

C & B Newsletter

Issue 56

July 2017

Lazy Bench

USS Constitution

Greg Schabell

Safety Manager

USS Constitution is a wooden-hulled, three-masted heavy frigate of the United States Navy, named by President George Washington after the Constitution of the United States of America. She is the world's oldest commissioned naval vessel *afloat*. *Constitution* was launched in 1797, one of six original frigates authorized for construction by the Naval Act of 1794 and the third constructed. Joshua Humphreys designed the frigates to be the young Navy's capital ships, and so *Constitution* and her sisters were larger and more heavily armed and built than standard frigates of the period. *Constitution* was built in the North End of Boston, Massachusetts at Edmund Hartt's shipyard. Her first duties with the newly formed U.S. Navy were to provide protection for American merchant shipping during the Quasi-War with France and to defeat the Barbary pirates in the First Barbary War.

Constitution is most noted for her actions during the War of 1812 against the United Kingdom, when she captured numerous merchant ships and defeated five British warships: HMS *Guerriere*, *Java*, *Pictou*, *Cyane*, and *Levant*. The battle with *Guerriere* earned her the nickname of "Old Ironsides" and public adoration that has repeatedly saved her from scrapping. She continued to serve as flagship in the Mediterranean...

and African squadrons, and circled the world in the 1840s. During the American Civil War, she served as a training ship for the United States Naval Academy.

Constitution was retired from active service in 1881, and served as a receiving ship until being designated a museum ship in 1907. In 1934, she completed a three-year, 90-port tour of the nation. *Constitution* sailed under her own power for her 200th birthday in 1997, and again in August 2012 to commemorate the 200th anniversary of her victory over *Guerriere*.

Constitution's stated mission today is to promote understanding of the Navy's role in war and peace through educational outreach, historical demonstration, and active participation in public events as part of the Naval History & Heritage Command. As a fully commissioned U.S. Navy ship, her crew of 60 officers and sailors participate in ceremonies, educational programs, and special events while keeping *Constitution* open to visitors year round and providing free tours. The officers and crew are all active-duty U.S. Navy personnel and the assignment is considered to be special duty in the U.S. Navy.

Now the *Constitution* is back in Boston after 2 years of restoration. "The ship has been the cornerstone of the Navy for a long time," said Robert Gerosa, the *Constitution's* commanding officer. "To be a part of the ship is truly an honor." "Old Ironsides" will be open to the public again in September after additional top-side repairs are completed.

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Energy

Matt Brooks

Paul Wiesner

C&B Energy Services General Manager

I am going to have Matt Brooks help me get things caught up on the management/documentation side of C&B Energy. He will be making regular visits to all the finish unloading, barge cleaning and barge unloading sites to help us improve our communication and try to make a more cohesive operation. Matt will be starting first with some documentation that has lapsed, being assisted by the safety department. This will involve him visiting sites and going over some equipment training and procedures to make sure all of our equipment operators have the proper training for their current work assignments. This measure is to ultimately help make our operations safer and more productive. Please feel free to contact me if you have.

Safety Department

Lessons Learned – Navigating Height Differences

Greg Schabell

Safety Manager

Last week at Hebron, an employee attempted to step down several feet from an empty to the dock string when his left ankle rolled. We're constantly faced with uneven surfaces and large step downs/ups in the marine industry. When these are permanent, we need to have steps or a ramp; however, most of these are temporary. When they're temporary, we need to know the safest way to navigate that hazard. There are several options to do so: whenever there is a height difference more than waist-high, a ladder must be used; often times you're able to walk up the rake or down to a lower section of the barge to reduce the height difference to an acceptable level; and sometimes it is optimal to just get on your butt and slide down onto the barge, which, again, reduces the height difference. The worst thing that you can do is attempt to step down with one leg. When you do that you're automatically off balance. You must fully commit at some point and shift your all of your body weight forward, which puts all of that force on one leg while you're already off balance. You're setting yourself up for a fall or a sprained ankle, like happened here. If you identify a permanent height difference more than waist-high, let us know so we can install steps or a ramp. If you're faced with a temporary height difference, then choose the safest means to do so by following the examples above. If you're not sure about the safest route, then ask your supervisor or other experienced personnel. The...

Safety Department is also always available and we would be happy to complete a risk assessment to determine the safest way to mitigate or avoid the hazard.

