



# C & B Newsletter

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## Challenging Season

**Ed Lapikas**

General Manager

I am sure everyone will agree that January has been an extremely challenging month for our business. The severe weather has placed many obstacles in our path, and it has not been easy for an operation that runs 24-7. Our customers depend on us to get the job done, and we have continually delivered despite the less than ideal conditions.

I would like to thank each member of our team for their dedication through the cold and icy conditions. We must never forget that one mistake can put our lives on the line. We had a man over board this month, and had it not been for the quick actions and training of the JL Braden crew, we could have lost a member of our C&B team.

Thank you everyone for your persistent hard work and commitment to safety. There are pictures in the photo gallery of the extreme weather you all have overcome. Our goal is for everyone to go home safely every day to their family.

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## Lazy Bench

*Toe the Line*

**Greg Schabell**

Safety Coordinator

The space between each pair of deck planks in a wooden ship was filled with packing material called "oakum" and then sealed with a mixture of pitch and tar. The result, from afar, was a series of parallel lines a half-foot or so apart, running the length of the deck. Once a week, as a rule, usually on Sunday, a warship's crew was ordered to fall in at quarters - that is, each group of men into which the crew was divided would line up in formation in a given area of the deck. To ensure a neat alignment of each row, the Sailors were directed to stand with their toes just touching a particular seam. Another use for these seams was punitive. The youngsters in a ship, be they ship's boys or student officers, might be required to stand with their toes just touching a designated seam for a length of time as punishment for some minor infraction of discipline, such as talking or fidgeting at the wrong time. A tough captain might require the miscreant to stand there, not talking to anyone, in fair weather or foul, for hours at a time. Hopefully, he would learn it was easier and more pleasant to conduct himself in the required manner rather than suffer this punishment. From these two uses of deck seams comes our cautionary word to "toe the line."





## Score Global

### *River Ice Safety Procedures*

#### **Andy Cannava**

Vice-President Score-Global

Please follow the best practices below in response to icy conditions and pass this information along to your relief:

1. Avoid splash water on lead barge decks (slow down).
2. Rotate lines into warm areas on boat (engine room) to keep thawed out.
3. Keep lines under tarps while on deck.
4. Have extra rigging & lines available.
5. Keep decks clear of ice with salt (ensure that you have plenty of salt for the coming week).
6. Break up ice on decks and deck fittings with sledge hammers.
7. Report ice conditions to General Manager, especially if ice stops moving.
8. Have a safe location (under points and at ice piers) to hold tows.
9. Check onboard water, fuel, and food supplies to sustain activity if you cannot get to landing.
10. Beware of pack ice built up on head of fleets and flush build ups.
11. Have sheer barges available for placement at fleets (the General Manager needs to approve this action).
12. Allow main engines to idle to keep engine room warm and keep engine room doors shut to keep it warm.
13. IF DECKS ARE SHINY, THEN THEY ARE SLICK! Take extra precaution and slow down.

## Lessons Learned

### *Man Overboard*

#### **Greg Schabell**

Safety Coordinator

On 1/16/14 M/V JL Braden was facing up to a load. The crew walked outside the towknees. The deckhand grabbed the facewire with his right hand and transitioned his left hand from the hand rail to the wire hook for support. He over extended himself, the facewire pulled his center of gravity to the water board side, he lost his balance, and fell overboard. Complacency directed them to do "what they always did" and ignore the change in the prevailing circumstance with the icy conditions present that day. They lost situational awareness. All crews

are directed to stay inside the towknees to prevent the potential for a MOB. Keep your decks clear of ice, use sledge hammers to break up ice, and ensure there is a good supply of salt kept on the boats and rigs. Raise your situational awareness during the cold season, watch your footing, slow down, do not over extend yourself, and maintain a good center of gravity. The other deckhand saw his shipmate in the water. He and the pilot worked quickly to secure him and get him back onboard. Nobody was injured. The training and regular MOB drills allowed the crew to react quickly and intelligently. This could've resulted worse, as it has recently in this area. Ensure that all of your coworkers are trained in MOB response and that everyone exercises the best cold weather practices.

## Operations

### *Back Safety Tips*

#### **Ed Lapikas**

General Manager

We have experienced high precipitation in recent weeks, and as a result we are pumping barges more frequently. Here are a few back safety tips that you can add to your job briefing:

#### **How to avoid back injuries?**

- Get help before you try to lift a heavy load.
- Avoid walking on slippery, uneven surfaces while carrying something.
- Look around before you lift, and look around as you carry. Make sure you can see where you are walking. Know where you are going to put the load down.
- Make sure you have enough room to lift safely. Clear a space around the object before lifting it.
- Don't overdo it, don't try to lift something too heavy for you. If you have to strain to carry the load, it's too heavy.

#### **What is the best way to pick up an object?**

- Use slow and smooth movements. Hurried, jerky movements can strain the muscles in your back.
- Keep your body facing the object while you lift it. Twisting while lifting can hurt your back.
- Keep the load close to your body. Having to reach out to lift and carry an object may hurt your back.
- "Lifting with your legs" should be done only when you can straddle the load. To lift with your legs, bend your knees, not your back, to pick up the load. Keep your back straight.
- Try to carry the load in the space between your shoulder and your waist. This puts less strain on your back muscles.



