



C & B Newsletter

Volume 21, Issue 21

September 2014

National Preparedness Month

Greg Schabell

Safety Coordinator

September is National Preparedness Month. As a company and as individuals, we need to ensure that we have the training and planning in place to effectively respond to an emergency. Any unforeseen crisis that demands an immediate response is an emergency, for example: earthquakes, fires, floods, explosions, spills, terrorism, severe storms, etc. We need to be prepared at work and at home. If you wait until an emergency occurs to start thinking about how you would respond and having the appropriate resources available, you have all but assured failure. That is the purpose of regular drills at work. Those drills prepare you on how to respond to various emergencies that may occur on the water. Those drills may help to save your co-workers life! Here are some tips to take home: conduct a risk assessment and create a plan for different potential emergency situations; go through supplies and plans every 6 months; keep stocked first aid and emergency kits; create emergency contact lists; conduct drills twice a year; establish 2 meeting areas for near your home and another outside your community; ensure everyone knows how to use emergency equipment; have a battery operated or crank radio; and seek guidance from your local and federal resources. BE PREPARED!!

Inside This Issue

1. National Preparedness Month
2. 101 Inventions that Changed the World
3. Senior Captain
4. Christening the Enterprise & Discovery
5. What a Professional Officer Looks Like
6. A Busy Month
7. Air Draft is Critical
8. Prescription Drugs
9. Crew Endurance Management System
10. Quote of the Month
11. Photo Gallery
12. Calendar Events
13. Announcements
14. Questions and Answers

Inland River Locks

101 Inventions that Changed the World

Greg Schabell

Safety Coordinator

I recently watched a show on the History Channel called the “101 Inventions that Changed the World,” which cataloged the inventions that caused the most change in our world, from the hammer to the internet to airplanes. Number 73 on that list is the inland river system locking systems. They featured the McAlpine Lock on the Ohio River as the prime example of the impact locks have had on human progress. As you know and have seen, locks are fixed chambers that allow the water level to be raised or lowered so vessels may cross changes in river elevations. It allows us to float right across rapids and other obstacles. We can travel from New Orleans at sea level up 500 feet in elevation to the Cincinnati Harbor. The first lock is believed to have been constructed in Egypt around 300 BC. The first locks used in the US were in a canal at Little Falls, NY. Before the lock, vessels and cargo would need to be portaged in order to cross areas like McAlpine. The lock transformed inland waterways into true highways, which transformed human history and the transportation of goods. The McAlpine Lock and Canal transverses 2.5 miles of otherwise impassable rapids. It can hold a 15 barge tow or the equivalent of 1,080 semi-trucks. 70 million tons of cargo passes through the lock each year. The inland river system removes one semi-truck off the US highways every 15 seconds and amounts to 1 billion dollars in transportation cost savings each year. Utilization of inland water systems spawned civilization from its inception in the Fertile Crescent, to the Nile, to the Ganges, to the Yangtse, to the Mississippi River Basin. The lock allowed humanity to fully utilize these systems and spread civilization with the transportation of goods. Think about that the next time you pass through a lock – one of the great marvels of human innovation and progress.



Operations

Ed Eichhorn

Senior Captain

As Senior Captain it will be my goal to achieve the highest standard on C&B vessels, setting expectations and giving our crews a clear understanding of their responsibilities. Although my main focus is on our line boat crews and steersman, I will also be making visits to other locations, performing evaluations and monitoring performance. This could be a slow process starting off, as I will be learning my roll and also working my schedule onboard the Enterprise. I am here as a resource to help you and look forward to working with you. Don't hesitate to call if I can be of any assistance with questions relating to paperwork, policies, procedures, TowWorks, etc. As always any, issues or questions involving operations should be addressed to Ed Lapikas.

Operations

Christening the Enterprise & Discovery

Chad Bray

COO

It is with great excitement to have had "Chaps" (Rev. Kempton Baldrige) and the Rear Admiral Osborn aboard our vessels, the Enterprise and Discovery. Recently we got to christen these vessels and had several awards and certificates given to us. The Enterprise was SIRE audited and passed and we will be moving an ocean going tank barge from Louisville to Cairo early October. It's with great pride that we congratulate the crews and support staff on making this all happens. It's not one employee, but everyone in the company that make us a team that is determined to grow and be the best. Thanks for continuing to make us all so proud. Hilltop and DPL both recognized our hard work and their appreciation for doing all we can to help them this past month. Moreover, the crews of the Discovery and Enterprise have worked many hours to show their pride in their vessels.

What Does a Professional Vessel Office Look Like? - Authority & Responsibility of the Master, Part 3

Andy Cannava

Score Global Vice-President

"Taking care of business" – it is an important phrase these days. In our case, taking care of the "ship's" business is the by word. We would much rather...

run the boat and forget the paper work and filing. We are so busy "feeding coal to the beast" 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, 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 V/O. If you do not have the documents filed to back up your communications to headquarters, how can you define and defend your actions? If an incident occurs expect to hear these words: SHOW ME! Show me your documentation that backs up your version of events. Plan your time accordingly to accomplish logs, records, documents and filing—all of this takes time but is a part of profitability. 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. Do not be lollid into the idea that "run, run, run" is the only profitable thing you do. Again, in addition to ensuring that C&B is paid for all services rendered, it is the critical documentation that you'll need to define and defend your actions in the event of an incident. The "ship's business" and the V/O's responsibility is crew safety, safe navigation, taking care of equipment, AND documentation. Focusing on appearance and behavior, instilling a positive attitude among the crew, and fostering an environment where teaching, learning, coaching, and skill development exit ensures that the crew is part of the solution rather than the problem.