Marine

Nucor and Customer Satisfaction

Ed Lapikas

C&B Marine General Manager

As July comes to a close, we want to thank everyone for a very successful and productive July. We've been operating at Nucor this month, and we were able to satisfy our customers' needs, which may earn additional business for us in the future. We were able to act quickly when they needed us, and their management is really pleased with the way that we operate.

We want to thank our crews who really stepped up and worked extra hours to get the job done. We've been really short on staff for some time, but still managed to excel. The hard work and dedication that everyone put in does not go unnoticed. It is this hard work that shows our customers our commitment and sets us apart from other companies. We want to be known as the company that goes the extra mile to get the job done, and all of our guys proved that. Again, I would like to thank everyone for your hard work and dedication.

Safety Department

Get Moving!

Greg Schabell

Safety Manager

Want an all-natural way to lift your mood, improve your memory, and protect your brain against age-related cognitive decline? Get moving! A wealth of recent research suggests that any type of exercise that raises your heart rate and gets you moving and sweating for a sustained period of time — known as aerobic exercise — has a significant, overwhelmingly beneficial impact on the brain. "Aerobic exercise is the key for your head, just as it is for your heart," write the authors of an article in the Harvard Medical School blog "Mind and Mood." The best type of fitness for your mind is any aerobic exercise that you can do regularly and consistently for at least 45 minutes at a time. The evidence that aerobic workouts have a wide range of potential beneficial impacts on the brain — from reducing the symptoms of depression to strengthening connections in parts of the brain linked with memory — is robust and growing. A pilot study in people with severe...



depression found that just 30 minutes of treadmill walking for 10 consecutive days was "sufficient to produce a clinically relevant and statistically significant reduction in depression." Aerobic workouts can also help people who aren't suffering from clinical depression feel less stressed by helping to reduce levels of the body's natural stress hormones, such as adrenaline and cortisol, according to a recent study in the Journal of Physical Therapy Science. Researchers still aren't sure why this type of exercise appears to provide a boost to the brain, but studies suggest it has to do with increased blood flow, which provides our minds with fresh energy and oxygen. Joe Northey, the lead author of the British study and an exercise scientist at the University of Canberra, said his research suggests that anyone in good health over age 50 should do 45 minutes to an hour of aerobic exercise "on as many days of the week as feasible."

Service Department

Stack Colors

David Westrich

Port Engineer

Moving forward we will be painting all of the engine stacks blue. At this time, we do not want to make special requests for the blue paint or simply waste paint if your vessel stacks have already been painted this year. Please make note of this change when your paint project comes up next. Thank you in advance!

Safety Department

Lessons Learned – Dry Dock

Greg Schabell

Safety Manager

The Hebron dry dock was preparing to lower a barge off the dry dock when a severe weather storm came in. As the rain and wind came in, the Dockmaster determined to re-task the 2 crew members to keep them out of the weather. 3 people are required to raise/lower the dry dock: the Dockmaster in the control room, and an employee at the upper winch and an employee at the stern winch to check the wire to keep the dry dock against the dock as it is raised/lowered. The wind pushed the dry dock's stern out into the channel and ran the wire out of the drum. The shore power cable was ripped out of the electrical panel on the dock and started setting off sparks. The Dockmaster tried to reach the vessel and the other crew members by cell phone, but was not able to effectively with his device. The Discovery saw what was occurring and started to shove in on the dry dock to get it back against the dock.

Once again, we have an incident because a shortcut was taken due to weather. Incoming weather should've made having all personnel on hand all the more necessary; instead, the supervisor sent everyone away. The reason was understandable enough: he wanted to keep the crew out of the weather. However, that same reason (wind and rain) made it almost certain that the stern would catch the wind and get pushed out into the channel. Furthermore, he did not do anything to reduce the risk that he created. Radios should've been used to ensure good communication with the dry dock crew and the vessel so everyone could respond effectively in the event that things did start to go bad. Ultimately, if the weather was severe enough that the crew couldn't be outside during it, then the dry dock shouldn't have lowered at all. They should've waited for the storm to pass, which it did shortly after this incident occurred. We CANNOT allow ourselves to take shortcuts. We CANNOT listen to that voice in our head trying to convince us that it will be okay and we can ignore procedure this once. We need to identify the hazards and assess the risk. If something is not safe in the best of conditions, then it is definitely NOT safe when conditions worsen. Sometimes the conditions will prohibit the task altogether until those conditions have improved. We need to have that patience.

