

# C & B Newsletter

Issue 65

April 2018

## Heath Deer and Brian Mullins

### Ed Eichhorn

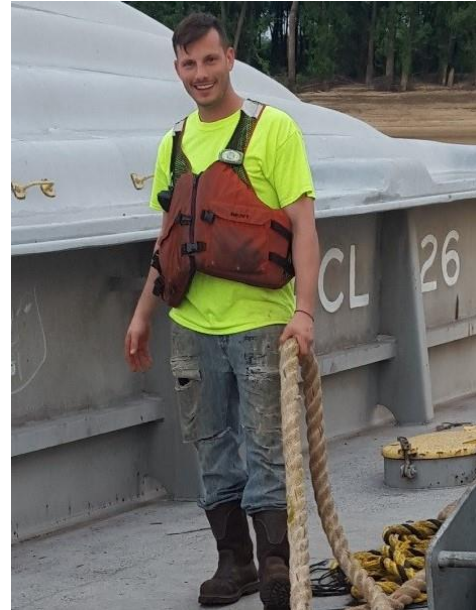
Senior Captain

Sadly, we lost two of our river family in April. Although they weren't employed by C&B at the time of their passing, we still feel a deep loss for someone that has been a part of our lives for so long. Many of us had formed cherished friendships and just knowing them has enriched our lives. They both will be dearly missed.

Heath Deer passed away on April 11<sup>th</sup>. Heath spent most of his time at C&B as a deckhand on the Enterprise. Anyone who spent any time with him was immediately drawn in by his big smile and contagious laughter. Heath never knew a stranger, loved people, and was loved by many.

Brian Mullins passed away on April 15<sup>th</sup>. Brian started off as a deckhand at Ghent and after getting his pilot's license worked at Big Bend as Captain of the Papa Fred. Brian always had a sense of humor and had a confident but easy-going nature about him that drew you to instantly like him. He was a huge Bengals fan and an avid outdoorsman. Brian was also a loving husband, father and friend.

James Heath Deer 1982-2018



Brian Keith Mullins 1978-2018



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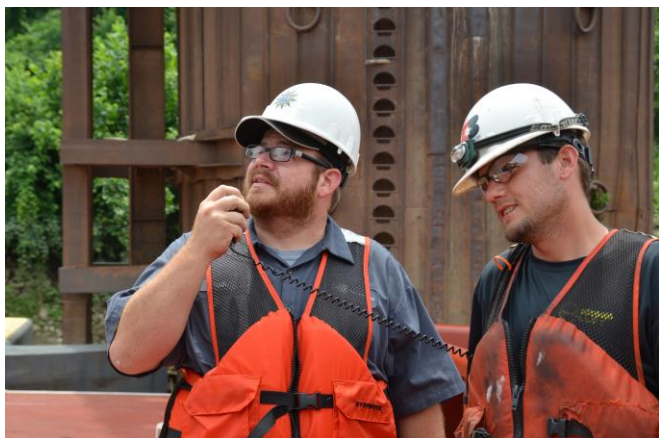
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## Safety Department

*Captain Brian Mullins*

**Greg Schabell**  
Safety Manager

I worked for almost 6 months as Cpt. Brian Mullins' deckhand at Ghent. He lost his long fight with cancer this past month. I've met few people more universally liked than Brian. He made every day at work enjoyable. He also spent a lot of time training me on how to be a deckhand and how to be safe. Brian also taught me a lot about life – to take yourself seriously without being overly serious. I made tuna melts for everyone one day on the boat and he brought it up every time that I saw him – he would even call me out of the blue sometimes to tease me about bringing some down to Big Bend because he was hungry. He spoke of his family often and in the most loving terms. I will greatly miss him and will always be grateful for what he passed onto me and for the time that I shared with him. Rest in peace, Captain!



## Terry Raines: 20 Years of Excellence!

**Ed Lapikas**  
General Manager

We would like to congratulate Terry Raines on 20 years of service with C&B. Terry started his career with Greater Cincinnati Marine in 1998 and has proved himself to be invaluable to us over the years. He can always be counted on to do whatever it takes to get the job done, volunteering his time on off days and taking off at a minute's notice to go where he is needed. We are truly grateful to have Terry. He sets the standard we all should strive to attain. Please join us in congratulating Terry!



## Service Department

*Maintenance Tip – Alarm Panels*

**Dave Westrich**  
Port Engineer

I was recently asked whether alarm panels should be left on while the vessel is moored without a crew and the answer is YES! Even though a crew is not onboard to respond, other vessels or personnel may be around that will hear the alarm and can respond. The only time that the alarm panel should be turned off is when switching generators, switching from generator power to shore power (or vice-a-versa), and for certain repairs.

