



# C & B Newsletter

Volume 32, Issue 32

September 2015

## Bob Hendricks

### Ed Lapikas

General Manager

We would like to welcome Bob Hendricks to the C&B Management Team. Bob started with us last month as a Project Manager, and will be assisting with C&B Energy, as well as other projects as needed. Bob brings years of experience, including ten years in the navy and thirty years in the civilian marine industry. Bob has an outstanding reputation in the marine construction arena and is a Master Diver. We expect big things from Mr. Hendricks and would like everyone to extend him a warm welcome.

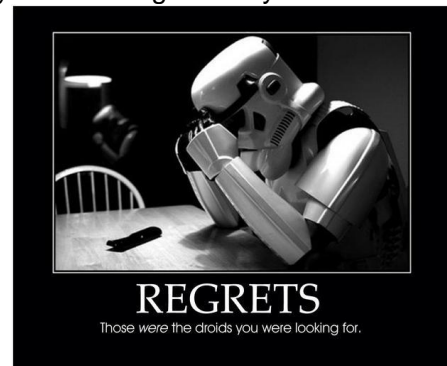


## Regrets!

Do you hate audits? Do you ever wonder what jerks came up with all those cockamamie inspections? As with most problems, the source of our heartache is of our own making. THAT'S RIGHT! Audits started with the marine industry thousands of years ago! The term "audit" is said to originate from the Latin word "audire," which means to hear. Some of the earliest merchant ships were "audited" by listening to the count of various cargos as it was loaded or unloaded from the ship. The person appointed to listen to the count was referred to as an "audire" or "auditor." Indeed, the word audit has marine roots. This should not be surprising since shipping goods via the navigable waterways was the primary form of transportation. This is why major cities were founded along rivers and the coast. If you wanted to move an obelisk from Egypt to Europe, then your only option was to put it onto a vessel. For any type of bulk product, using a vessel was the most efficient way to transport those goods across great distances. Once you had a way to transport your goods, then the next issue is how to account for the goods you're shipping. With dozens of ships entering a major port each day with multiple cargoes aboard each ship, it was imperative to be able to accurately account for your products. The auditing process was the verification process to ensure that the buyer got all the goods that they were promised and the seller was compensated for each product. Auditing remains a necessary evil to verify a company is doing what they say they do. But now you know that that evil was caused by our mariner ancestors from antiquity for us to regret today.

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## Safety Department

*Lessons Learned – Tying Off the Fleet*

**Greg Schabell**  
Safety Manager

We had a Near Miss recently caused by barges in the fleet not being properly secured and held on by the stern line. It has never been put into black and white, but C&B minimum requirements for securing barges in the fleet are as follows: a 6-part lock line and 2-part wire on the headline; a 3-part stern/breast line; 4-part wire and 3-part line across the head; and fore and aft wires backed by 3-part lines for the rest of the barges. These are MINIMUM REQUIREMENTS! Additional lines or wires shall be used depending upon the prevailing circumstances. The barges did not breakaway in this case because the deckhand used a 6-part line on the stern, which held the 4 barges until a vessel could respond. A 3-part stern line would almost certainly not have held those barges. Remember that “the Pilot is responsible for ensuring that landings, fleets, and or docks are in a safe and securely moored position prior to entering and prior to leaving.” If you have any doubt, then using a lock line instead of a leaving line, or backing up a wire with a line, or adding another part will never hurt and may save you.

## Safety Department

*Man Overboard Prevention*

**Gordon Putzke**  
Compliance Manager

As a crewmember in the towing industry, you are confronted with many different types of hazards in the workplace, the most prominent of them being the need to regularly perform routine tasks in close proximity to the edge of a boat or barge. Working near “overboard” hazards is something we have to deal with daily. Without adequate care, a fatal fall overboard can be a consequence. Prevention of man overboard incidents should be the number one goal of every boat and cleaning crew. To prevent man overboard incidents, it is imperative to follow company policies and procedures. Listed below are several of C&B’s “best practices”:

- Avoid walking on outboard edges of the barge, except when absolutely necessary
- Carry loads on outside shoulder if it is necessary to walk on the outboard gunwale
- Loudly announce known “bumps” and brace yourself

- Never walk the notch
- Do not step on hatch covers
- Ensure hatch covers are closed
- Use the “buddy system” while on a tow
- Never go on a tow without notifying your pilot or fellow deckhand
- Discuss known hazards with the on-coming watch
- Never walk or stand on outboard gunwales when barges are coming together/closing up
- Never jump to/from moving equipment

## Safety Department

*MRSA & Staph*

**Greg Schabell**  
Safety Manager

We’ve recently had concern of employees contracting MRSA or Staph, so we’ve put information packets out across the fleet before it is an issue. In short: use detergent based cleaning products to clean; do not share PPE or personal items; wash your hands frequently; seek immediate medical advice if you suspect that you may have MRSA; avoid skin-on-skin contact if you suspect or know that you have MRSA; keep cuts and scrapes clean and covered; and do not report to work if the wound is draining. Good house-keeping and hygiene practices can remove the risk of spreading or contracting these viruses.

