



C & B Newsletter

Issue 64

March 2018

Daniel Fessler and Samantha Spille

Vicky Schottelkotte

Dispatch Manager

We're excited to welcome two new additions to the Dispatch Department: Daniel Fessler and Samantha Spille.

Daniel joined our team in January. He will be focusing on data analysis and information technology. He is responsible for project management for C&B Energy Services. He'll also assist with computer installations and trouble shooting.

Sam joined our team in March. Sam has dispatched for Kenton County Airport Board, was a 911 Dispatcher, and currently volunteers with Boone County Water Rescue. Sam will assist with day to day dispatch.

Please join us in welcoming Daniel and Sam to the C&B team!!

Marine

High Water

Ed Lapikas

General Manager

We would like to thank everyone for a job well done during this year's challenging high-water conditions. Despite the hazardous high-water conditions, and being shorthanded, we were able to pull together and meet all of our goals. We have received numerous compliments on our staff and the professionalism we show under pressure. We work as a team to get the job done. Many thanks to all who worked extra hours or filled in at other locations where we were short. We can't accomplish our goals without teamwork!

Due to recent incidents, I wanted to ensure that everyone is clear on the importance of keeping very detailed daily vessel logs including all productivity for the day, drills and especially and incidents that may have occurred. This is essential record keeping that helps us verify how we are doing, what was accomplished, and to identify areas for improvement, and documentation for any issues. We cannot stress enough how important this is.

There has been a change in our reporting process. Moving forward, any near miss, personal injury or incident will be reported through our Emergency Response number 877-255-3404. This helps ensure that all parties are notified immediately and management can begin problem resolution /taking necessary steps to get people in place to minimize risk to company resources, and resolve issues as quickly as possible.

Thanks everyone in advance for your cooperation!
Continue to be safe!

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Safety Department

TowWorks

Gordon Putzke

Compliance Manager

We're utilizing TowWorks more and more! We've recently added several forms and it is a good idea to give everyone an update of the forms available now. Daily forms include: Job Hazard Safety Briefing, Pre-Sail Checklist, Wheelhouse Watch Change/ Navigation Assessment, Daily Maintenance Check, and ER Log. We have the Weekly Safety Meeting available. Monthly drills and the safety checklist have been added. We've also added the Tour Checklist and Near Miss report. You can find these in the "Boat Forms" tab. We'll continue out push to make as much of our forms and reports digital. I'll send occasional updates on new items available in TowWorks.

Safety Department

The 7 Causes of Accidents

Greg Schabell

Safety Manager

Consider this statistic: 80% of incidents are the fault of the person involved in the incident. Unsafe acts cause four times as many incidents and injuries as unsafe conditions. Incidents occur for many reasons. In most industries people tend to look for "things" to blame when an incident happens, because it's easier than looking for "root causes." Consider the underlying causes described below. Have you been guilty of any of these attitudes or behaviors? If so, you may have not been injured... but next time you may not be so lucky.

1. **Taking Shortcuts:** Every day we make decisions we hope will make the job faster and more efficient. But do time savers ever risk your own safety, or that of other crew members? Short cuts that reduce your safety on the job are not shortcuts but an increased chance for injury.

2. **Being Over-Confident:** Confidence is a good thing. Overconfidence is too much of a good thing. "It'll never happen to me" is an attitude that can lead to improper procedures, tools, or methods in your work. Any of these can lead to an injury.

3. **Starting a Task with Incomplete Instructions:** To do the job safely and right the first time you need complete information. Have you ever seen someone sent to do a job, having been given only a part of the job's instructions? Don't be shy about asking for explanations about work procedures and safety precautions. It isn't dumb to ask questions; it's dumb not to.

4. **Poor Housekeeping:** When other team members, leaders, or safety professionals walk through your work site, housekeeping is an accurate indicator of everyone's attitude about work quality and safety. Poor housekeeping creates hazards of all types. A well-maintained area sets a standard for others to follow. Good housekeeping involves both pride and safety.

5. **Ignoring Safety Procedures:** Failing to observe safety procedures can endanger you and your co-workers. Being "casual" about safety can lead to a casualty!

