



C & B Newsletter

Issue 42

June 2016

July Incident Spike!

We have 2 major spikes in incidents that occur each year at C&B: December through February and then July. The reason for the spike during the winter months is straight forward enough: snow, ice, high water, cold weather, etc. However, the reason for the spike in July – just July – is not as clear. The weather is warm, but not as hot August. The river is a little up now, but July is definitely not the historical high water season for this area. There is not a surge of new business occurring the same time each year. There's a theory that safety performance diminishes during the 3rd quarter from complacency that sets in during the 2nd quarter, which is corrected in the 4th quarter. We're not sure of the root cause of the spike, but it occurs the same time of year, each year regardless. We've experienced that same surge of incidents in the past few weeks. Focus on safety fundamentals: conduct regular job briefings, good housekeeping, discuss STFs, discuss MOBs, stay hydrated, discuss proper lifting, establish good communication procedures, identify hazards, discuss how to mitigate hazards, do your monthly drills, review the Critical Task Assessments sheets, and review the Z-Box/decision making. Sometimes awareness is the best medicine, so talk to your crews. Most importantly, remind everyone that their safety and the safety of their fellow crew members is the most important task each day!

Inside This Issue

1. July Incident Spike
2. Energy Efficiency
3. Tank Barges in Tow
4. Medical Certificates
5. Maintenance Tip – AC Unit Maintenance
6. Employee Corner – Take a Hint Health Challenge
7. Facewire Maintenance
8. Lessons Learned - Drift
9. Quote of the Month
10. Photo Gallery
11. Calendar Events
12. Announcements

Marine

Energy Efficiency

Ed Lapikas

General Manager

It is imperative that we be efficient with our resources and minimize waste. Below are some examples we should be doing daily on the vessels and rigs to cut down on cost:

- When standing by, we should be shutting down engines and connecting to shore power, thus saving fuel.
- When doing fleet work, if you do not need the horse power, run your engines at half throttle.
- Make sure water bottles are returned and not used for funnels. Ensure that they are stored properly to avoid the wind blowing the bottles into the river.
- Ensure that fleet lights are picked up or turned off when not needed to save on batteries.
- Be efficient with cleaning supplies by using only the amount needed to complete your task.
- Always clean your paint brushes and rollers immediately after every use, and make sure paint cans are sealed and stored properly.
- All paint that is not used this summer should be sent back to the warehouse so it can be stored and sent back out next year.

We also need to apply this principle to the C&B houses used by employees and follow these home energy tips:

- Wash clothes in cold water.
- Use your window shades. Close blinds on the sunny side in summer to keep out the hot sun, and open them in winter to bring in warm rays.
- Turn off all lights, appliances and electronics not in use. A power strip can help turn off multiple items at once.
- Change to new and improved light bulbs, such as energy-efficient halogen incandescents, CFLs and LEDs.
- Look for the Energy Star label, the government's symbol of energy efficiency.
- Use low-flow faucets and shower heads...



- Clean or change filters regularly. A dirty furnace or A/C filter will slow down air flow and make the system work harder to keep you warm or cool.
- Reduce water heater temperature to 130° F and wrap the water storage tank in a specially-designed “blanket” to retain the heat.
- Seal air leaks and properly insulate home.

Being efficient and not wasteful is an important part of everyone’s job. It affects our profitability and also benefits each associate in that larger company profits results in better opportunities for bonuses at the end of each year. We welcome your feedback. If there is an area you see waste, please let me know and I will research. Thank you in advance for your cooperation.

Safety Department

Tank Barges in Tow

Greg Schabell

Safety Manager

We had an issue at Hebron where the employees were assisting a vessel with tow work when a tank barge was in a tow of hopper barges. Everyone seems to understand that when we are towing and fleeting a tank barge, the proper PPE must be worn. THE SAME REQUIREMENTS APPLY WHEN ASSISTING ANOTHER VESSEL WITH TOW WORK! When assisting with tow work, the pilot must verify the cargo in tow with the other vessel’s Captain, conduct a job briefing with the crew before they start tow work, and require the appropriate PPE. The additional PPE requirements for working on or around tank barges (including assisting another vessel with tow work) is a H2S meter worn on the upper shoulder of the employee, an intrinsically safe radio (the employee’s personal radio must be left onboard), and an intrinsically safe flashlight (the employee’s personal flashlight or headlamp must be left onboard) – NO cell phones or smoking on tank barges. Certain dangerous cargos (CDC barges under subchapter D and O) also require the 5 minute escape respiratory protection tanks to be worn.