This incident could've been extremely bad. What if the barge became electrified? Everyone on that barge could've been killed with 480 volts running through the steel. Have you talked to your crews about what to do in that event? The natural reaction when things start sparking is to get away, but as soon as you lift one foot off that deck you're no longer grounded and the full charge will hit you. If you're concerned that the ground (earth or the deck) is charged, your first order needs for everyone to freeze where they are. They need to keep both feet on that deck. If they need to move, there are 2 ways to do so: hop with both feet or shuffle keeping both feet on the deck.

Quote of the Month

"Give a man a fish and feed him for a day. Give him a fishing lesson and he'll sit in a boat drinking beer every weekend."
Alex Blackwell

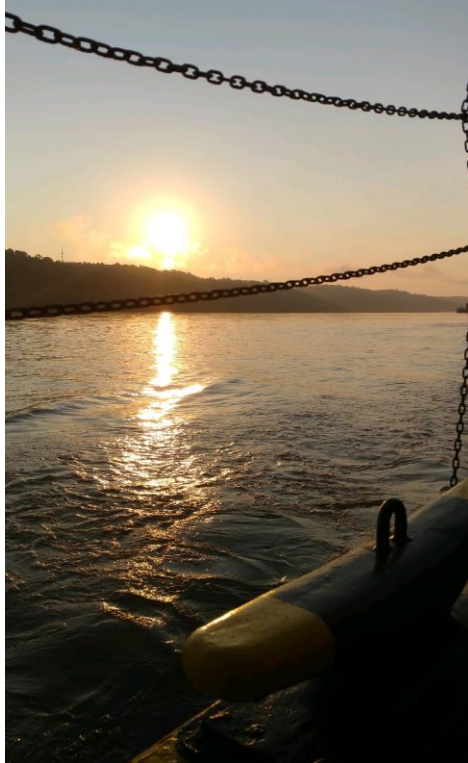
Aurora fireworks off the Wayne C by Norman Cutter. Winner of the best pic of the month!



Purple Haze at Stuart by Mike Crawford.



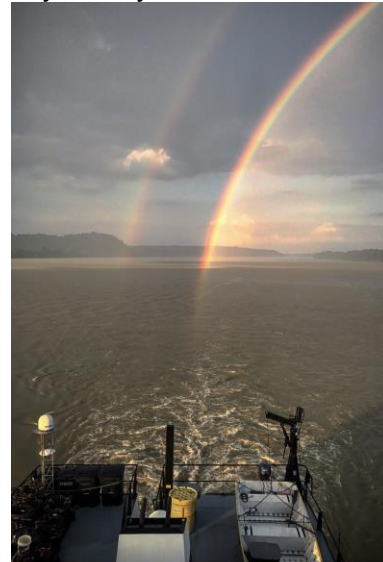
Sunset at Silver Grove by Mike McNeely.



Eagle at Silver Grove by Mike McNeely.



Double-rainbow in Elizabethtown from the Enterprise by Corey Davis



The Enterprise alongside the Paul T.





BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Blount, Anthony W	10-Aug
Cucinotta, John	20-Aug
Cunico, Allen	7-Aug
Gentry, Michael	13-Aug
Haynes, Adrian Damiel	9-Aug
Heflin, Leslie J	26-Aug
Putzke, Gordon	24-Aug
Raines, Thomas	14-Aug
Snyder, Tracy	26-Aug
Yauch, Coleman J	28-Aug
Youngman, Richard	14-Aug

Full Name	Hire Date
Campbell, Edward A	8/11/2015
Craig, Donald	8/30/2016
Crank, Brian Scott	8/8/2016
Franz, Leonard	8/8/2003
Gesler, Kyle A	8/26/2014
Huff, Kenneth M	8/30/2016
Lenear, Robert H	8/26/2014
Middleton, Ricky	8/26/2008
Wallace, Nolan Broderic	8/16/2016
Watson, Adam	8/9/2016
Weaver, Timothy D.	8/16/2016
Westmoreland, Robert	8/8/2013
Yates, Michael	8/7/2012
Harbin, Kory N	8/29/2016

MORE PICS!

Fireworks off the Enterprise.



Sky on fire by Dale Curry.



Hebron.



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.