



C & B Newsletter

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June 2015

What activity is the most likely to result in a personal injury at C&B: FACING/UNFACING THE BOAT while working ON OR AROUND THE TOWKNEES. Most of the major marine hazard types are present when facing up: STF, lifting, pulling, pinch, crush, line-of-fire, and man overboard. Follow these best practices:

- Keep employees inside the towknees unless impractical;
- Make employees climb up/down the towknee steps facing the steps and using the handrails;
- Do not allow employees to step on/off the vessel until the vessel fully touches up;
- Do not allow employees to grab the facewire until receiving positive communication from the pilot (radio confirmation, eye contact, a wave, etc);
- Ensure employees use proper lifting mechanics/techniques when handling facewires;
- Ensure there is plenty of slack in the wires before an employee will use them;
- Ensure employees are holding the wire correctly with their hands in front of the deck fitting and out of the bite;
- Stay away from edges to secure against any bumps;
- Keep bow free of clutter and STF hazards;
- Keep guard chains up unless immediate task requires it;
- Ensure that there is good non-skid tape on the steps and non-skid paint on the decks and gunnels; and
- Hold regular briefings on pinch hazards and line-of-fire. Review the Critical Task Assessment sheets with you crew on a weekly basis. The CTAs specifically address facing/unfacing the boat. Complacency is the biggest hazard because we do it multiple times per day, every day. Talk to your crew about the hazards associated with facing/unfacing the boat and the ways to avoid those hazards. Make safety the most important task every day!

The **4th of July** is a time for family, friends, and celebration of our nation's independence. John Adams said that "It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations, from one end of this continent to the other, from this time forward forever more." Fireworks are intimately associated with that celebration. I recommend going to a city or other sponsored event so that others are the ones messing with the explosives while you and loved ones stay far away. If you're not going to do that, then just a few things to keep in mind:

1. Keep children away from fireworks. Stay vigilante if you're going to allow them to use sparklers or the like.
 2. Stay as far away as possible from the firework ignition site. Ensure that all those not igniting the fireworks remain at a safe distance.
 3. Most injuries are to a person's hands or eyes.
 4. Keep your body parts (especially your eyes) and other people out of the direction of the fireworks.
 5. Do not lean over a firework once lit.
 6. If the firework does not go off after lit, then wait several minutes, saturate with water, wait several more minutes, and then dispose of it.
 7. Do not light fireworks out of your hand. Use a pipe or other tube to launch bottle rockets and the like from.
 8. Do not drink if you're going to be handling fireworks.
 9. Ensure that fireworks are stored away from ignition sources and that children cannot reach them.
- Always maintain situational awareness of the prevailing circumstances, identify the potential hazards, consider the consequences, and then decide the safest means to accomplish your task. Be Safe & Enjoy!!

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Marine

Allen Miller & Kelly Kerchief

Ed Lapikas

General Manager

C&B would like to welcome Allen Miller to the management team. Allen accepted a position two months ago as our boat crew supervisor at our Ghent operation, and has been doing a great job thus far. Allen began his career in the river industry in 1989, and he received his Masters license in 1995. He has been at the Ghent location since 2009. Please join us on congratulating Allen on his promotion and offer all of your support!

We would like to welcome Kelly Kerchief to the team. She started June 29th as our Warehouse Coordinator. Kelly brings years of inventory and warehouse experience and she will be a real asset to the team. Please join us in welcoming Kelly to C&B!

Accounting Department

Employee Corner – Extra Benefits

Emma Obertate

Assistant Controller

EAP offers a variety of benefits to help you improve your life. You can start getting fit and losing weight by taking advantage of the discounts at LA Fitness and Jenny Craig Weight Loss Centers. We also offer a significant discount on SmokEnders which provides an extra incentive to quit. All you have to do is register! To access the website and resources:

1. Log on to www.theEAP.com
2. Click on the Employee & Family Login button
3. If you've already created a User Name/Password, simply enter that info in the appropriate boxes. If you have not registered, complete steps 4-7.
4. Click on REGISTER HERE
5. Enter your Employer's name and click Continue.
6. Your employer's name will appear; select the button and click Continue.
7. Fill out the Registration Form and create your own User Name and Password, then click Continue. You only need to register once.