## Marine

*It's Not My Boat!*

**Ed Eichhorn**  
Senior Captain

All too often when we work off days or fill in somewhere for a couple of days we find a boat that is filthy and unorganized. And a lot of times when this...





happens we encounter the “It’s not my boat” mentality and nothing gets done about it. We should all take pride in the boat we normally work on, but we should also take pride in C&B as a whole. It takes a team effort to keep up on the boats that don’t have a steady crew. My philosophy is to “try to leave it a little better than you found it”.

On that note I would like to acknowledge Mike Yates and Brandon Johnson. Mike and Brandon helped out by working their off days on the James H and going on a Big Bend run. We were also taking the Papa Fred to Big Bend and the boat wasn’t in very good shape after having repairs done. The first chance they had Mike and Brandon started cleaning on the Papa Fred because they did not want to deliver it in that condition. They spent the remainder of the four-day trip cleaning on the James H. Mike and Brandon both displayed good work ethic, team work and C&B pride. Thank you for all you do, and a job well done.

## Safety Department

*Lessons Learned – Fall Overboard*

**Greg Schabell**  
Safety Manager

M/V Pleasant was shoved in at angle facing upriver on the outside of the Gypsum Load Fleet at Zimmer Power Station to adjust mooring lines to accommodate the river dropping out. The deckhand lowered the headline to next cell ring and headed back to the vessel. He stepped onto the gunnel outside the port towknee with his left foot and grabbed the handrail outside the towknee. He stepped with his right foot but it was not all of the way on the deck before he transitioned his weight to that foot. He slipped and fell into the river in the gap between the vessel and the fleet. The pilot checked his stern to ensure that there was not any drift and proceeded backing up the vessel. The deckhand had grabbed onto the port facewire when the pilot saw him in the river about 10’ from the fleet. The pilot stopped his engines and pointed his rudders out into the channel before running down from the wheelhouse to the main deck. He was able to get the employee safely back onto the vessel.

First of all, the pilot’s actions to get the employee safely back onto the boat while doing everything that he could to ensure the safety of the vessel were commendable. That said, this incident should never have occurred, and they were ultimately lucky that the employee wasn’t severely injured or the vessel didn’t drift into the fleet below. **COMMUNICATION!!** Communication is absolutely vital to everyone’s...

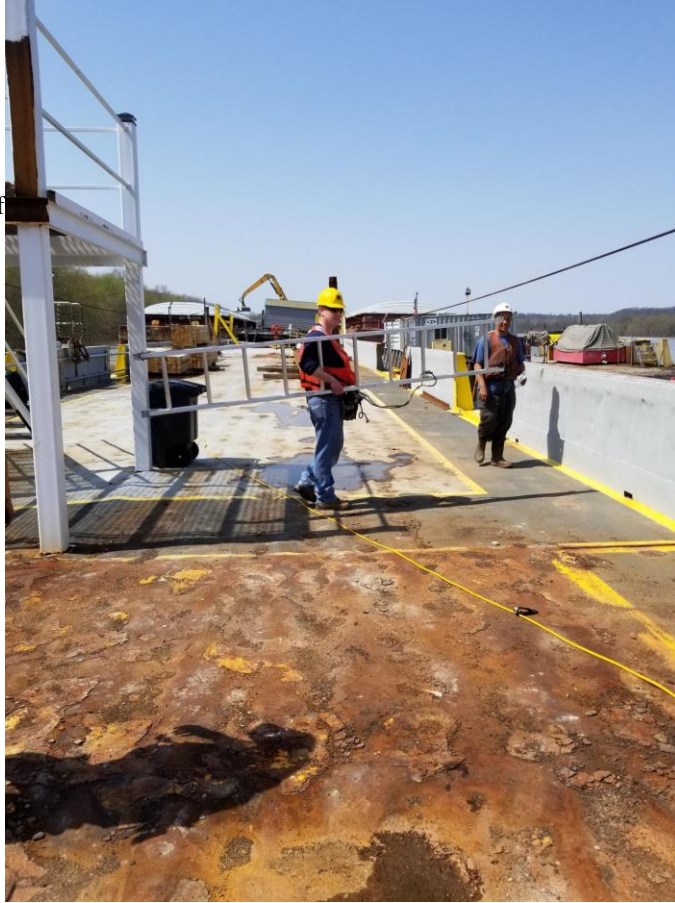
safety in the river industry. “All gone” and “all on” are NOT just silly sayings from the days before radio and modern communication equipment. The pilot does not always have positive line of sight with employees. 90% or better, these statements are redundant and unnecessary – **AND THAT’S THE PROBLEM!** Because they’re normally not needed, people become complacent and start ignoring those fundamental practices. In this case, the pilot started backing when the employee was in the water right next to the vessel. He was lucky that the wheel wash didn’t suck him under! He should never have started backing until he had visual or verbal verification that the deckhand was safely back onboard.

