

C & B Newsletter

Issue 51

March 2017

Rocky Groves 5-18-83 to 4-2-17

We lost a dear member of the C&B family this week. Captain Rocky Groves was with C&B since 2003, and he was a friend to many and well-liked by everyone who knew him. Visitation services for Rocky will be held Friday from 5:00 p.m. – 8:00 p.m. at the Cooper Funeral Home, 10759 Alexandria Pike, Alexandria, KY 41001. The funeral will be held Saturday morning at 10:00. We will also release a special edition of the Newsletter next week with pictures and testimonials from his co-workers. Please send any pics or stories that you would like published to Greg Schabell. Please keep your thoughts and prayers with Rocky's family and friends!



Inside This Issue

1. Rocky Groves
2. Lessons Learned – Breakaways
3. Improvements
4. Pumping Barges
5. Reds Tickets
6. Maintenance Tip – NFU Steering
7. Employee Corner – Employee Coverage Help
8. Lessons Learned – Situational Awareness
9. Quote of the Month
10. Photo Gallery
11. Calendar Events
12. Announcements

Safety Department

Lessons Learned – Breakaways

Greg Schabell

Safety Manager

A barge broke away at CHS last week. It was dropped off there on 3/22 and the lines were adjusted on 3/29. From 3/29 to when the barge broke loose (4/2) the river rose 8.5'. On 3/31 the William B went down for repairs and the Endeavour was sent to cover the harbor until the vessel was back up. Repairs were completed the following day and the William B took back over. On 4/2 at 0250 they went to check on the barge but it was gone. The pilot called his supervisor, the Endeavour, Dispatch and the General Manager to see if the barge had been moved or picked up. The crew inspected the area using pike poles to see if the barge had sunk at the location. At ~ 04:36 C&B Dispatch received a call that a barge was floating around the Cincinnati bridges. There was some damage to the barge, but no other equipment or structures were damaged.

A month ago we sent out an email to draw everyone's attention to the fact that "most of our incidents can be boiled down to weather-related: most injuries and incidents occur during the hottest and coldest months, while breakaways and allisions spike during high water." As supervisors, it is your responsibility to ensure that your operation is prepared for incoming weather and that your crews are informed of precautions to take. Everyone should be exercising good decision making and ask themselves what potential hazards exist and how incoming weather can affect hazards at the operation. For example, if there is a barge that you will not have consistent "eyes on," then you need to do something extra to ensure that the barge is secured. In that same scenario, if the river is falling or rising, then you to do even more to ensure that it is secure.

In this case, only a 4-part leaving line was used on the head of barge that was being left alone. To make matters worse, it was not even a good line, it was old and deteriorating. A good 2" lock line should have been used and, if a wire could be...



used, it should've been backed up by a wire. There was also a breakdown in communication that caused this incident. The Endeavour was filling in at that location while the William B was getting repaired. Especially with the river rising significantly, a thorough briefing needed to occur to ensure that the Endeavour was informed of everything going on and what needed to be done and what precautions they needed to take. The Endeavour also needed to ensure that they knew everything they needed to assume control over the operation. That barge was on their TowWorks diagram and they've should've seen that. Ultimately, a barge was left unattended on a 4-part, old leaving line for 4 days while the river rose 8.5'. We were fortunate that more damages didn't occur, but the embarrassment of another company finding a barge in our care and custody floating around the Cincinnati bridges was worse enough. We cannot afford to have these kinds of lapses. We need to monitor the weather, we need to ensure that precautions are taken and we need to ensure that the crews are properly informed.

Marine

Improvements

Ed Lapikas

General Manager C&B Marine

The management staff would like to thank everyone for their hard work and commitment. I have had a chance to visit locations recently, and I have really been impressed with the improvements I have noticed. Not only are our facilities looking better, we have also noticed much better adherence to our policies and procedures which had resulted in excellent audits and positive feedback from our customers. There has also been noticeable improvement in everyone keeping current on training, and stepping up to pick up extra shifts and cover shortages when needed. This is very much appreciated! We encourage everyone to keep up the hard work! As we move into our busiest season we need to keep our momentum strong! Thanks again everyone!

