



# C & B Newsletter

Volume 17, Issue 17

May 2014

## Operations

*Marathon Audit*

### Ed Lapikas

General Manager

We would like to congratulate the Enterprise and Silver Grove crews for a job well done preparing their vessels for the Marathon Audit. There were no discrepancies on either vessel, and all crews handled all questions professionally and accurately. Marathon was very impressed with the knowledge and expertise of all crew members.

We would also like to thank our Maintenance and Supplies Departments for their part in preparing the vessels for review. Everyone worked together to achieve excellence. We could not maintain the standards we set without the help of everyone. Your performance contributed to new opportunities for everyone at C&B. Thanks all for a job well done!

## Lazy Bench

*Clean Bill of Health*

### Greg Schabell

Safety Coordinator

...if you worked on a boat in the 1800's, prior to departure from any given port, you would be issued a document from local authorities attesting to the likelihood of your vessel carrying a contagious disease. It stipulated whether the port from which the vessel sailed suffered from an epidemic or infectious disease at the time of departure, indicating to the next port-of-call the probability of crew members being infected. If you departed without this document, or were issued a *suspected* one (which indicated rumors, but no verification, of a disease), the next port-of-call would more than likely quarantine your vessel. You could be stuck onboard the vessel for days or weeks. After months of hard work at sea, there would not be any booze or philandering until the quarantine was lifted. Thus, it was extremely important to receive from the departing authorities – A *CLEAN BILL OF HEALTH!*

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## Score Global

*What Does a Professional Vessel Office Look Like? Part 2*

### Andy Cannava

Score Global Vice-President

In the first article we talked about leadership and learning, which are mainstays in “Professional Vessel Officer Behavior.” In this article we will explore another mainstay in professional officer behavior: focusing on your people. It has always been the maritime tradition for the officers to “look out for”, “take care of”, “show the crew what to do”, “train and drill”, for the safety of the vessel and crew. After all, who is going to help you and your vessel in the middle of the river or ocean? Mariners have always relied upon themselves to help themselves and took a great amount of pride in doing so—who could row the fastest, who could put out a fire, who could retrieve a man overboard the quickest. Vessel officers were the ones who set the standard, trained, drilled and ensured the crews could perform in an emergency situation.

Vessel officers, over and above everything else, have a duty to keep their crews safe to the best of their ability. They develop plans to carry out work activities, they share information with the crew through job briefings, they make sure crews understand the seen hazards and unseen hazards of the many different jobs they must perform, in a multitude of prevailing circumstances. The vessel officer will monitor performance, acting as a “safety observer”, of their crew from the high vantage point of the pilothouse. When the plan needs adjusting, the officer must relay new information to the crew. He or she must also slow the action down if it seems to be getting too fast for the abilities of the crew. This calls for continually assessing the situation (situation awareness) while considering the knowledge, skills and abilities of that particular crew (prevailing circumstances). The vessel officer must “match-up” the right person to “right job” with the “right skill sets”!

When assessing situations that involve work activities and crews that start to speed up the work because of time demands and/or the risk involved, vessel officers must determine and control the natural tendency to take short cuts. The crew chooses efficiency of the task over the thoroughness of the task. The officer must stay alert to the fact that crews naturally feel responsible for getting a job task done in the most efficient manner possible, which can result in ignoring the risks or hazards. Setting clear safety expectations and monitoring the work being done will produce safe work and set the standard for a “safe work culture” onboard your vessel.

Vessel officers must ask the “right” questions, not only of shore-side personnel, but also of their onboard crews. Always think “ahead” of the situation—anticipate the next move, and always have a plan B. Remember, ZERO injuries is your goal. Through all the duties you must perform every day, on or off watch, moving up or down the river, or at a landing or port, make sure you look and act like an officer—like a professional! Your appearance is very important and so is your conduct. Set an example for others to follow. There are a lot of skill sets you must master to be a vessel officer: handling the boat and tow, keeping up with the business of the vessel, paper work, logs, reports, filing, etc.; and probably the most important, knowing how to handle and mentor your crew. This takes years of hard work, study and application. All it takes is one bad decision or mistake to let it all go. Being a vessel officer is a grand profession—take pride in your accomplishments, your crew and your vessel!

## Safety Department

*Alarm Panel 2 Switches*

### Greg Schabell

Safety Coordinator

We are completing our annual fire extinguisher and alarm panel inspection across the fleet, and installing 2 switches on the alarm panel of all C&B vessels. These switches and the procedures explained below are to prevent power surges from damaging our panels. There is no additional paperwork associated with these procedures, which apply when switching from shore power to generator power, generator power to shore power, shutting down the main power to the vessel, swapping generators, and turning on the main power to the vessel. You must shutdown the fire alarm prior to doing any of these things and turn it back on only after you have turned the main power back on. We are posting these instructions as the switches are installed.

#### **Prior to switching the main power source or shutting off main power source, you must:**

- 1) Flip AC Power Switch to the off position, power light will go off and put panel into “trouble mode;” and
- 2) flip Battery Switch to the off position, turning the panel completely off (no fire protection).

#### **After switching the main power source or turning the main power source back on, you must:**

- 1) flip AC Power Switch to on position, power light will turn on and panel will go into “trouble mode;” and
- 2) flip Battery Switch to the on position, turning the panel on normal operation.



