



C & B Newsletter

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Marine

Navigation Lights

Ed Eichhorn

Senior Captain

Navigation lights are required by law on vessels and their purpose is to allow other vessels at night to determine if there is a danger of collision and to take action to avoid it. In 1838, the United States passed an act requiring one or more signal lights to be carried on steamboats. Over the years there have been several changes to the requirements. The International Regulations for Preventing Collision at Sea established in 1972 stipulates the requirements for the navigation lights that are now required on vessels. These international regulations cover all vessels everywhere in the world from the smallest boat to the largest ocean going vessel. A few countries like the U.S. have special rules for inland navigation within their own rivers, but they don't deviate in a major way from the international regulations.

Navigation lights help to determine the size of the vessel, relative angle and sometimes the type of vessel. They must be exhibited by law between sunset and sunrise and in poor visibility. This means that if it's foggy during daylight hours your barge lights still need to be on – cover the light sensors with duct tape if need be. All lights have well defined angles through which they must be visible. Outside of these angles the lights cannot be seen. This helps to determine another vessel's angle in relation to your vessel. Through systematic observation you will be able to determine the angle that a vessel is approaching and if any course changes are made, for example: If you see a tow's amber light is lined up in between the towboat's red and green lights, then he is heading straight for you and a risk of collision may exist. On the other hand if you can only see the red light on his tow and boat, along with the amber light, the tow is approaching at an angle to leave you on his port side. If a pleasure boat is approaching and you can only see his red light and it changes to green, then he just changed course and you need to determine if any action is necessary.

The modern day towboat has all kinds of equipment to assist you. As nice as all of this equipment is, the pilot with his judgement and observations is still needed to navigate and to prevent collision. You can only do this if you understand what you are looking at and looking for. You, as the pilot, are the most important navigation device on a towboat.

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Heads Up Award

Rob Carlisle
President

I just wanted to remind everyone about the C&B “Heads Up Award.” If you’re the one to let management know about potential new work, then you’ll receive a gift card or C&B gear for the tip (and probably a mention in this newsletter). Everyone out in the field is our best eyes and ears! We do not need to get the job for you to win; you just need to let us know that there is potential new business. We gave out this award earlier this year and that tip lead to us getting the Black River dredging project thanks to Cpt. Chad Arnold. Please help us to grow together and let us know when you hear about potential new business for C&B. Thank you for all that you do!

Safety Department

Completing the Daily Vessel Log (DVL)

Greg Schabell
Safety Manager

“Taking care of business.” It is an important phrase these days. In our case, taking care of the ships’ business is the by-word. We would much rather “run” the boat and forget the paper work and filing. We are so busy with other tasks that we have very little time to spend on documenting what we do. Documenting what we do is how we get paid! It is the primary communication resource we have in letting everyone know what it is we have done: communicating what barges have been picked up or moved, communicating who got on or off the boat, communicating how much oil we have put into the generator, or communicating when we made a lock. All of this “information” is how we calculate how much we get paid for performing a service for our customers. It is also the official record of your vessels movement through federal waters—one of the most important responsibilities for the vessel officer. If you do not have the documents filed to back up your communications to headquarters, how can you define and defend your actions? Plan your time accordingly to accomplish logs, records, documents and filing—all of this takes time but is profitable. Do not be lollid into the idea that “run, run, run” is the only profitable thing you do. Proper, thorough logging and record keeping may be the most profitable thing you do—accurately communicating what we have done, so the company can get paid for the provided service.

Operations

The Holiday Season

Ed Lapikas

General Manager

I would like to send out a special thank you to all the guys working on the holidays. Having worked many holidays myself, I know how hard it is to be away from your family during this time of year. That is why I would like to personally thank each of you working for your sacrifice and dedication. Our staff is the backbone of the business, and I am proud of each member of the C&B family. I am thankful for each team member that steps up each day to be your best and contribute to our organization. You are what makes C&B great!

Accounting Department

Employee Corner – Express Scripts Save You Money!

Emma Obertate

Assistant Controller

How do you get started with your home delivery pharmacy? If you take prescription medication on an ongoing basis you can sign up for Express Scripts through Anthem. Once you start, you can refill and renew your prescriptions online or via the 800 number on the back of your medical card. **How should my doctor write my prescriptions to maximize my savings on maintenance medications?** To maximize your savings, ask your doctor to write your prescription for a three-month supply (or your plan's home delivery limit), with refills as appropriate, instead of a one-month supply with refills. *It is important to ask for a three-month supply instead of a one-month supply, in order to benefit from the home delivery copayment.* I have personally benefited from this service. It’s worth checking it out at Expressscripts.com or Anthem.com.

