



C & B Newsletter

Issue 62

January 2018

2017 Safety Stats & Lessons Learned

Greg Schabell
Safety Manager

I wanted to review the 2017 safety statistics, so we can see the improvements that we've made and areas where we can still improve. Our total incident rate (an OSHA computation to indicate the frequency of work-related injury) for 2016 was 0.67, which amounted to 2 recordable OSHA injuries. C&B's total exposure hours for 2017 was 597,928 hours, which is an increase of 10,000 hours from 2016. The recordable incident rate remained basically the same at .66 with 2 recordable OSHA injuries. There also several improvements in 2017 and C&B greatly expanded the services that we can provide with construction projects completed last year. We are presented with new challenges with these new areas of business and the overall increase in work hours. However, our greatest asset continues to be our employees in the field and together we will excel in 2018. The best measure of that success is those same employees going home at the end of the work day in the same condition that they arrived. Learning from 2017 is the first step to making sure that happens!

In 2017, C&B had 32 total injuries occur at the workplace, 3 man overboards, 12 allisions, 0 collisions, 0 groundings, and 0 spills to the water. We should all be particularly proud that C&B continues to minimize the impact to the environment with another year...

without a spill of hazardous substance into our waterways! However, there continues to be an increase in breakaways with 7 occurring in 2017. The amount of breakaways is directly attributable to sloppy mooring and failing to monitor the weather. No serious event resulted from these breakaways, but we are playing with fire every time one occurs. Several were simply embarrassing to have to admit to our customers. We added the Fleet Manual to specify mooring requirements for every fleet at every facility. We need to follow those requirements and focus on regular fleet inspections. Monitoring and preparing for incoming weather conditions is vital to preventing breakaways.

Incidents involving property damage have historically occurred at all hours of the day, and that remained true in 2017 but there was also a surge of incidents occurring in the afternoon hours (1200-1800). Injuries continue to primarily occur between the hours of 0600 and 1800, but also showed a massive spike during the afternoon hours in 2017. Injuries occurred in January and February and picked up again around July and then again around November. There was a massive spike in April last year, which was very unusual. We also didn't see the drop in incidents in the fall months, except for October, that we normally see. This is most likely due to difference in weather conditions in 2017, which was generally mild but with more up-and-downs spread out along the year. April also saw some high water, which is attributed to some of those incidents. It is also likely that April saw a surge in activity as we shook off winter late last year. These spikes are almost entirely weather-related where the severe weather spike causes a spike in injuries. In other words, **when the big heat waves or major cold fronts come in, that's when we get hurt!** When the weather is moderate or increases/decreasing slowly, we're fine. When the temperature suddenly rises or falls significantly, we cannot acclimatize quickly enough and we take short cuts to avoid being out in the weather. In 2017, property damage incidents spiked in January, March and July. Therefore, whether to avoid an injury, a breakaway or property damage, **monitoring the weather is the best way to avoid an accident.**

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To get into a little more detail regarding injuries, we saw an increase in hand injuries and back injuries. Deckhands are by far the most injured. There were some changes to where we were getting hurt. Stuart, Ghent, and Hebron were by far our biggest injury producers in 2016. Hebron continues to experience a lot of our injuries, especially dry dock operations. Trimble County had a lot of injuries and incident in the first part of 2017 but that slacked off during the second half of the year. Mill Creek and line haul operations saw the most increase in injuries in 2017. The surge in hand injuries was caused by poor decking practices, such as cutting lines under tension and putting hands into pinch points. Most of these injuries occurred, however, by just bumping into things, such as towknees and coaming walls. We need to maintain situational awareness, wear PPE, and follow basic safe work practices. We also saw a significant increase in back injuries caused by poor lifting techniques. In 2017, poor body mechanics and improper body placement caused a lot of our injuries. We need to call out poor body mechanics when we see them! The most basic is proper lifting techniques. We need to use our legs! We also need to warm up prior to physical activity. Some of these spikes are also due to being more “green” out in the field. Experience personnel need to train new employees on safe work practices and show them how to use their body in a way that minimizes wear and tear. You only have one body, you need to start taking better care of it. The more we keep weight down, stay in good physical condition, and stretch, the better our bodies will handle the physical work we’re required to do. Before works starts, take a minute to raise everyone’s situational awareness. Compliancy continues to a major factor in almost all accidents that occur.

