



C & B Newsletter

Volume 36, Issue 36

December 2015

The New Year

Ed Lapikas

General Manager

We would like to wish everyone a happy and prosperous New Year! A new year is always a great time to work on future goals, and to streamline current processes. Guys, it is essential that we communicate better. Any changes that are outside of our normal operating procedure must be addressed with management. If a customer asks you to do something that you're not sure of, or not our policy, you **MUST** contact operations management to get approval. Also, if you are new to a vessel, and have questions, please ask. Never be afraid or too proud to ask, as there is "no such thing as a dumb question." We are dealing with very expensive equipment and people's lives, so it is important that we always operate under approved company policy.

Another thing that needs to be addressed is chain of command. If you have a question or concern, you should always discuss it first with your immediate supervisor. Give that person a chance to do their job, and if a resolution cannot be achieved, then the next step would be their supervisor. Following the appropriate chain of command ensures that everyone is aware of the situation and working towards resolution. We all need to take ownership and work together, and communication is key.

Inside This Issue

1. New Year
2. 7 Bridges Connecting 7 Hills
3. The Frog
4. Completing the Daily Vessel Log – 2
5. Open Containers & Open Doors
6. Eye Protection
7. Lessons Learned
8. Employee Corner – Anthem App
9. Quote of the Month
10. Photo Gallery
11. Calendar Events
12. Announcements
13. Questions and Answers

7 Bridges Connecting 7 Hills

Cincinnati Southern Railroad Bridge – Opened between Ludlow and Cincinnati in 1877 and totally rebuilt in 1922, it is still the busiest railroad bridge in the area with about 30 trains crossing per day.

Brent Spence Bridge – Originally proposed as a tunnel and opened in 1963, it carries I-71 and I-75 across the Ohio River between Covington and Cincinnati. The bridge is named for a Northern Kentucky 16-term Congressman.

C&O Railroad and Clay Wade Baily Bridges – The C&O Bridge opened in 1888. In 1929, the railroad constructed a new bridge adjacent to the 1888 structure which was then converted into a highway bridge. In 1974, the 1888 bridge was demolished and the Clay Wade Baily Bridge, carrying US 25, 42 and 127, constructed. Baily was a Kentucky Post reporter who covered Kentucky state politics for 46 years.

John Roebling Bridge – The first permanent bridge over the Ohio River between Kentucky and Ohio. Roebling would later build the Brooklyn Bridge. The Bridge opened to pedestrians in 1866 as the world's longest suspension bridge, and to vehicles in 1867.

Taylor-Southgate Bridge – Carries US 27 between Newport and Cincinnati. It opened in 1995 replacing the 1891 Central Bridge. It is named for 3 Northern Kentuckians: Dr. Louise Southgate, Richard Southgate and General James Taylor Jr.

Newport Southbank Bridge – Originally the Newport-Cincinnati Bridge, it carried the LC&L Railroad and was the first railroad bridge spanning the Ohio. It was renamed the L&N Bridge in 1904. After years of disrepair it was reinvented as a pedestrian bridge and renamed the Purple People Bridge.

Daniel Carter Beard Bridge – Nicknamed the "Big Mac Bridge," it opened in 1981, carrying I-471 across the Ohio between Newport and Cincinnati. Beard founded the Sons of Daniel Boone, a forerunner of the Boy Scouts.



Marine

The Frog

Willie Terrell

DP&L Supervisor

I wanted to share something that I read recently. Put a frog into a vessel filled with water and start heating the water. As the temperature of the water begins to rise, the frog adjusts its body temperature accordingly. The frog keeps adjusting its body temperature with the increasing temperature of the water. Just when the water is about to reach the boiling point, the frog cannot adjust anymore. At this point the frog decides to jump out. The frog tries to jump but it is unable to do so because it has lost all its strength in adjusting with the rising water temperature. Very soon the frog dies. What killed the frog? Think about it! I know many of us will say the boiling water. But the truth about what killed the frog was its own inability to decide when to jump out. If something doesn't feel right, you must act rather grow complacent. If we allow it to continue to simmer, then it may be too late to avoid the incident. Let us decide when to jump and let's jump while we still have the strength.

Safety Department

Completing the Daily Vessel Log (DVL) - 2

Greg Schabell

Safety Manager

Please refer to RCP chapter 7-11. The DVL is not just a barge shifting document. It is an important legal document encompassing all significant vessel activities for that day and the Pilot is responsible for it. The log is also the documentation we use to be paid by our customers. We are now using TowWorks for the daily log, but the requirements and purpose remain the same. The RCP Manual lists the items to include: drills and safety meetings, non-conformances on the Pre-sail Checklist, any crew illness, any personal injuries, collision/stranding/grounding, visitors, barge drop off/pick up, standby time, fleets inspections, crew changes, vessel damage, machinery issues, broken wires, delays, environmental incidents, LOTO use, FCC log entries, departure/arrival times, etc. The DVL has spaces to document garbage disposal, testing the General Alarm, adding chlorine to MSD, and disposal of batteries/oily rags/hazardous waste/medical waste. The log must be kept daily, accurately and legibly. The log must be retained on the vessel for 1 year. You must state the crew onboard and the start and stop of your shifts. In case you wonder about the importance of this document, in the event of...

abandoning ship, you are instructed by the RCP Manual to attempt to retrieve it – this is no longer necessary since the document is stored on TowWorks. This document can save you or ruin you in the event of an incident. This document can also save or ruin the company's financials – documenting events such as stand by time and fleet inspections can make this difference. Ensure that it is accurate and complete. Your entries should be concise and factual. At the end of your shift, ensure that all entries have been made and that they're accurate.