6. **Mental Distractions from Work:** Having a bad day at home and worrying about it at work is a hazardous combination. Dropping your 'mental' guard can pull your focus away from safe work procedures. Don't become a statistic because you took your eyes off the task "just for a minute."

7. **Failure to Pre-Plan the Work:** There is a lot of talk today about Job Safety Analysis – the JSA. JSA's are an effective way to figure out the smartest ways to work safely and effectively. Being hasty in starting a task or not thinking through the process can put you in harm's way so slow down and make a plan.

Service Department

Maintenance Tip – Pipe Labelling

Dave Westrich

Port Engineer

Fuel went into a vessel's bilge when a mislabeled pipe was used as a fuel fill last week. If you have, or believe you may have, any mislabeled piping or piping that is not labeled, please let us ASAP so we can correct it. Remember that if you're not sure about something, stop and ask someone before you proceed.

Safety Department

Lessons Learned – Failure to Report

Greg Schabell

Safety Manager

M/V Wayne C was hauling 6 empty barges from Hilltop Cincinnati to Hebron. The tow was arranged 3 long and 2 wide. After coming around the bend below the Southern Railroad Bridge, a cross wind started pushing the tow towards the Kentucky bank. The Captain tried to keep his head pointed out towards the channel but continued to slide. He determined that he needed to avoid the Ludlow-Bromley Marina and attempted to land on the BP Bromley Dock dolphins. He initially reported a Near...



Miss after not finding any property damage, which was reported to BP. Upon inspection the following day by the customer, one of the piers on the dolphin was pushed in against a horizontal support and 2 pier timbers were damaged. The incident was reported to USCG Sector Ohio Valley as a marine casualty.

Once his tow was caught by the wind, the pilot did the best that he could do to minimize potential damage. However, this incident could've been avoided altogether if, for example, they arranged their tow differently, or exercised their "stop work" or "right of rejection" authority if the prevailing circumstances did not allow a safe way to move all 6 barges at once. If the conditions changed while underway, then they need to assess if the voyage is safe to continue. Severe wind gusts tend to die down in short order. By making the tow 3 long, they were more susceptible to cross winds which the vessel has limited ability to counter. If the tow had been 3 wide, then head of the tow would incur the most impact from the wind. A vessel can counter a headwind much more easily than a crosswind so long as it has sufficient horsepower to make headway (this risk is minimized when traveling downriver). However, this is all after-the-fact critique and not at all the issue with this incident.

The real mistake that the pilot made here was failure to accurately report the incident. The BP dock is equipped with cameras that provide a perfect view of the dock and management was able to review that the following morning. Every coupling in their tow broke loose. They were extremely lucky that none of the barges broke away and ran downriver. Suffice it to say, there could've been **ZERO** doubt that this was incident. I, personally, felt extremely foolish initially reporting this as a near miss as I was watching the video. It was Easter weekend and they were, no doubt, anxious to get off the vessel and get home. That is understandable. It is also understandable that they would not have been able to safely inspect the dock in those conditions. All that they needed to do differently was to say that there may have been damages that couldn't be verified at the moment instead of insisting that there were no damages. We could've informed the customer and arranged for an inspection that night or the following morning. Denying any damages – or even the possibility of damages – in light of the video recording makes it seem like we're being dishonest or covering up something.

Moving forward, **all near misses where there is a potential that property damage occurred must be reported using the Emergency Response Line (1-877-255-3404)**. An investigation will then be started...

to determine if property damage could've resulted or not. Failure to report or reporting misleading information that flies in the face of what actually occurred will be punished. These occurrences make us look bad to our customers and damage the C&B reputation. If you're not sure about the extent of damage, then make that clear. Even though you're wanting to get off the vessel to complete your shift or to celebrate the holidays, you need to up front about what exactly happened so we can respond accordingly. We also need to ensure that we're documenting such events on the daily log.