Safety Department

Pumping Barges

Gordon Putzke

Compliance Manager

As you may or may not know, our boats and barges are subject to the Vessel General Permit for Discharges Incidental to the Normal Operations of Vessels or what we call the VGP. It also gives us...

the authorization to discharge under the National Pollutant Discharge Elimination System (NPDES) and in compliance with the provisions of the Clean Water Act (CWA). We are authorized to discharge in accordance with the requirements of this permit. There are (4) parts of the VGP affecting our unmanned barges: 1) all cargo residue must be shoveled back into the barge – if cannot be placed back into the hopper then must be swept against the coamings, or placed in a bag or waste container; 2) rainwater and/or river water from the cargo hopper or wing tank or void spaces may be pumped directly overboard if the discharge **DOES NOT** contain oil, chemicals or create a sheen or other discoloration – if a sheen or other discoloration is seen then pumping must cease immediately; 3) the Corrective Action form must be completed for any barge that is pumped; and 4) we are required to make a visual inspection at least once per week, per barge and document via TowWorks. It is important to visually inspect and document each and every inspection of our barges and our customer's barges. This is already done using the electronic VGP in TowWorks. At **NO** time will a "Red Flag" barge be pumped unless if doing so is necessary to prevent the immediate or imminent sinking of a barge.

Dispatch Department

Reds Tickets

Vicky Schottelkotte

Dispatch Manager

Reds tickets are available to all C&B employees who are current with their Safety quizzes and drills! Tickets will be distributed on a first come, first serve basis. Opening Day tickets were selected randomly. Ernie Springer (Pappy) and Matt Chase each won 2 free tickets to the Opening Day game. Keep current on your quizzes and drills, and let me know if you're interested in particular game!

Service Department

Maintenance Tip – Non-Follow Up Steering

David Westrich

Port Engineer

We recently had an issue with one of our vessels that has follow up steering and they had to switch to non-follow up (NFU), but the (NFU) had an issue that was unknown due to it not being used on a regular basis. The pilot had checked it weekly prior to this. Moving forward we are going to put into place where the checks are daily for the NFU. There are only a few vessels this effect (Enterprise, Atlantis, Discovery...



Gladys G and Endeavour). If you happen to get on one please be sure to check. Also with all the other vessels that have a primary pump and a secondary pump they also need checked daily.

Employee Relations

Employee Corner – Employee Coverage Help

Emma Obertate

Employee Relations Manager

The switch to United Healthcare has required more management on you as the employee to control out of pocket costs. If you have a need to see a specialist or need medical services performed such as lab work, x-rays, or ultrasounds, I can help you determine your costs beforehand and confirm if your providers are in network. I can also help guide you on prescription coverage as well which could you save money. Please feel free to reach out to me anytime as well as your spouses should they have questions or need help with coverage. If you go to your primary physician and have generic prescriptions (Tier 1) you should not have co-pays or out of pocket expense. As a refresher the deductibles are:

Individual - \$3,000 In Network, \$10,000 Out of Network

Family - \$6,000 In Network, \$20,000 Out of Network

Safety Department

Lessons Learned – Situational Awareness

Greg Schabell

Safety Manager

We had a minor incident last week involving loading a rudder into a truck at the Hebron warehouse. The operator had another person there to signal him, but still hit the truck with the skid steer's forks and damaged the passenger door. This incident occurred because they were only paying attention to the load and lost awareness of everything else around them. You can imagine, and we all have had moments when this has happened to us, staring at object so intently that you're oblivious to the rest of the world – like a bug staring at the blue light of the zapper. There is a common saying, "can't see the forest for the trees," which means that a person loses site of the bigger picture by focusing only on the details. In this case, the load was the critical point of focus for the operator and signal person, but NOT the only focus. Besides the load itself, the forks were definitely the next most likely thing to hit the truck or other objects. And besides that, there was the truck, other people, other equipment, the building...the full 360 world that we need to stay aware of.