Safety Department

Policy & Procedure Updates: Open Containers & Open Doors

Greg Schabell

Safety Manager

We have reports that we're having an issue with open containers again! We've sent out memorandums regarding the correct way to store products and the materials already in C&B Facility Manual will be added to the RCP Manual in 2016. Open containers are a serious issue because the hazards that unlabeled/mislabeled containers pose to employees, it complicates proper disposal of products, and it leaves us open for citation. The improper mixing of products because of unlabeled or mislabeled products can result in fires, explosions, respiratory hazards, and chemical hazards. If you leave an open container and an environmental incident occurs because of that, then you may be held **personally liable**. All products must remain in sealed, labelled containers. If products are put into buckets or drums other than their original container, then they must be sealed and labelled once they're put into that container. We have labels but duct tape may be used if you do not have labels. If you need labels, then request them from Supply. Management and Safety will be looking for open containers across the fleet – **THE SUPERVISOR OR PILOT ONBOARD WHEN OPEN CONTAINERS ARE DISCOVERED WILL BE WRITTEN UP AND SUBJECT TO FURTHER DISCIPLINARY ACTION.**

Another update that will be specified in the updated Manual concerns the Vessel Underway procedures found in Chapter 7. **WHENEVER A VESSEL IS UNDERWAY, ALL HATCHES AND DOORS ON THE MAIN DECK MUST BE SECULARLY CLOSED (WATERTIGHT, IF APPLICABLE).** This should always be our practice but it is vital in high water conditions. If there are openings on the main take while the vessel is taking on water, the vessel may be gone in a matter of moments once the water makes it into those openings!



Marine

Eye Protection

Willie Terrell

DP&L Supervisor

I've been talking to my crews up here about chipping ice off the head of the boat and deck fittings. This is an important and regular activity during the winter months to keep the decks free of ice, especially on the head of the vessel where most of the traffic and water splash occurs. The Policy & Procedure Manual requires eye protection whenever "eye impact hazards exist" and lists specific activities that require either safety glasses or goggles. Chipping ice is not listed but flying ice can cut like glass. We should always have on eye protection when chipping or breaking up ice, or whenever there is a danger of objects impacting your eyes.

Safety Department

Lessons Learned

Greg Schabell

Safety Manager

We have had 3 incidents since high water has hit and we were lucky that they were not more severe. I want to address 2 incidents in this Lessons Learned: a breakaway at Trimble County and an allision at Hebron. I have combined these 2 incidents because they both address the authority of the Master and requesting help when you feel that something is wrong. The Master of the vessel possesses the ultimate authority on matters regarding the safety of the vessel and the crew. The Master has the ultimate authority to reject a barge or task involving the vessel. The Policy & Procedure (RCP) Manual outlines these authorities and responsibilities in considerable detail. The Master must account for the prevailing circumstances – including experience of the crew, weather, river stage, horse power, cargo, etc. – in order to assess the risk accurately and make a determination on whether a task is safe. Secondly, we must know when to ask for help. In both of these incidents, the pilot did not ask their supervisor or C&B management about their concerns before executing the task. At Trimble County, the pilot recognized the hazard and that the task was contrary to known procedures, but relied on the plants authorization rather than contacting C&B. While authorization from the plant may excuse liability, it cannot excuse the Master's responsibility for the safety of the crew and vessel – which the pilot surrendered to the plant.

At Hebron, the pilot had only been on the Beverly Wayne a couple of times, but did not contact another pilot more familiar with the vessel or management to determine whether the vessel was capable of safely executing that maneuver in those conditions. The next couple of months have the highest volume of incidents each year and the potential consequences are the most severe in these conditions. We know that we need to display extra vigilance. We know that high water changes the prevailing circumstances, which changes the safety precautions we should take. We need to have confidence in our skills but I have never met a "professional" that shied away from asking questions when they were not sure. SLOW DOWN! USE YOUR RESOURCES! Call another pilot, your supervisor, or management! Your supervisor or the General Manager is NOT going to get mad that you took a moment to ask about a safety concern that you or the crew has – this is especially true in hazardous conditions such as high water. Never surrender your authority for the safety of the crew and vessel, and always ask when you're not sure. Especially during this time of year, make the safety of your crew and your vessel the most important task each and every day!