Operations

A Busy Month

Ed Lapikas

General Manager

September has been a busy month, and we have had a lot of exciting things going on at C&B. As we get busier, I am continually proud of the excellence and diligence our staff puts forth to make things happen. Everyone did a great job getting the Enterprise and Discovery ready for their christening. These two boats signify our growth and commitment to being one of the best in the business. I would like to commend Matt Brooks and Will Brooks for going above and beyond to assist Stuart with...



their scale test. These guys epitomize “doing whatever it takes” to get the job done. They were essential to this success. We are continually getting feedback from our customers. Most recently, Big Bend and Stuart has reached out to tell me how happy they are with our service. We work hard, but we work with integrity and put our best foot forward every day, and it shows. Let’s keep up the good work and make October a great month.

Marine Safety Alert

Air Draft is Critical

Greg Schabell
Safety Coordinator

On 9/9/14 the USCG issued an alert covering the following. Air draft describes the distance from the top of the vessel’s highest point to the waterline. Vertical clearance is the distance in excess of the air draft and another object. Barges carrying land based equipment are the most commonly involved in overhead bridge allisions. These incidents have resulted in loss of life, millions of dollars, and inconvenience to entire communities that rely on those bridges, power lines, etc. The primary cause of these types of incidents is the lack of air draft knowledge of the Vessel Officer. Air draft and vertical clearance determines if you can safely pass under an object and these terms are part of the “general arrangement of the vessel” that the Vessel Officer is required to know per 33 CFR 164 and 46 CFR 15.405. Per the USCG alert “Assumptions are not made regarding a vessel or its cargo’s air draft or of bridge heights. Specific data must be **KNOWN** when planning transits.” They continue that every officer must **KNOW** the air draft of their vessel and tow and **KNOW** how that applies regarding the height and location of bridges, power lines, pipe lines, and other elevated objects located within the area they will be navigating. This also relates back to “Good Seamanship” addressed in Rule 2 of the Rules of the Road. Do not forget the importance of the current river stage when making these calculations and your voyage plan.

Accounting Department

Employee Corner – Prescription Drugs

Emma Obertate
Assistant Controller

Employees using any drug or medicine (prescription or over-the-counter) which may alter their behavior or physical or mental ability must report it to the office and their supervisor or pilot of the vessel to which they are assigned so a determination may be made of...

the employee’s fitness for a particular job assignment and for a determination as to whether their job duties should temporarily be altered during the period of medication. Employees may maintain prescription drugs on company vessels or property provided the following conditions have been met: the drugs have been prescribed by a licensed physician as medication for use by the person in possession of the drugs; the physician provides the employer with evidence that the prescription will not impair the employee’s performance or adversely affect their judgment and safety; the exact instructions regarding dosage are followed; employees must keep all medicine in its original container, which identifies the drug, date of prescription and prescribing doctor, if any; and the employee notifies their supervisor concerning the prescription drug so its effect on the employee’s performance can be closely monitored.

Safety Department

Crew Endurance Management System

Gordon Putzke
Safety Manager

In the upcoming few months you will be hearing more about CEMS and how you might implement some of these processes on your vessel. It is nothing more than a system to try to accomplish “*the ability to maintain performance within safety limits while enduring job-related physical, psychological, and environmental challenges.*” CEMS is defined as “*the system for managing the risk factors that can lead to human error and performance degradation in maritime work environments.*” In other words, trying to make sure that every employee is working to: be aware of the risk factors that may be affecting endurance and safety; items such as Sleep, Proper Diet, Exercise; working as a team in trying to eliminate or reduce these risk factors; and working safely with the risk factors that can’t be reduced or eliminated. I will be sending out a quarterly informational newsletter about CEMS, please post on your boat/rig or pass around for informational purposes when it is received. We will now be including a brief CEMS section in upcoming newsletters.

Quote of the Month

“It’s not about being the best. It’s about being better than you were yesterday.” Unknown



C&B Captains' Meeting



Discovery on the Licking River



Enterprise moving C&B Equipment Flats



Trimble County Dredge



Discovery at Silver Grove ("McNeely Rules")



Fireworks





CALENDAR OF EVENTS

BIRTHDAYS

OCTOBER BIRTHDAYS 2014	
2-Oct	Hannan, Jason
5-Oct	Wallace, Michael W
8-Oct	Longfellow, Roger D
10-Oct	Ingram, James
12-Oct	Goodin, John T
13-Oct	Breeck, Terry L
13-Oct	Webb, Rickey D
14-Oct	House, Aaron J.
27-Oct	Brown, Kenton W
27-Oct	Hewitt, Jared A
30-Oct	Littlejohn, Richard A

ANNIVERSARIES

OCTOBER ANNIVERSARIES 2014		
1998	1-Oct	Braden, Joe L
1998	1-Oct	Miller, Ray E
2013	8-Oct	Cox, Frank E
2003	9-Oct	Littlejohn, Richard A
1997	11-Oct	Ingram, James
2010	11-Oct	Brooks, William A
2008	15-Oct	Earles, Donald A
2006	17-Oct	Hannan, Jason
2003	21-Oct	Terrell, William M.
2009	21-Oct	Leach, Edgar L
2007	22-Oct	Crawford, Michael D
2012	23-Oct	Satterly, Michael S
1999	26-Oct	Collins, Adam L
2009	27-Oct	Wallace, Michael W
2012	29-Oct	Jackson, Clay M
2013	29-Oct	Pennington, Donald G
2011	31-Oct	Arnold, Chad M

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 in the Newsletter?

A: Everyone is encouraged to send in pictures and articles to be published in the newsletter. If you have a picture and an issue you want discussed, please let us know.

Q: Can I send pictures to be published in the Newsletter?

A: Yes! Send pictures to Greg Schabell or your manager.

ANNOUNCEMENTS

Christening Enterprise & Discovery