Safety Department

Safety Hat

Larry Cox

Safety, Training and Compliance

Safety has a new hat! If you’re noticed going above and beyond, the safety department has a new bright orange hat that will be given out. You should be recognized for going that extra mile and what way better than having a new hat. I’ll be looking for individuals who deserve this recognition when I’m out in the field. Some ways to be noticed are: helping out with audits, helping out with training, pointing out unsafe acts/conditions, or making your operation exceptionally clean. Stay safe!



Safety Department

Energy Drinks

Gordon Putzke

Compliance Manager

Many employees are now using Energy Drinks, which contain caffeine and other stimulants designed to trick your body into staying awake. Sugar is another primary ingredient in many drinks, which only pads your diet with extra calories and gives just a temporary buzz of energy. Some drinks contain vitamins and herbal supplements that also purport to naturally boost your energy levels and help you feel more vibrant. These vitamins aren't effective in increasing your energy levels unless you happen to be deficient in them. The National Sleep Foundation notes that caffeine cannot replace sleep, but it can trick the brain by temporarily suppressing certain chemicals that tell your body it's tired. If you have an energy drink too close to bedtime, you may interfere with your next night of sleep and compound the issue. Drinking an energy drink will not cure the damage of lost sleep and chronic sleep deprivation can lead to weight gain, chronic disease and poor growth. Lack of sleep slows your reaction time and negatively affects cognitive functioning. During sleep, important bodily functions such as hormone regulation and tissue repair occur. Sleep is also when you convert short-term memory to long-term memory, so you can use the information you learned today, tomorrow. Consistent lack of sleep may also wear down your immune system and put you at greater risk for infection. Overdosing on energy drinks by consuming multiple servings in one day or relying on them for constant energy can lead to serious health complications. When you do consume a sugary energy drink, it may not even give you the boost for which you're hoping. A study published in a 2006 issue of "Human Psychopharmacology" found that a sugary energy drink did not counteract sleepiness or improve reaction times in participants deprived of sleep. The only real thing that will truly make up for an interrupted sleep schedule is getting back to regular sleep as soon as possible. It does not matter how you get your sleep (4 hours at a time, 6 hours at a time, or 8 hours straight), just that you get a full 7-8 hours of good sleep every day.

Service Department

Maintenance Tip – Engine Room Logs

Dave Westrich

Service Coordinator

It is very important to the vessel to fill out the engine room log properly. This is a vital way of not only...

information but also helps the next crew coming on to see your remarks in case you forget to pass something on during crew change. Every log that gets sent in may have information on it that doesn't seem like anything at the time to the crew but, if there is an issue with the boat, it may be a piece of information that we need to know before I dispatch a mechanic. This helps with many things including what parts to bring. Whenever there is a comment added to the engine room log, please make sure that you initial the comment and your name is signed neatly so we know who to contact if we need more information regarding the comment.

Safety Department

Slip, Trip & Falls (STFs)

Greg Schabell

Safety Manager

STFs continue to be the primary cause of personal injury/MOB incidents that occur at C&B. The likelihood for an incident begins to rise in November after a slow August, September and October. The probability of an incident in December and January is double the probability in November. Almost 60% of all those injuries are caused by STFs. 65% of all STFs will occur on the decks. 30% of all STFs were directly caused by poor housekeeping. I have seen improvements every year in how our operations are maintained, but I continue to see clutter left in areas where people will be walking. Our operations require lines, wires, rigging, hoses, and the like to be in our walking paths. That is okay. We do well in identifying, staying aware, mitigating and/or barricading those hazards. That is not housekeeping. Leaving unserviceable wires/lines/rigging/etc on a dock or flat; or leaving serviceable equipment uncoiled and/or not stowed away when not being used; or generally leaving items on the deck that are not being used or needed. That is what causes STFs and injuries. Being lazy or careless ultimately is the thing most in your control and the most likely thing to ensure you go home the way you arrived to work. Know that when you allow a co-worker to slack off on housekeeping, it will be you that STFs on what they left behind. This is especially true as we approach the injury/MOB spike in December and January. We will continue to improve together. Make your safety and the safety of your co-workers the most important task each day.

Quote of the Month

"Ships don't sink because of the water around them. Ships sink because of the water that gets in them. Don't let what's happening around you get inside you and weight you down." Unknown



Ghent by Donnie Earles. Winner of the monthly pic contest!