## Safety Department

*USCG Top 10*

**Greg Schabell**  
Safety Coordinator

The USCG released the 10 most common deficiencies found during UTV bridging inspections. They're as follows:

- Fuel shutoff valves – all supply fuel lines must shut off valves that can be remotely operated from outside the engine room with instruction and located as close to the fuel source as possible.
- General alarm – must be audible/visible in all compartments with appropriate placards.
- Improper navigation lights – operators must test lights before each voyage and verify proper placement.
- Drug and alcohol testing and records – random testing, for cause testing after incident or suspicion, and records of both.
- Fire detection panels – documentation of certified engineer (PE Letter) onboard and user manual.
- Daily Vessel Logs (DVLs) – failure to document required equipment tests, inspections and operational details. See RCP Manual 7-11.
- Improper or non-functioning compasses or swing meters.
- Marine Sanitation Devices (MSD) – operating instructions attached to unit and treatment chemicals onboard.
- Improper installation of fire extinguisher brackets – must securely hold extinguisher and allow for quick release.
- Official number – must be permanently fixed to a major structural member of the vessel and easily observed.

The monthly inspections that Rick and I are doing across the fleet each month are directly in line with this list and the intention of the monthly inspections was to be prepared for USCG inspections. That is why we test the fuel shutoffs and general alarm each time. We ask about the DVLs and drug policy for the same reason. We also pay particular attention to safety items and the USCG will focus more and more on that in the immediate future.

## Safety Department

*Life Rings*

**Greg Schabell**  
Safety Coordinator

Please inspect all life rings to ensure that the bag line is properly spliced (NOT knotted) to the life ring itself. Several rings were found knotted or not secured at all. Life rings are critical lifesaving safety equipment. You should also inspect the reflective

tape, line, bag, USCG tag, and the ring itself are in good condition. Rings should be used during monthly MOB drills and everyone, especially new hires, should practice deploying them. Ensure that everyone knows how to use all critical lifesaving equipment: life rings, fire extinguishers, B-V units, fuel shutoffs, fire pumps, and fire hose. Go home safely every time.

## Sales Department

*We're All In Sales*

**Gordon Putzke**  
Sales Manager

I have the official title of Sales Manager here at C&B, but each of you also has the title of "Sales Representative." Every employee represents our company and has the ability to assist in making sales at any time. You do this by how you conduct yourself while working. Everyone has an impact on our future business! You may not think about it when you speak with a gate guard, unloading foreman, or other towing vessels, but you are being evaluated. Your conduct and competence are always being measured by others. Every time you interact with someone, you have the capability to make an impression on them. If they know you are a C&B employee, then they not only see you, but they also see our company through how you represent our company. Do you have a good attitude? Are you polite? Are you professional? Are you positive? Is the boat clean? Are you wearing the proper PPE equipment at all times? Do you take your time? Are you safe? You may not actually be seen by anybody, but how they see your boat or your crew working has an impact on their opinion. That is why you must keep yourself prepared and professional at all times. I like to call these "opportunities." These possible opportunities can be very small or very large, you may never know. As a business, we're all always being evaluated and looked at by our customers. Since most of you are on the "front Lines," it is very important that each of you are doing your best to ensure that your communications, your work procedures, and how you carry yourself each day is in a professional and safe manner. You never know who is watching, who is measuring, or how your actions will be passed onto some other person, or a possible future customer. We are all in the business of sales!

## Quote of the Month

"Do more than you are paid to do, and you'll eventually be paid more for what you do."

Zig Zigler



Rear Admiral Robin E Osborn, Jimmy Ingram, & Craig Burrus on M/V Enterprise



Rob & Chad working legislators



William B and Chaps



Racine



Ghent Cleaning



Kevin Devers at Patriot





## CALENDAR OF EVENTS

### BIRTHDAYS

#### JUNE 2014- BIRTHDAYS

1-Jun	Cox, Larry W
1-Jun	Pence, Jeremy M
2-Jun	Kerns, Dorman Shawn
3-Jun	Terrell, Keith
6-Jun	Betner, Christopher K
8-Jun	Turner, Brian A
11-Jun	Brown, Donald
11-Jun	Lapikas, Randal L
11-Jun	Popp, Anthony W
13-Jun	Lucas, Jeffrey A
17-Jun	Conley, James A.
24-Jun	Brooks, Matthew A
24-Jun	Parsons, Cody R
27-Jun	Harris, Eric

### ANNIVERSARIES

#### JUNE 2014 - ANNIVERSARIES

2009	4-Jun	Inman, Jason L
2010	7-Jun	Kuhr, Stephen E
2011	7-Jun	Cox, Larry W
2011	7-Jun	Phillips, James B
2012	8-Jun	Freeman, Charles W



### 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 pushing barges for C&B, and M/V Discovery is currently in the water and should be ready in June.

## ANNOUNCEMENTS

Jimmy Conley is getting married 7/7/14 at 7517 State Route 41, Bentonville, OH 45105 at 4:30 with the reception to follow. All are welcome!

The Company Picnic is Friday, June 6<sup>th</sup> at Kings Island!



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.