Marine

Medical Certificates

Ed Eichhorn

Senior Captain

If you have applied for an original license or renewed your current pilot’s license since January 2014, you should have received a medical certificate. By March of 2019, every person holding a current Merchant Marine Credential (MMC) should have renewed their license and will be required to have a current medical certificate in order to said under the authority of that...

MMC. In this way the medical certificate is like a radar certificate or a TWIC card, both of which need to be current in order for you to run a boat. It may be best to think of the medical certificate in this way and not as being a part of your license because the expiration dates for each will be different and it may become necessary in the future to renew your medical certificate prior to your license being due. In most cases a medical certificate will be issued for five years, the same period as a MMC. If you have medical issues, your certificate may be issued for as little as one year. In this case you would have to have a physical every year, fill out the medical portion of the Coast Guard application (CG-719K), and send it to a Coast Guard regional exam center prior to your medical certificate expiring. It may become necessary to renew your medical certificate in the same way if the expiration date of your medical certificate and MMC become too far apart, just as many of us do now for our radar endorsement. There are three expiration dates at the top of a medical certificate and you must determine which one applies to you. The expiration date for STCW is for International licensing and the Pilot expiration date is for a 1st class pilot, both of which expire every two years and most likely will not apply to you. The National expiration date is the one that applies to you and pilots operating on the Western Rivers. You must compare the National expiration date to the Date of Examination at the bottom of your medical certificate to determine how many years your medical certificate is good for. If you have any more questions give me a call or bring it up at the next Captains meeting.

Service Department

Maintenance Tip – AC Unit Maintenance

Dave Westrich

Service Coordinator

We have been experiencing a lot of maintenance calls for air conditioning problems with the recent hot weather. Please ensure that you are doing everything that you can to keep up on the regular maintenance for your unit. Cleaning the filters and making sure the water is draining property is one of the most important things that you can do to keep up with maintenance. Some of the units that we have are not generally stocked on shelves at the local stores or warehouses and can take a few days to get them in. We want to make sure that everyone has a place where they can get in and stay cool!



Accounting Department

Employee Corner – Take a Hint Health Challenge

Emma Obertate

Assistant Controller

Take a little time to focus on you! C&B has partnered with Anthem Blue Cross and Blue Shield to offer you the Take a Hint Health Challenge. It's simple: Commit to making healthy changes over the next seven weeks. During this time, you'll receive weekly inspiring messages with healthy hints. They're simple actions most anyone can take, like eating 5-7 ounces of grains each day or getting a blood pressure screening. Visit the Take a Hint website to learn more about the challenge and download a tracker to record your progress each week.

Marine

Facewire Maintenance

Ed Lapikas

General Manager

I would like everyone to focus on facewire maintenance by following the guidance below:

- Inspect daily as part of the Pre-Sail Checklist.
- Replace facewires annually and as needed, and document (you will be able to this on TowWorks shortly.)
- Replace facewires that have severe kinks, birds nesting, broken strands, and twists as soon as practical.
- After facewires are in proper placement on the barge, the pilot should tighten the facewires slowly and evenly using the winches onboard the vessel while maintaining eye contact with the crew to ensure that they are out of the bite of the wire.
- Facewires should be kept on the deck unless faced-up – NOT DRAGGING IN THE WATER!
- Grease wires monthly to prevent internal degradation.
- Avoid face wires becoming pinched between boat and barges.

Safety Department

Lessons Learned – Drift

Greg Schabell

Safety Manager

Please follow the best practices below when you get drift in the propeller:

- The Pilot will sound the appropriate signals on the vessel horn and general alarm, and notify management of the emergency as soon as...

possible.

- Inform crew of current status, while proceeding to clear the propellers.
- Put engines into neutral position and have the crew standby to fire back up if needed.
- The Pilot will engage engines in the opposite direction of travel that the vessel was traveling when the drift became stuck in the propeller. Engage and disengage the engine to the propeller with the drift or other debris.
- If the drift is not loosened or freed, the engine should be put in neutral or turned off.
- Using the other engine/propeller, the Pilot should maneuver and secure the tow and vessel to the nearest dock to wait on a diver to clear the propellers.
- If assistance in the navigable waterway is needed, the Pilot should request assistance from local traffic by notifying them on the marine radio channel 13 or 67 (depending on operational area) and the USCG on channel 16.
- Management will contact a local dive operator to clear the debris.
- Upon completion of clearing the propeller, the Pilot will complete a C&B Standard Incident Report.

