, the pilot was trying to complete his computer stuff before crew change.

This incident was caused by a series of bad decisions. The pilot effectively blinded himself to outside the wheelhouse when he turned on his wheelhouse light. If he needed to finish up some paperwork, he should've stayed further out in the channel rather than skirting the fleet. If you know you'll be distracted, then full ahead is also not the right decision. If you're not going to be able to regularly check your surroundings, then you need to tie off to a fleet or wait to you return to the dock. Everyone tends to rush at the end of their shift to finish their paperwork and chores. These need to be addressed throughout the shift when there is downtime or when things are at least slowed down. Paperwork and technology are not going away. We need to manage our time so we can complete the paperwork without jeopardizing the safety of the crew or the vessel. When in doubt, the paperwork needs to get done but it can wait.

Quote of the Month

"Mackerel skies and mares tails, soon will be time to shorten sails."
Old sailors proverb

Coming through Lock 52 by Ed Eichhorn.
Winner of the best pic of the month!



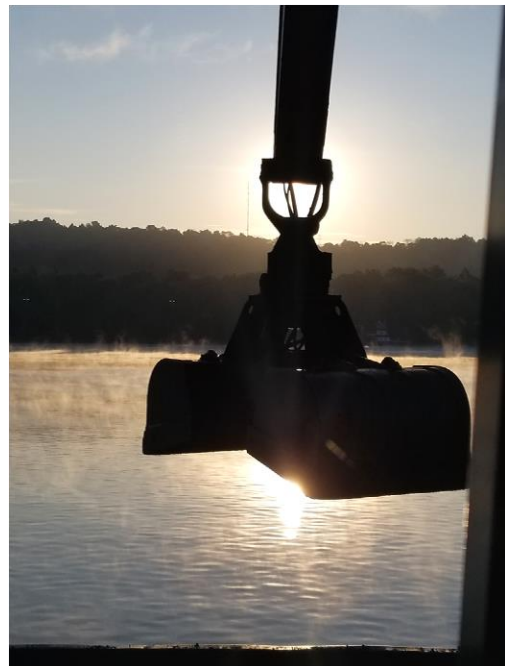
Sunset over new dock installation for Cargill by
Brandon Weisner.



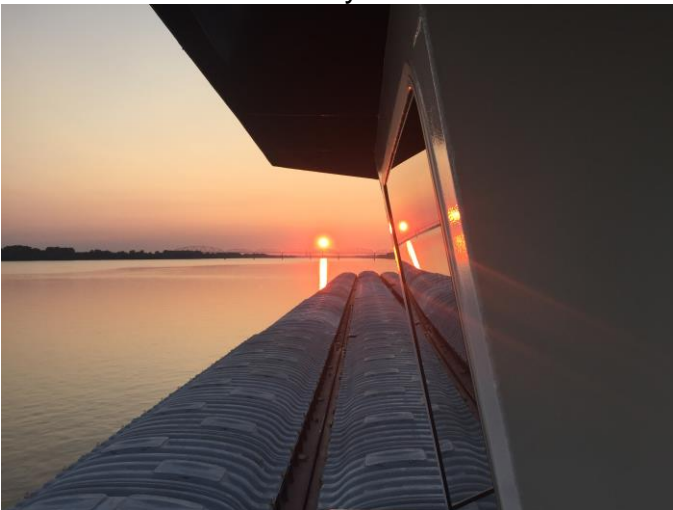
Taking the Nucor dock barge up the Licking by
Mike McNeely.



Sunrise at Zimmer by Mike Graves.



Sunset above Lock 52 by Drew Kossen.



James H NB thru Cinci Bridges by Richard
Youngman.





BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Bayless, Christopher T	28-Sep
Berning, Patrick	17-Sep
Chase, Matthew	27-Sep
Collins, Adam	19-Sep
Craig, Donald	5-Sep
Crawford, Michael	2-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
Lawrence, Roger Ruttle	5-Sep
Laws, Cody Wayne	15-Sep
Loschiavo, Thomas	16-Sep
Middleton, Ricky	19-Sep
Moore, Kevin	24-Sep
Pennington, Jason L	21-Sep
Prodoehl, Alex H	8-Sep
Terrell, William	1-Sep
Thomas, Chad	23-Sep

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
LeGrand, Robert	9/26/2016
Lewis, Robert W	9/16/2014
Martin, Ulice	9/1/2016
Miller, Allen	9/9/2008
Pennington, Jason L	9/1/2015
Popp, Anthony	9/21/2011

MORE PICS!

New ramp installed at Hebron for easy access to the cleaning rig.



Fireworks.



Dredging at Black River.



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 do I send in pictures for the monthly contest?
A: Email Greg Schabell at gschabell@carlislebray.com to send in pics for the contest.

Q: Who do I contact for the employee referral program?
A: Emma Obertate.