During lifting operations we must be aware of our surroundings: what personnel will be around, are there electrical wires/overhead hazards, what other equipment is in the area, what other tasks are going on at the same time, etc. That is why we need to stop for a minute and conduct a Job Briefing and have a lift plan. This applies to more than just lifting operations and applies to the Marine side of our operations just the same: what are other vessels doing, what are the deckhands doing, what is the plant equipment/personnel doing, etc. Everyone at C&B has heard it before, but we need to utilize Z-Box decision-making when we are working. Identify the bad things that could occur and how likely it is that they would occur, and communicate a plan that reduces the hazards. Do NOT lose your 360 degree awareness, and ensure that you're looking at the trees but step back to keep an eye on the forest too!

Quote of the Month

"There is but a plank between a sailor and eternity."
Thomas Gibbons

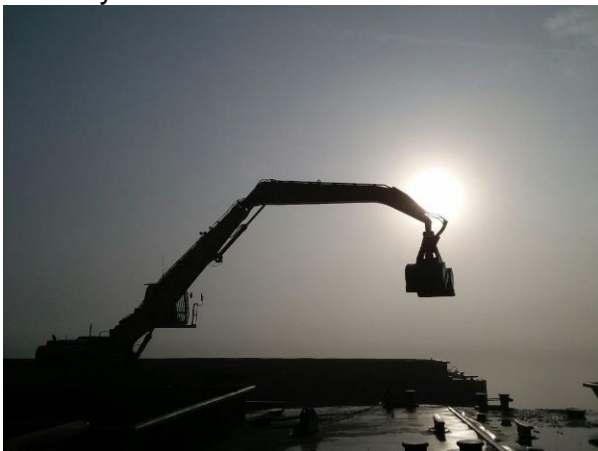
Enterprise and Atlantis in front on Cincinnati



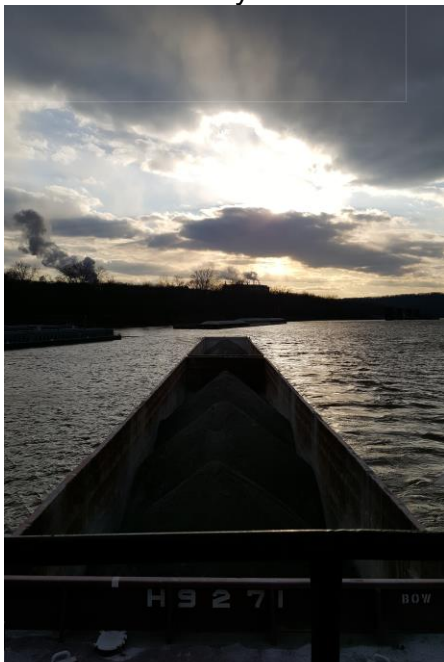
Crossing paths under the 471 bridge by Wayne Freeman. Winner of the best pic of the month!



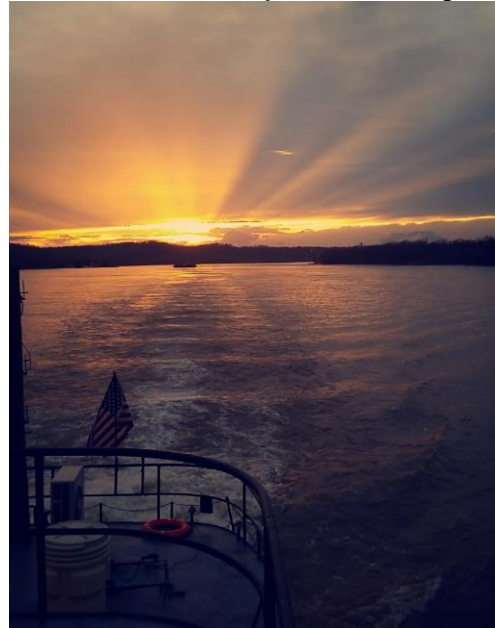
Zimmer by Alex Prodoehl.