Some other factors contributed to this fall overboard that should be discussed. Slip, trip and fall incidents are the most frequent causes of injuries at C&B. Most vessel injuries occur on the head of the vessel around the towknees. We’ve repeatedly stressed the need to keep that area as clear of clutter as possible. Even if you’re going to use a line again in a few minutes, that line still needs coiled up and stowed out of the way. The lock line that was left attached to forward kevel and was left on the port gunnel certainly contributed to the employees losing his footing. Another issue is that the employee was not wearing his man overboard strobe, whistle, or alarm. Although none of those items would’ve prevented his fall, they could’ve been used to alert the pilot that he was in the water. The employee was only able to contact the pilot by repeatedly keying his radio mic. One last thing to address is reducing hazards as much as possible. It’s common practice to touch up on the corners for the deck crew to get on/off the vessel. We’ve stressed facing up to the barge whenever possible so the crew can stay in between the towknees when getting on/off. In this case, they needed to push against the fleet to adjust their lines and high water made it unsafe to push in perpendicular. However, they could’ve been horizontal to the fleet when the deckhand was getting on/off the vessel. This would’ve eliminated the gap between the boat and barge and, therefore, the chance of falling into the river. Once the employee is safely on the barge, then you get at an angle to push against the fleet. This cannot always be achieved but **whenever practical the vessel should be flat against the barge on the side the employee will be getting on/off.**

## Quote of the Month

" Prevention is, as in other aspects of seamanship, better than cure."  
Sir Robin Knox-Johnston

Safety guy carrying something besides a clipboard. Winner of the best pic of the year!



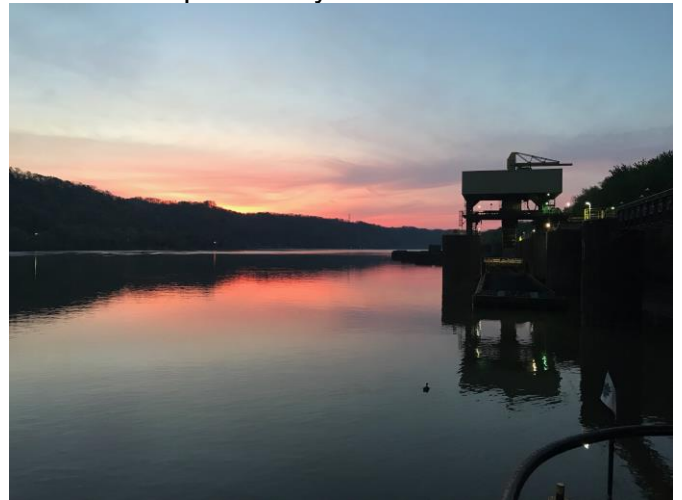
A Silver Grove Sunday morning by Don Craig.



Sunset over Cincinnati.



Sunrise at Spurlock by Mike Crawford.



Atlantis







## BIRTHDAYS & ANNIVERSARIES

Full Name		Birthdate
RAINES	TERRY	5/1/1997
JONES	JERRY	5/5/1999
LAPIKAS	EDWARD	5/15/1999
HOUSE	AARON	5/20/2004
LUCAS	JEFFREY	5/7/2012
LOSCHIAVO	THOMAS	5/23/2012
JUMP	DANNY	5/27/2013
WHITE	JOSHUA	5/5/2015
ABRAMS	JERRY	5/7/2015
HARMS	DERRICK	5/21/2015
WIESNER	PAUL	5/2/2016
CURRY	DALE	5/10/2016
HEIB	CHRISTOPHER	5/10/2016
LOWE	WILLIAM	5/10/2016
ISAACS	JASON	5/10/2016
CLARK	JAMES	5/2/2017
PIERSON	DEVLIN	5/2/2017
ROSS	ZACHARY	5/2/2017
WARREN	ERIC	5/2/2017
LAWS	CODY	5/2/2017

Full Name		Birthdate
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

Chris Chase welcomed his new son, Kyzer Chase, on 4/20/18 and he weighed 8 lbs 9 ounces. Congratulations!!



## ANNOUNCEMENTS

*The new C&B Cincinnati Reds Fireworks Barge!!*