## Accounting Department

*Employee Corner – Immunizations*

**Emma Obertate**  
Assistant Controller

Did you know you can get a pharmacist administered vaccine shot at a participating pharmacy in our Pharmacy Immunization Program? It’s quick and easy! Most pharmacies are open longer hours than your doctor’s office. And you don’t need a prescription or an appointment. Vaccines like a flu shot help your body fight disease if you’re exposed to viruses. If you haven’t had a vaccine before, talk to your doctor first to see if you should get one. Pharmacies in the program may give you vaccines for the flu, pneumonia, or shingles. Just go to a pharmacy that’s part of the program and offers shots. Just show your member ID card. You have the same coverage for when you get a shot at your doctor’s office.



## Operations

*Customer Feedback*

### Ed Lapikas

General Manager

We received positive feedback from our customer, DP&L on our employees Matt Brooks, Mike Wallace and Dave Fryman for a recent project at Killen station. Management at DP&L stated how pleased they were at the efficiency and teamwork these guys displayed. The project went smoothly, with no complications and was completed ahead of schedule. It is great getting feedback from our customers. It is proof that we as a team go above and beyond for customer satisfaction, which is the lifeblood of our business. Thank you for all of your efforts!

## Safety Department

*Lessons Learned – Fall Protection*

### Greg Schabell

Safety Manager

An employee bruised his hip when he fell partially into a hatch left open to pump out. The direct cause of this fall was inadequate fall protection. An effective barricade needed to be erected around the opening. 29 CFR 1915.73 states that “When employees are working in the vicinity of flush manholes and other small openings of comparable size in the deck and other working surfaces, such openings shall be suitably covered or guarded to a height of not less than 30 inches, except where the use of such guards is made impracticable by the work actually in progress.” The regulation continues that “When employees are working around open hatches not protected by coamings to a height of 24 inches or around other large openings, the edge of the opening shall be guarded in the working area to height of 36 to 42 inches, except where the use of such guards is made impracticable by the work actually in progress.” These two statements address open manholes and open hatches respectively. Sometimes we need to pump our barges and leave the manholes/hatches open so we can do so, but the opening must be barricaded! Orange cones at least 30” tall may serve as an effective barricade. If this employee had fallen all the way into the barge, then this injury could’ve been more severe. THIS IS THE PURPOSE OF THE DAILY JOB BRIEFING, Z-BOX, AND CRITICAL TASK ASSESSMENT. What are the hazards? How do I eliminate or mitigate those hazards? If I don’t, what could happen? Ensure the prevailing circumstances and hazards are identified so employees are aware of them and maintain situational awareness.

## Service Department

*Griffin C – Oil Service*

### Dave Westrich

Service Coordinator

The Griffin C port main was running fine and had no obvious issues. We learned from a bad oil sample that came back that there was severe metal contamination. We sent Cummins down to Mill Creek to inspect and when they cut the oil filter open they could tell from the metal present that we were getting ready to experience a major bearing failure. Just by taking the sample correctly, we were able to schedule another boat to be sent down and bring the Griffin C in to have the motor swapped out. I would like to stress the importance of our oil samples. We will be able to send the other engine out for rebuild and have a spare. By proper sampling, we were able to prevent a shutdown at the facility and able to have a re-buildable engine.