On behalf of the Safety, Training, and Compliance Department, we will strive to improve our safety culture through awareness, investigation, corrective/preventative action, equipment improvements, policy/procedure updates, audits/inspections, training, and, most importantly, listening to all of the employees out in the field every day. We need your “buy in” to accomplish this! This means that your safety – going home the same way that you arrived at work – and the safety of your co-workers is the absolute most important task every day! We need your feedback on how we can best achieve that goal! C&B is willing to invest in our safety resources. One big improvement in 2017 was the addition of the training room at Hebron, so we can train at the site of our main hub. We continue to rely on our supervisory personnel to enforce C&B...

standards and communicate potential problems. We must be aware to prevent; we must communicate to become or remain aware; and we must communicate using Job Hazard Briefings, Weekly Safety Meetings, On-the-Job Training, evaluations, employee feedback, reporting, investigations, corrective/preventative action, and Lessons Learned. Slow down, maintain situational awareness of the prevailing circumstances, consider the consequences (decision making/Z-Box/risk assessment), ask questions, exercise stop work authority, practice good housekeeping, conduct practical emergency drills, inspect equipment before use, monitor the incoming weather conditions, and communicate. If we follow these basic safety tenants, we will continue to improve in 2017 and help to ensure that every C&B employee goes home safely!

Safety Department

What Sub M Means to You (Continued)

Gordon Putzke

Compliance Manager

As of July 20, 2018, all our vessels must be Subchapter M compliant. If the USCG boards the vessel all Sub M requirements must be in place as of this date. The issuing of a COI (Certificate of Inspection) by the USCG for a vessel will be phased in over several years. We must get COI’s for five vessels per year until we get all twenty-one vessels completed. After a vessel receives its first COI it will have to be re-inspected by the USCG on a yearly basis as well as a required drydock and internal structural examination every five years. Sub M also specifies responsibilities of the Captain and crew: adherence to the provisions of the COI; compliance with the applicable provisions of this subchapter; compliance with C&B Policy & Procedures (TSMS); and supervision of all persons onboard carrying out their assigned duties. If the pilot believes that an unsafe condition exists, they must ensure that adequate corrective action is taken before sailing. Meeting these responsibilities requires leadership: *“Being a leader means building followership. Your primary responsibility is how you can motivate those around you to support a larger agenda under your direction and vision. You have to prioritize communications and the development of others. Your job is no longer about what you can accomplish, but what your entire team can achieve. Good leaders focus on ‘we’ and not ‘me,’”* Kristi Hedges. You will be hearing more about some of the items that will need to be addresses on our vessels as we proceed into the Subchapter M inspected towing vessel world.



Safety Department

Mixing Trash

Greg Schabell
Safety Manager

One of our vessels was recently found to be mixing their “household” trash with oily waste in the metal trash can in the engine room. Those trash cans are specifically for oily rags, absorbent pads and other oily waste. The trash cans in the galley, wheelhouse, and throughout the rest of vessel are for normal “household” trash: food scraps, empty food cans, empty boxes, used wrappers, etc. Hazardous waste bags are available for hazardous waste, such as painting supplies, used filters and aerosol cans. Bags are to be off-loaded only at/to approved facilities or personnel. Hazardous waste must be kept separate – i.e. if you paint and change filters on the same day, then the paint goes into one bag (after drying for 24 hours) and filters go into another bag (after draining for 24 hours). It is very important to keep our vessel’s waste separated to prevent fire and environmental disposal hazards. Moving forward we’ll label the metal trash cans in the engine rooms, and other spaces where oily waste is likely to be generated, as for oily waste items only! Please keep your waste separated at all times!

Employee Relations

EyeMed

Brandy Airgood
Employee Relations Coordinator

Your vision plan is like a friendly smile – it doesn’t do any good if it’s hidden away. EyeMed is your vision plan control center. A place to manage the details of every visit and every claim. EyeMed Insurance Cards are the same from last year, so you might not get a new one for 2018. START MANAGING YOUR BENEFITS IN A FEW EASY STEPS:

1. Visit eyemed.com and click on Member Login.
2. If you’re a new user, click on Create an Account.
3. Register using your member ID or the last four digits of your social security number, and you’ll get an email asking to confirm your account.
4. Finish setting up your new account with your email address and a password.
5. Come back anytime to change your password, email address and billing preferences. (It’s all under Manage Profiles.)

Safety Department

Using Headrest to Break Car Window in an Emergency

Larry Cox
Safety, Training and Compliance Coordinator

With luck, you’ll never be trapped in a car with the need to break the window from the inside, but if you are, and you don’t have the right tools, your salvation may be right behind your head. Here’s how to use your car seat’s headrest to break your car door window. Just take your headrest off of the back of the seat, then push one of the pegs from the headrest attachment down into the space where your window retracts, just where the seal is. Jam it down in there a few inches, and then pull the headrest towards you. Doing this flexes the window glass laterally, and the result is a break, usually at the other end of the window. Since it’s usually safety glass, it’ll shatter and crumble, falling away from the door (although not completely or in several pieces). This works because automotive glass is built to take significant direct impact, perpendicular to the plane of the glass, but if you flex it or hit it along the edge of the glass, it’s much more fragile. Of course, it’s best to have a few tools kept in your car for emergencies, such as an emergency hammer and seat belt cutter.