Accounting Department

Employee Corner – Anthem App

Emma Obertate

Assistant Controller

Looking for a network pharmacy nearby or what your drugs will cost before you get them? Find out at anthem.com or the Anthem app for [iOS](#) and [Android](#). Want personalized pharmacy information about the things that matter most to you? There are 2 easy ways to learn more about your pharmacy plan. First, register at anthem.com to find out things like where the nearest network pharmacy is, how much your prescription drugs will cost, how to save money on the drugs you need and more. Once you've registered on the site, you'll be able to: see how much your prescription will cost, find a network pharmacy, and look up drug claims. Second, our mobile app puts decision-making tools in your hands when you're on the go. By using a smartphone or other mobile device, you can see your pharmacy benefits whenever or wherever you want.

Quote of the Month

"The fisherman know that the sea is dangerous and the storm terrible, but have never found these dangers sufficient reason for remaining ashore."
Vincent van Gogh



Christmas Eve by Willie Terrell. Winner of the monthly pic contest!



f

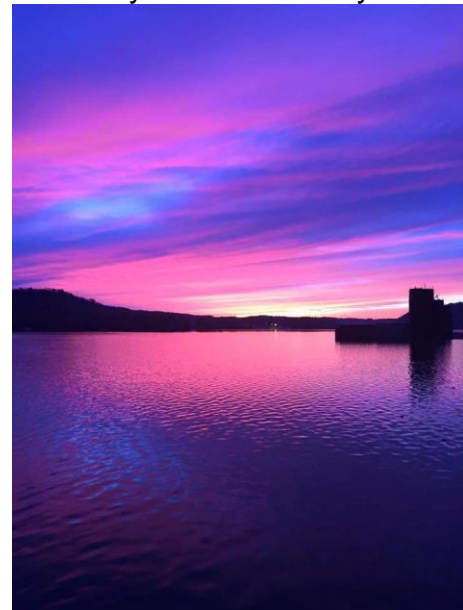
RiverCenter by Adam Myers on the Enterprise



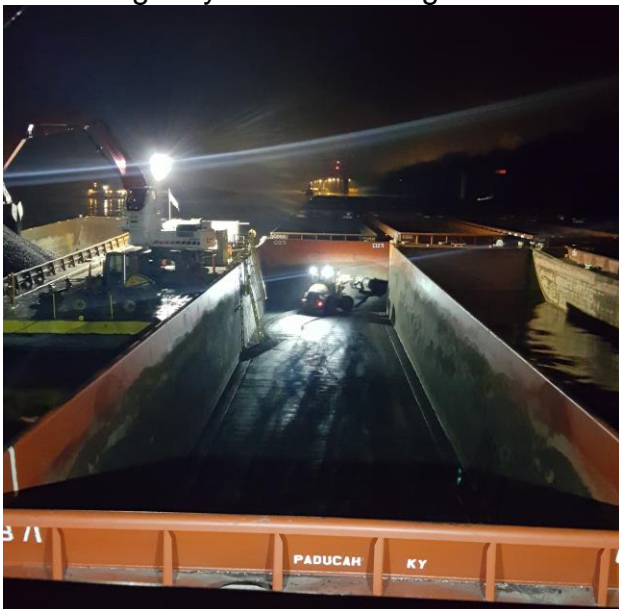
Hebron rainbow by Danny Jump



Stuart Station by John McKinney



Ghent at night by Jason Pennington



The Endeavour





BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Deer, James	14-Jan
Freeman, Charles	4-Jan
Fryman, David	14-Jan
Gesler, Kyle A	12-Jan
Jones, Jerry	8-Jan
Keaton, Gary L	3-Jan
Kristof, Matthew	17-Jan
Leach, Edgar	21-Jan
Lenear, Robert H	28-Jan
Mackie, Joseph T	13-Jan
Pennington, Donald	31-Jan
Rowe, Justin K	24-Jan
Schell, Noah D	1-Jan

Full Name	Hire Date
Bray, Chad	1/10/2000
Bray, Scott	1/10/2000
Caddell, Kyle L	1/6/2015
Caldwell, Johnny	1/13/2014
Carlisle, Robert	1/1/2003
Harris, Robert	1/23/2007
Monroe, Anthony	1/6/2006
Pennington, Donald	1/18/2015
Sedam, Tyler A	1/6/2015
Swan, Tim B	1/12/2015

Jason Hannon welcomed Quentin Matthew 12/25



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

C&B Dry Dock Raised Its First Vessel!!



2016 C&B Calendars

The 2016 C&B Calendars are in!! All vessels and facilities will receive a copy with the operational schedules in the coming weeks. All employees are welcome to have a copy without the schedules to take home – ask Safety when you see us in the fleet or come to the Covington office for a copy. We hope that you enjoy!

Documentation/Email/Retention

We are sending out pre-labelled folders for your files in the coming weeks along with banker's boxes to store 2015 documents. The "Field Documentation Emailing Filing Retention & Custody" lists the documents sent into the office, who to email the documents to, and how long to retain those documents. All files are kept onboard for 1 year. On January 1 of every year: start new labelled filed folders (Safety is making these up for your), store previous year's files in banker's boxes (Safety will deliver along with files), remove files older than 1 year old, and have the Warehouse pick up discarded files. Get documents more than one year old off the boat. The "Field Documentation Emailing Filing Retention & Custody" will be laminated and posted in the in the coming weeks. Contact Greg Schabell if you have any questions.