Please follow the best practices below when de-drifting your fleets:

- Conduct a Pre-Job Briefing addressing the hazards and precautions to take.
- Address drift early and regularly before it piles up and turns into an emergency.
- Do NOT conduct de-drifting operations at night unless immediately necessary.
- Attempt to pull out or break apart the fleet unless impractical – request an assist vessel if needed.
- Attempt to use the vessel's wheel wash to flush out smaller accumulations of drift.
- If the drift cannot be flushed out, use lines to pull out larger pieces of drift and attempt to flush again.
- Always ensure the safety of the crew and vessel by keeping as much separation between the drift and personnel and the vessel by using a barge or long lines when pulling out drift.

Quote of the Month

"He who lets the sea lull him into a sense of security is in very grave danger." Hammond Ines



The Endeavour by Kyle Caddell. Winner of the best sport of the month!



The Atlantis going under the Suspension Bridge by Ed Eichhorn.

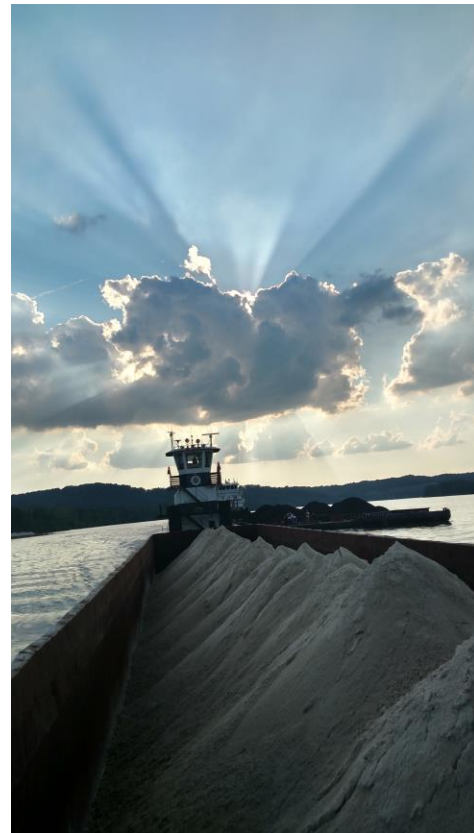


Working the Sara Ingram at Silver Grove with Patrick Berning and Chad Thomas by Justin Everett.

Sunset on the Enterprise by Ed Eichhorn.



Gar attack at Black River!



Stuart by Mike Crawford.





BIRTHDAYS & ANNIVERSARIES

| Full Name | Birthday |
|----------------------|----------|
| Bray, William | 27-Jul |
| Chase, Christopher A | 20-Jul |
| Elkins, Jonathan C | 25-Jul |
| Franz, Leonard | 8-Jul |
| Hooks, Carlos | 29-Jul |
| Lowe, William S H | 9-Jul |
| Miller, Allen | 1-Jul |
| Miller, Ray | 22-Jul |
| O'Bryan, James E | 6-Jul |
| Phillips, James | 27-Jul |
| Russell, Daryl | 7-Jul |
| Stith, Jeffrey | 26-Jul |
| Turner, Tyler W | 10-Jul |
| Wiesner, Paul A | 27-Jul |

| Full Name | Hire Date |
|---------------------|-----------|
| Berning, Patrick | 7/11/2007 |
| Blount, Anthony W | 7/13/2015 |
| Davissou, Michael S | 7/31/2015 |
| Deer, James | 7/8/2014 |
| Dewitt, Justin K | 7/14/2015 |
| 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 |
| Raines, Anthony | 7/16/2009 |
| Yauch, Coleman J | 7/14/2015 |

****Near Miss reporting has increased significantly in the past of couple of months!! We would like to specifically thank Jimmy Conley, Johnny Caldwell and Brian Justice for actively reporting near misses this past month.**

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 Marine has been approved as a liquid shifting/towing/fleeting service provider for ACBL!

C&B welcomes Lonna Lynn as our new Administrative Assistant at the Covington Office. Congratulations!



Paeton Michelle Chase born 6/8/16 weighing 7.02 lbs!



Madelyn Rayne Mullins born 6/20/16 weighing 7.6 lbs!