Maintenance

Completing Open Work Orders and Rubber Mats

Dave Westrich
Port Engineer

We have a lot of open Work Orders that can be easily completed by crews. Please identify tasks that the crew can safely complete themselves. Critical items such as electrical or steering should only be completed by a mechanic. Your help with these items will help improve the overall efficiency of the company and improve overall knowledge of your equipment. We appreciate your help with this and ask that you please email maintenance@carlislebray.com with corrected items or items that need addressed.

The rubber mats that we have for the shore power panels, generators, and electric switchboards are to prevent you from being electrocuted. Do NOT move them to use as entrance mats! I am noticing this on vessels and at facilities. It is not worth getting electrocuted to keep the floors a little cleaner!

Quote of the Month

“The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.”
William A. Ward

JL Braden sailing into sunlight by Matt Chase.
Winner of the best pic of the month!



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Frozen by Mike McNeely.



The Suspension Bridge.



Winter at Hebron.



Silver Grove by Adam Myers.



Enterprise and Discovery pushing tow.





BIRTHDAYS & ANNIVERSARIES

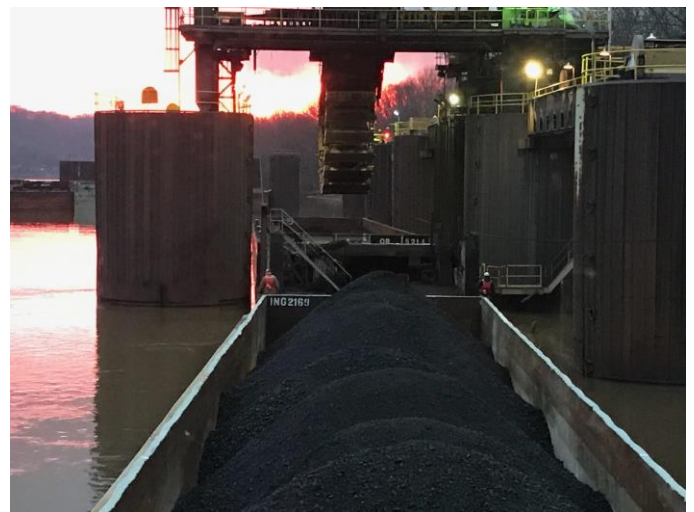
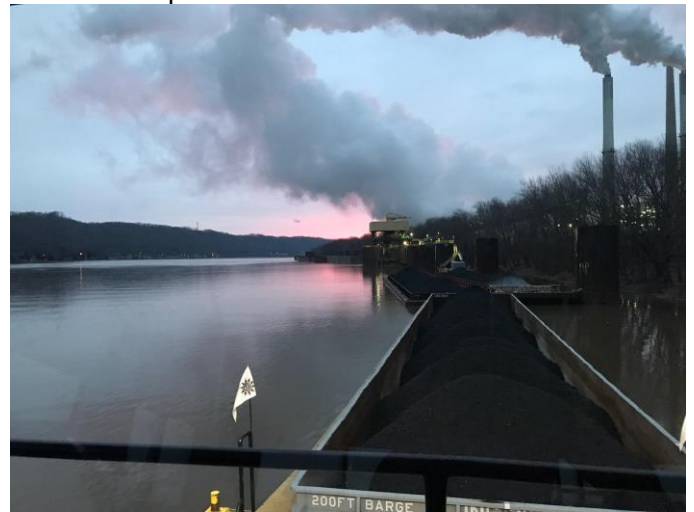
Full Name		Anniversary
WEISNER	JAMES	02/18/2010
THOMAS	CHAD	02/06/2012
CUNICO	ALLEN	02/27/2012
JUSTICE	BRIAN	02/08/2016
JOHNSON	BRANDON	02/09/2016
PENNINGTON	JAMES	02/09/2016
PRODOEHL	ALEX	02/07/2017

Full Name		Birthday
WESTMORELAND	ROBERT	13-Feb
HASTINGS	JASON	7-Feb
BYER	ROBERT	12-Feb
VAUGHN	JOHN	19-Feb



ANNOUNCEMENTS

Spurlock – C&B has added East Kentucky Power Spurlock Station to our list of harbors!! The William B will be the assigned harbor vessel and 4 crews of 3 personnel will manage the fleet. Along with Nucor, that makes the second long-term harbor contract that C&B has acquired in the last 3 months!



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 send in pictures for the monthly contest?
A: Email Greg Schabell at gschabell@carlislebray.com to send in pics for the contest.

Q: Who do I contact for the employee referral program?
A: Emma Obertate.