Sunset at Silver Grove by Brandon Weisner



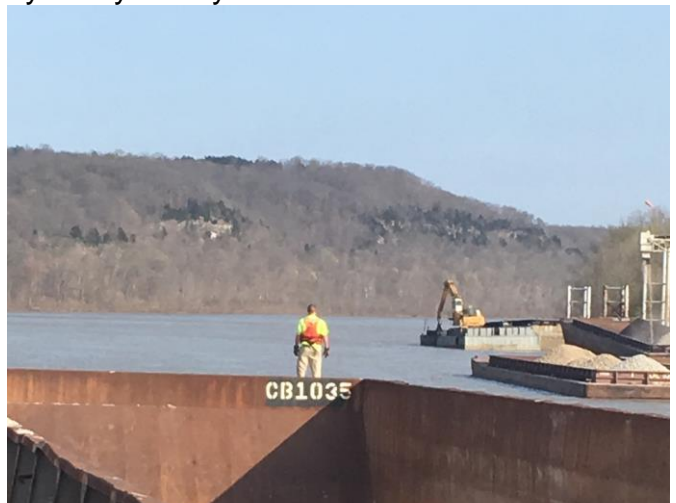
Calm before the storm by Pat Berning



Things are busy at Hebron by Danny Jump



The Enterprise spotting an empty at Big Bend by Marty Fraley.





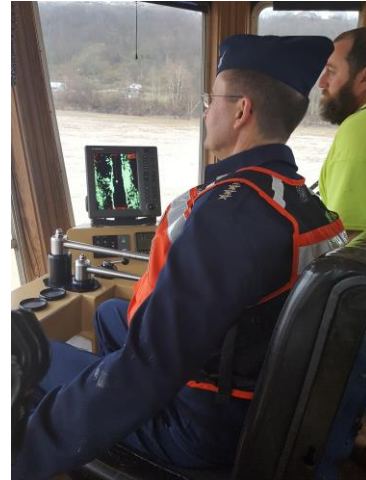
BIRTHDAYS & ANNIVERSARIES

Full Name	Hire Date
Blum, Donald R	4/25/2016
Boyer, John	4/15/2014
Brown, Kenton	4/12/2014
Groves, Rocky	4/1/2003
Heath, Gary	4/12/2014
Hooks, Carlos	4/20/2004
Kerns, Dorman	4/15/2014
Lynn, Lonna M	4/2/2016
McNeely, Micheal	4/15/2014
Mullins, Ronald R	4/14/2015
Obertate, Emma	4/9/2012
Prather, Joseph T	4/14/2015
Rowe, Justin K	4/14/2015
Weise, Tyler R	4/18/2016

Full Name	Birthday
Arnold, Chad	12-Apr
Campbell, Edward A	24-Apr
Fraley, Mart	10-Apr
Gillespie, Marcus	15-Apr
Hall, Channing L	15-Apr
Keller, Chad	3-Apr
Lockett, Coty F	29-Apr
Lynn, Lonna M	9-Apr
Madaris, Damen	17-Apr
Mullins, Ronald R	12-Apr
Schabell, Gregory	3-Apr
Schottelkotte, Victoria	27-Apr
Supple, David	26-Apr

ANNOUNCEMENTS

Vice Commandant of the USCG (the 2nd highest rank in the USCG), Charles Michel, took a boat ride on the Atlantis.



Brandon Phillips – grandpa/new dad!! Abigail Ann Phillips!!



FAKE NEWS!!!

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 get Reds tickets?

A: Reds tickets are available to all employees if you're current on your quizzes and drills. They will be distributed on a first come, first serve basis.

Q: Who do I contact for the employee referral program?

A: Emma Obertate.



The big and small of it

One of the largest tow boats on the river, the *Enterprise*, makes her way past Warsaw last week. At her side is one of the smallest tows, the *Alana Paige*. The *Enterprise* is owned by Carlisle and Bray Enterprises which is based in Covington. Photo by Kelley Warnick