Safety Department

Radio Communication

Greg Schabell

Safety Manager

The river industry has long been a world where the talk is crass and dirty, and thick-skin is a job...

requirement. I'm sure that everyone is familiar with the expression of "talking like a sailor." How you choose to talk to one another onboard the vessel – so long as everyone is comfortable with the language and tone – is the perfectly fine. Work should be fun and you should be able to joke around in a respectful manner. However, ALL RADIO COMMUNICATION MUST BE RESPECTFUL, POLITE, AND PROFESSIONAL. Those frequencies can be monitored by our customers, other vessels, and regulatory authorities. We are hearing reports of our radio communication becoming too lax, especially in regards to the language being used. Please see the "Bridge to Bridge Communications" section of the Policy & Procedure Manual. The FCC Bridge-to-Bridge Radiotelephone Act prohibits profanity as a matter of law. Take a few minutes today to review proper radio etiquette and stress the importance of conducting ourselves in a professional manner over the radio.

Dispatch Department

Heads Up Award & TowWorks

Vicky Schottelkotte

Dispatch Manager

On July 1st all C&B locations will be using TowWorks. If more training is required, please let us know.

Thank you all for stepping up and working with us to get all locations up and running!

Heads Up Award-Chad Arnold at Black River Chad asked the office why C&B was not doing the dredging at Black River? Rob called our contact at Carmeuse and C&B will now be doing the dredge work. Chad will receive a gift card for this tip. If you have any new business tips, turn them in! If the business is awarded to C&B, a gift card will be given to the first person to turn it into the office!

Safety Department

Subchapter M

Gordon Putzke

Compliance Manager

Subchapter M (Sub M) began as a brief statement in the USCG Act of 2004, which mandated the regulation of towing vessels. The USCG began to develop a set of rules for the inspection of those vessels. Substantial effort went into providing a comprehensive inspection process, custom-designed for the towing industry. There are two main components of interest to operators with respect to **compliance**. The first component has to do with whether your vessel meets certain standards of...



seaworthiness. The second component relates to **safety management system**. Sub M will require towing companies to have increased safety protocols, procedures and training. Each company will be audited on their performance against these standards. Without a COI (Certificate of Inspection), you will not be allowed to operate your vessel. All required paperwork and procedures will be even more important as we move towards Sub M compliance. With all of the delays which have occurred some people think they don't need to begin preparing for it today – in a sense, “it's never coming.” However, all indications are now telling our industry that the Department of Homeland Security's (DHS) should have the final rule set by end of 2015.

Service Department

Maintenance Tip – Oil Changes

Dave Westrich
Service Coordinator

When we think about our fixed system fire pumps it seems pretty simple to hold the hose, open the nozzle, open the valve and turn the switch on. All of the normal operations are done and you're spraying water. There are some things to keep in mind and we need to check our pumps and fittings on a regular basis. The screens that are keeping debris from getting into the pumps can get clogged and cause water restriction, not allowing proper pressure or any pressure at all. Any leaks can cause the pressure to drop so it is important to check all hoses and fittings. If there are any questions on checking the pumps, or other issues with them, please contact maintenance.

Marine

Pleasure Boat Season

Ed Eichhorn
Senior Captain

Once again pleasure boat season is upon us. Every year we hear of stories about towboats having collisions/allisions with pleasure boats and sometimes about the resulting casualties. I can't think of anything worse to deal with than my actions having a part in the loss of someone's life. Most pleasure boaters seem to have a respect for a tow going up the river, but there is always that one boat. I would guess that most pleasure boaters have never heard of the Rules of the Road, and if they do have knowledge of the Rules they're probably misinterpreting them. As professionals, we always seem to take the majority of the blame when there is an incident. For this...