## Operations

*Checking Barges*

### Ed Lapikas

General Manager

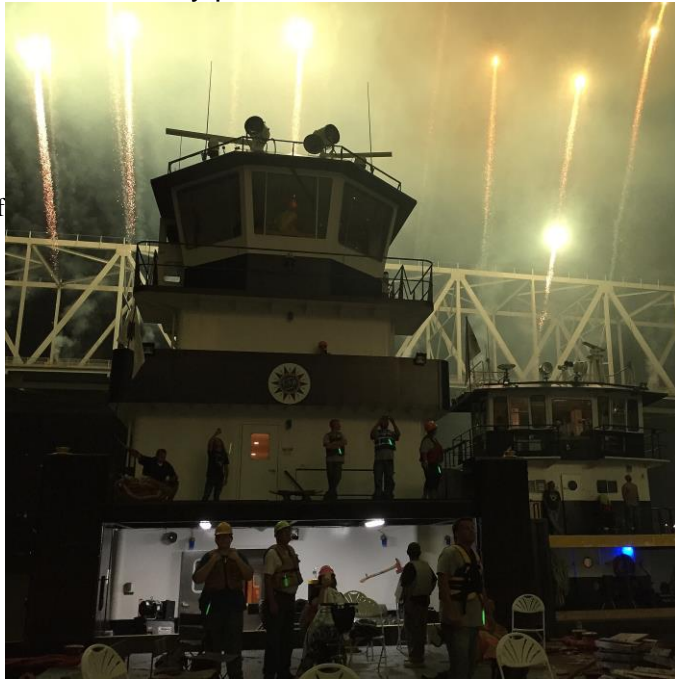
Due to recent events, we’ve made changes to our protocol addressing damaged or leaking barges. These policies go into effect immediately, and are as such: 1. All barges are to be inspected upon arrival and the proper VGP forms completed. 2. If a barge is found with damage or water is found: complete a barge inspection report; notify management via email and place a phone call to dispatch 513-490-1891 to ensure the information is passed on to the customer and maintenance; if water is leaking in a void compartment, pump the water out with a portable pump (DO NOT PUMP WATER IF MIXED WITH CARGO); check the pumps periodically and pass on to management the progress and the severity of the situation; ensure the situation is passed onto the entire oncoming crew and documented on the fleet diagram. 3. All fleets are to be inspected and walked two times per watch and documented on the DVL. If your vessel has a stevedore, utilize him to help complete this task. 4. When changing lines or doing fleet work, ensure this is documented on the DVL. Ensure to add what fleet was checked and the time it was completed.

## Quote of the Month

“If you come to a fork in the road, take it.”  
Yogi Berra (1925 – 2015)



Labor Day Fireworks by Kyle Caddell. Winner of the monthly pic contest!



Zimmer Cleaning Rig



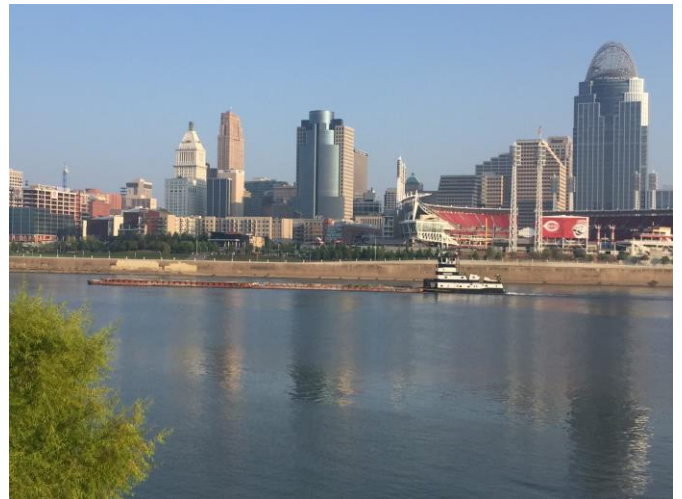
Mary Jane Southbound to Stuart



Stuart Cleaning Rig



Enterprise passing Cincinnati by Vicky Schottelkotte



The Discovery at Hebron





## BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Becker, Matthew W	9-Oct
Bedinghaus, Richard S	3-Oct
Brown, Kenton	27-Oct
Goodin, John	12-Oct
Hannan, Jason	2-Oct
Hewitt, Jared	27-Oct
House, Aaron	14-Oct
Ingram, James	10-Oct
Jackson, Steven M	23-Oct
Littlejohn, Richard	30-Oct
Longfellow, Roger	8-Oct
Obertate, Emma	4-Oct
Sifers, Jeremiah A	24-Oct
Wallace, Michael	5-Oct

Full Name	Hire Date
Arnold, Chad	10/31/2011
Braden, Joe	10/1/1998
Brooks, William	10/11/2010
Collins, Adam	10/26/1999
Cox, Frank	10/8/2013
Crawford, Michael	10/22/2007
Earles, Donald A	10/15/2008
Hall, Channing L	10/7/2014
Hannan, Jason	10/17/2006
Ingram, James	10/11/1997
Jackson, Clay	10/29/2012
Leach, Edgar	10/21/2009
Littlejohn, Richard	10/9/2003
Louden, Travis M	10/7/2014
Miller, Ray	10/1/1998
Moore, Kevin	10/23/2012
Satterly, Michael	10/23/2012
Schottelkotte, Victoria	10/3/2011
Stith, Jeffrey	10/1/2000
Terrell, William	10/21/2003
Wallace, Michael	10/21/2009

### 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

### Drydock:

We are very excited to announce C&B's newest asset: a new 2015 160' x 60' - 1600 ton Drydock. We will significantly expand the services that we can perform for ourselves and our customers!