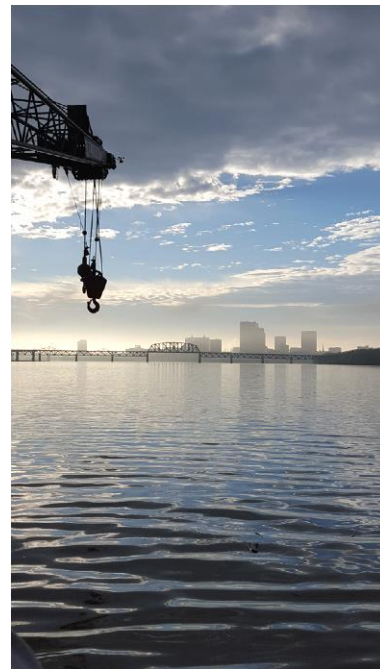
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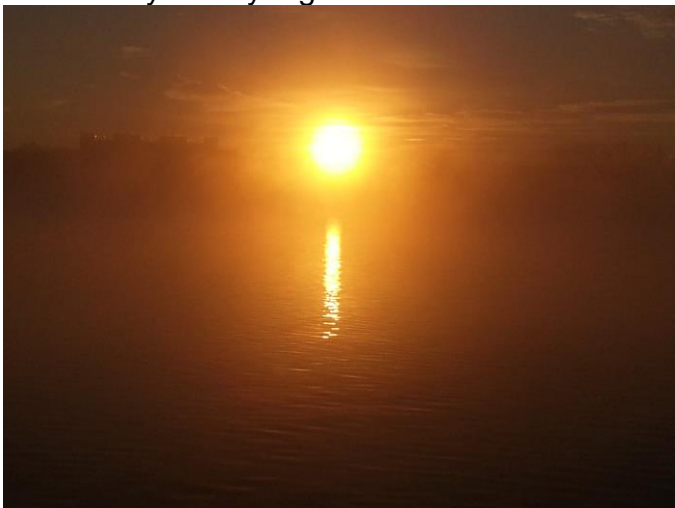
Papa Fred and Pinta at Big Bend by Matt Miller



Ohio Falls by Mike Graves



The sun by Jimmy Ingram



Beverly Wayne and Pinta at Patriot by Coleman Yauch





BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Burgess, Jeffrey	9-Dec
Caldwell, Johnny	27-Dec
Cox, Frank	27-Dec
Earles, Donald A	17-Dec
Hopkins, Jacob T	15-Dec
Marksberry, Andrew	18-Dec
McCarty, Austin R	9-Dec
Monroe, Anthony	22-Dec
Raines, Anthony	25-Dec
Raines, Terence	26-Dec
Raines, Terry	29-Dec
Westrich, David	12-Dec
White, Joshua R	13-Dec

Full Name	Hire Date
Betner, Christopher	12/9/2010
Brown, John E	12/9/2014
Cade, Joshua F	12/17/2013
Eichhorn, Edward	12/15/1994
Harms, Derrick	12/17/2013
Jackson, Steven M	12/11/2014
Longfellow, Roger	12/5/2011
New, Jesse D	12/3/2014

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

MindFlash

We are very pleased announce that we're replacing Proprofs with MindFlash for the Monthly Safety Resource Quizzes starting in November. Mindflash is a significant upgrade in product quality and functionality from our previous provider. This change was made after repeated technical problems were reported by you and reporting issues for the office. The system is extremely user friendly and is as easy to take quizzes on as Proprofs. We've sent out user instructions and posted them on DropBox. Call Sarah Monday or Greg Schabell if you have any issues. Thanks!

Freezing Temperatures

Freezing temperatures are here! Conduct Job Briefings on cold weather and ice hazards. Draw attention to the risk of ice forming on the head of the vessel. Disconnect the fire hose from the valve but keep it ready for use. Remember to shut off your exterior water lines at home too! We will send out further guidance on cold weather, river ice, and high water in the coming weeks and months. Please review the items listed below with your crew and pass this information along to your relief.

1. Avoid splash water on lead barge decks (slow down).
2. Rotate lines into warm areas on boat (engine room) to keep thawed out.
3. Keep lines under tarps while on deck.
4. Have extra rigging & lines available.
5. Keep decks clear of ice with salt (ensure that you have plenty of salt for the coming week).
6. IF DECKS ARE SHINY, THEN THEY ARE SLICK! Take extra precaution and slow down.