## Lessons Learned

Christine B

**Greg Schabell**  
Safety Coordinator

On 1/29/13 the crew on the Christine B was grabbing a 3" barge pump from the engine room for the cleaning rig. They did not inform the pilot of this activity. One deckhand carried the hose to the main deck while the other carried the pump. As he was stepping over the door's raised lip from the engine room to the main deck with the pump, the vessel bumped the empty fleet. He fell onto the main deck and dropped the pump onto his leg. He would've fallen overboard if the guard chains were not in place.

This incident could've been avoided if the crew had informed the pilot of this activity, so the vessel would've stayed in place until the pump was delivered. There was no communication and, therefore, there was no job briefing to cover the potential hazards. The crew lost situational awareness and were not aware of the boats movements and the potential for the bump. Lastly, the crew failed to adhere to established policy and procedures by carrying a 3" pump by himself. By sacrificing thoroughness for efficiency, the crew focused on getting the pump quickly instead of safely and in accordance of C & B's policies. If any one of these failures was not present, this incident would not have occurred. The incident could also have resulted in a MOB without the guard chains in place, so the last lesson is to always inspect your safety equipment to ensure that it is in good working order. Again, the most important thing is that everyone goes home safely. Luckily, nobody was injured in this incident.

## Safety Department

Quizzes and Drills

**Greg Schabell**  
Safety Coordinator

We have recently requested drills and quizzes from individuals across the fleet. The office is correcting a gap that was created in July. I apologize if you are submitting quizzes or drills for the second time. These records are important to the USCG and our customers. We are ensuring that the training you have completed is accurately recorded. As indicated several places in this volume of the Newsletter, this training and your drills can prove invaluable in an emergency situation and save your lives. Moving forward, we will rely on the online site, Proprofs,

exclusively for tracking our quizzes. This should help prevent paperwork from being misplaced and records lost. Demand that your coworkers are trained and can respond to emergencies by participating in practical, regular drill simulations.

## Meritorious Public Service Award

Rick Embry

**Greg Schabell**  
Safety Coordinator

On July 31, 2013 M/V Richard Baker spotted a disabled pleasure craft with 3 adults and 2 children drifting into a fleet of barges. Kyle Hardmann and Jarvis Shelton launched the Zodiac to rescue the passengers before their vessel was dragged underneath the fleet. The Zodiac capsized during rescue efforts. M/V Miss Shelia and Jackie Sue assisted in the recovery of the family as the pleasure craft was sucked beneath the barges. Hardmann was recovered but could not be revived. He died as a result of his heroic efforts and the 3 adults and 2 children were saved. Hardmann and Shelton were awarded the Gold Lifesaving Medal, which the USCG has awarded less than 700 times since 1874, making it one of the rarest medals awarded and the third oldest medal still issued by the US military. Rick Embry was present for an inspection on behalf of C & B Marine, and was awarded the Meritorious Public Service Award for his actions in coordinating the rescue efforts.



## Quote of the Month

"Anyone can hold the helm when the sea is calm...but in stormy waters it takes strength, commitment and responsibility to stay the course."

Publilius Syrus, 1<sup>st</sup> Century BC

James H Icy Tow



Wayne C Icy Tow



William B, Steve Kuhr & Bob Stith



Stuart Limestone Unloading



Licking River Tow



Griffin C





## CALENDAR OF EVENTS

### BIRTHDAYS

7-Feb	Hastings, Jason A
9-Feb	Ray, Zachary
12-Feb	Thompson, Ryan
13-Feb	Westmoreland, Robert L
15-Feb	Carnes, Jennifer
19-Feb	Urlage, Nicholas C
20-Feb	Fryar, Eldred A
25-Feb	Hughes, Christian T.

### ANNIVERSARIES

3-Feb	2013	Moore, Gary W
6-Feb	2012	Armstrong, Thomas J
6-Feb	2012	Thomas, Chad J
18-Feb	2010	Weisner, James B
21-Feb	2007	Hughes, Christian T.
22-Feb	2006	Brown, Donald
27-Feb	2006	King, Don
27-Feb	2012	Cunico, Allen D
28-Feb	2011	Swayne, Jeffrey A

### 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: When are the new boats scheduled for service?

A: The latest word is that M/V Enterprise will be ready for operation in February and M/V Discovery will be ready in March.

## ANNOUNCEMENTS

Roger Williamson welcomed his second grandchild, Crider Lee Williamson on January 20, 2014. Crider was 7lbs, 23" long, and came with a full head of hair. Congratulations to his family!

Does Jeff Emerson reel in a whopper that could've been a state record...or is it just another whopper of a fish story?? It looks like an amazing catch for sure!



Q: How do I get in the Newsletter?

A: Individuals and operations will be recognized in each month's Newsletter for outstanding efforts in regards to safety, maintenance, operations, etc. The department managers will note the employee or operation they would like included in the Newsletter.

Q: Can I send pictures to be published in the Newsletter?

A: Yes! Send pictures to Greg Schabell or your manager.