reason, we must ALWAYS be able to “Define and Defend” our actions – not only by what we do, but sometimes by what we don't do. You should always keep an eye out for pleasure boats in your fleeting areas and use systematic observation when going up and down the river. You MUST maintain a proper lookout at ALL TIMES. As the prominent lookout, you shouldn't be sending e-mails or playing on your phone when you are operating the boat with pleasure boats in the area. Lately we've heard of situations where personal cell phones and electronic devices are confiscated after an incident to determine if the operator was using the device at the time of the accident. If you're playing on your phone and run over a pleasure boat, killing someone, you will probably be looking at prison time. Such as the tug pilot who ran over the duck boat in Philadelphia killing two people. If you're not sure of another vessel's intentions, you must blow the Danger Whistle. Maintain a safe speed. That means if there is a high density of pleasure boats in the area, Slow Down! When operating at night, your search light can be used to get a boat's attention when unsure of its intentions. 95% of the time by putting the searchlight on the head of my tow I will get the desired reaction from a pleasure boat. Do not “Spot Light” the boat unless there is no other alternative. Spot lighting a boat could blind and disorient the operator of the boat, putting the fault on you if there would end up being a collision. If you're involved in an incident and have to call the USCG, DO NOT tell them that you ran over a pleasure boat. This makes it sound like you were at fault. Simply state that you had a collision or allision with a pleasure boat. Stay safe and be vigilant!

Quote of the Month

“Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.” Mark Twain



Heath Deer, winner of the monthly pic contest for the best pose!



f

Shawn Kerns talking Enterprise into McAlpine Lock



Big Bend Harbor



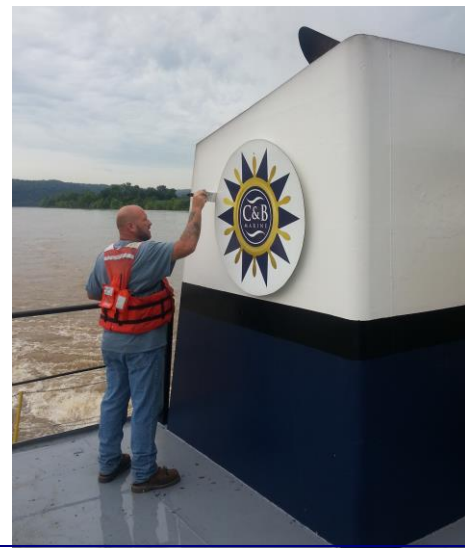
M/V Discovery at Paddlefest on behalf of Riverworks Discovery



The Griffin C primed at Mill Creek Harbor



Gary Laslo painting the Endeavour by Jimmy Ingram





CALENDAR OF EVENTS

July Birthdays	
Besselman, Timothy	3-Jul
Buck, Cecil	21-Jul
Franz, Leonard	8-Jul
Hooks, Carlos	29-Jul
Miller, Allen	1-Jul
Miller, Ray	22-Jul
O'Bryan, James E	6-Jul
Phillips, James	27-Jul
Russell, Daryl	7-Jul
Sedam, Tyler A	13-Jul
Stith, Jeffrey	26-Jul
Swanger, Andrew	4-Jul

July Annual Anniversaries	
Berning, Patrick	7/11/2007
Besselman, Timothy	7/1/2011
Buck, Cecil	7/30/2009
Butler, Astin	7/8/2014
Deer, James	7/8/2014
Freeman, Ambyr	7/15/2013
Graves, Michael	7/8/2014
Haney, Hobert	7/8/2013
Keller, Chad	7/31/2014
Meeker, Michael	7/5/2011
Phipps, Mark	7/18/2005
Putzke, Gordon	7/8/2013
Raines, Anthony	7/16/2009

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 can I suggest an improvement?

A: Everyone is encouraged to make suggestions on how we can improve our operations and equipment. If you have a recommendation, then please contact the Safety Department, or your Supervisor or other Management.

Q: Can I be trained as a deckhand and loader operator?

A: Yes! Contact your Manager or the General Manager, Ed Lapikas.

ANNOUNCEMENTS

Safety Quizzes:

We've made a slight change to the way monthly safety quizzes are taken on Proprofs. You'll now login with a username and password to login. The username is your email address and the password is "Password01." There may be an issue with the quizzes appearing as "pending" on the page. All quizzes are available on the left-hand of the screen and you may select "take again" if that is an issue. Please let Sarah or I know if you have any issues or questions. We appreciate your patience.

Congratulations to Larry Cox getting married!



We have a new house for the Trimble County operation that will add convenience for employees at that location and people filling in at Trimble.