Safety Department

Lessons Learned – Down-Streaming

Greg Schabell

Safety Manager

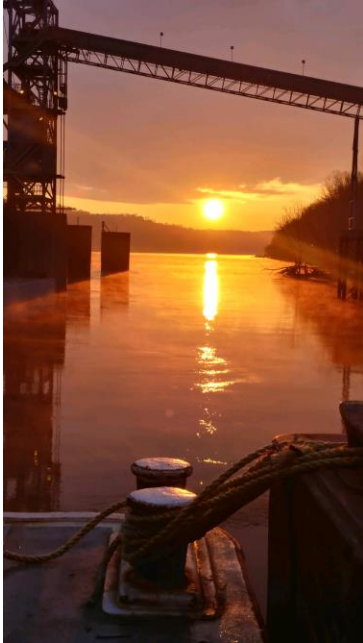
Recently, an employee was injured while running out a ratchet. When he stood up the ratchet to run it out, the pelican hook came down and smashed his left ring finger. He was diagnosed with a fractured finger and restricted to light duty for one week. The employee lost situational awareness of where his hands were located when he stood the ratchet up. We had a similar injury last year when the employee left his hands in the one spot where they could be injured. In this case, the employee was still in the process of completing his initial 90-day On-the-Job Training.

I tell new hires that, "Your hands are in constant jeopardy while you're working on the river!" Normally, a couple of close calls will force an employee to pay attention to where their hands are. This employee will certainly never forget to watch out for the pelican hook! But we don't want to learn the painful way. Supervisors should be talking about hand safety regularly. Employees need to get into the habit of using Z-Box decision-making: if I do this, what could happen? If the pelican is not secured, what will happen? If your hand is there when the pelican hook suddenly closes, what will happen? This is how we need to be thinking. Stay conscious of where your body is and where your hands are. Ask yourself, have you put yourself in harm's way?

Quote of the Month

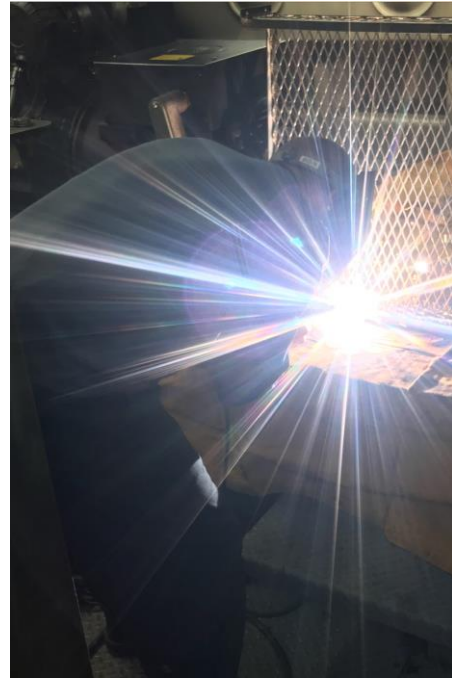
"Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar." Don Bamford

ADM by Mike McNeely. Winner of the best pic of the month!



f

Hot work.



Nucor.

Spurlock by Mike Crawford.



Ghent.

William B.





BIRTHDAYS & ANNIVERSARIES

Name		Anniversary
GOODWIN	PAUL	4/4/2017
SHAW II	ROBERT	4/5/2017
LYNN	LONNA	4/2/2016
BOYER	JOHN	4/15/2014
MCNEELY	MICHEAL	4/15/2014
KERNS	DORMAN	4/15/2014
ROWE	JUSTIN	4/14/2015
NEWLAND	ROBERT	4/4/2017

Name		Birthday
ABDUL-SALAAM	DAWOOD	4/30
HALL	CHANNING	4/15
LYNN	LONNA	4/9
DORNBACH	BRYAN	4/21
GILLESPIE	MARCUS	4/15
HILL	CHARLES	4/8
SCHABELL	GREGORY	4/3
ROSS	ZACHARY	4/24
SCHOTTELKOTTE	VICTORIA	4/27
CAMPBELL	EDWARD	4/24
CHAPMAN	GREGORY	4/14
MULLINS	RONALD	4/12
SCHOLL	TROY	4/25



ANNOUNCEMENTS

Fleeting Operations Manual – the fleet manual for all of the harbors that C&B works is now complete and available on DropBox. We'll be sending out hard copies to all vessels this month. The manual lists mooring requirements for normal and high water conditions, and also identifies known hazards within the harbor. These standards provide clear expectations that supervisors can enforce so that our fleets are properly maintained.

