



C & B Newsletter

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Representing C&B and the Industry in the Nation's Capital

Rob Carlisle
President

C&B and members of the AWO met in Washington, D.C. to discuss with our elected national representatives the important issues and opportunities that the inland waterways and our nation's mariners are currently facing. It was a great opportunity to educate and be heard. We do not often consider how legislation and politics affect us individually, but they certainly do and we experience it every day: the regulations we must comply with (paperwork), infrastructure (locks/dams, dredging, etc), and how we're classified (the Jones Act). I was everyone to know that we're lobbying on your behalf and for our future!



USS Enterprise

Chad Bray
COO

Huntington Ingalls Industries announced that the aircraft carrier USS *Enterprise* was moved from Pier 2 at the company's Newport News Shipbuilding division to her original birthplace, Dry Dock 11. Newport News employees will continue the defueling process in the dry dock under the current inactivation contract. Six tugboats guided the ship about one mile to its new location. More than 200 shipbuilders assisted with the ship's relocation, a two-and-a-half-hour effort. Work will continue in the dry dock until the fall of 2016. Chris Miner, Newport News' vice president of in-service aircraft carrier programs said "Our shipbuilders' slogan for the inactivation of the USS *Enterprise* is 'Honor a Legend.' The pride the shipbuilder and Navy team have in being part of this legendary ship's history is demonstrated every day as they safely complete each step of this challenging work." The first super carrier powered by nuclear reactors, USS *Enterprise* is also the first to undergo an inactivation, which includes defueling the ship's eight reactors and preparing the hull for its final dismantlement. USS *Enterprise* was built at Newport News and joined the Navy's fleet in 1961. The ship aided in the Cuban Missile Crisis and operations Enduring Freedom and New Dawn, as well as naval maritime security operations.



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Energy Services

Jacob's Ladders

Buddy Begnoche
General Manager

Please note that all cleaning rigs and barge facilities must keep a Jacobs Ladder in reserve for Man Overboard rescue. You must keep it readily available, it must be conspicuous, and it must be kept on the stern/downriver end of the barge. You should wrap it in a tarp to protect it from the weather and the sun. Thanks!

Safety Department

Fire Alarm Systems

Greg Schabell
Safety Manager

As you know, we've gone across the fleet with FESCO to inspect our fire extinguisher and alarm systems. There were several vessels with their alarm panels turned off. The alarm system is critical for crew safety and to ensure the safety of the vessel! A functioning and activated alarm system is also a required sail item. Safety and management will be looking for this across the fleet in the coming weeks. It is the Pilot/Captains responsibility to ensure the safety of their vessel and crew. Any Pilot/Captain that is operating a vessel without turning on the alarm could be subject to disciplinary action. If you have an issue with your alarm, call the Safety or Service Department immediately!

Accounting Department

Employee Corner – Express Scripts Saves Money!

Emma Obertate
Assistant Controller

How do you get started with your home delivery pharmacy?

If you take prescription medication on an ongoing basis you can sign up for Express Scripts through Anthem. Once you start, you can refill and renew your prescriptions online or via the 800 number on the back of your medical card.

How should my doctor write my prescriptions to maximize my savings on medications?

To maximize your savings, ask your doctor to write your prescription for a three-month supply (or your plan's home delivery limit), with refills as appropriate, instead of a one-month supply with refills. *It is important to ask for a three-month supply instead of a one-month supply, in order to benefit...*

... from the home delivery copayment. I have personally benefited from this service and will save hundreds for the entire year! It's worth checking it out at Expressscripts.com or Anthem.com

Marine

Maintenance & Paperwork

Ed Lapikas
General Manager

This month I would really like to focus on maintenance on our vessels and equipment, and our paperwork. In addition to our regular maintenance schedule, we need to continually be actively looking for opportunities to maintain our vessels and equipment. Any downtime can be used for cleaning and maintenance. We can also use this time for organizing paperwork. It's essential that we file our paperwork in the proper order and sequence. Filing paperwork incorrectly leads to those behind you not being able to find what they need quickly, resulting in productive time lost. It also makes audits and inspections more difficult. We will be concentrating on painting the engine rooms and exterior of the vessels and rigs. If you are missing any of the necessary items needed for these tasks, please let us know as soon as possible. It is our goal to get this work done while its cooler and when we aren't as busy instead of waiting until the hot summer months ahead. Any questions, please ask!

Safety Department

Cell Phones

Greg Schabell
Safety Manager

There has been complaints regarding personal cell phone use during operations. Personal cell phones should remain in the vessel galley or cleaning rig crew shelter. This does NOT mean that you run back and forth to check your phones as much as possible. Never use or check your phone while operating equipment! You may only check your phone when the task is complete or that phase of the task is complete, or on a normal break – all of which are determined by the supervisor or pilot. Please see the Distracted Operation section of the to be published Facility Manual below, which will also go into our RCP Manual. These rules are in place to keep you safe. There is no phone call, text, social media post worth possibly endangering yourself or co-workers. If there is some type of emergency requiring you to check your phone, you must let your supervisor know that before starting your shift.



Service Department

Maintenance Tip – Greasing Shafts

Dave Westrich

Service Coordinator

When greasing shafts it is important to keep in mind that any excess grease that goes into the shaft alley pans will go into the crossover pipes and into the shaft alley pump. This can cause a number of issues. We have had a few boats that needed the bilge pumped and the cause ended up being from excessive grease clogging the crossover pipes and the water went directly into the bilge instead of being pumped out. It is required as you are doing your daily checks to ensure that there are no obstructions in your pipes or pumps. If you are unsure of when to grease and when to tighten shafts be sure to ask anyone in the maintenance department and we will be sure to answer any questions or show you!

Safety Department

Lessons Learned – Allision

Greg Schabell

Safety Manager

Last weekend, we had an incident resulting in property damage to a customer’s barge. The pilot ordered one of the deckhands to come back to unface the vessel so another barge could be set in their tow. The pilot knuckled in one engine so the deckhand could unface the vessel. The pilot was not aware that there was not a stern line on the head wire barge and he was actually pushing the tow upriver into the fleet, which was only ~100 feet above the tow. By the time that anybody attempted to notify the pilot, it was too late. The loaded barge allided with the rake of an empty barge in the upper fleet, damaging a cover top and coaming.

The direct cause of this incident was a loss of situational awareness. The pilot should’ve been aware that stern line was not attached, that the vessel was moving forward, and that the tow was closing on the fleet. When the pilot engaged the engine, he should’ve been observing his surroundings, looking at the shore. He would’ve noticed the tow moving forward. The pilot should’ve also inspected the mooring, lines, and wires as part of his change of watch procedure. A proper briefing was conducted but the change of watch was not complete because the moorings were not inspected. If the pilot had looked, he would’ve noticed that there was not a stern line.

The river has recently fallen to normal levels, with slower currents after months of high water; the tow...

...would not have moved forward with one engine knuckled in if the high water conditions were present. We have spent the last six months talking about high water and preparing for high water. Over that span of time, “normal” becomes high water. We are used to operating in high water, and identifying and avoiding the hazards associated with high water. Vessels and tows move differently in pool stage or slow current conditions, and the hazards are different in those conditions. Hazards are different in low water conditions as well, which we may have occasion to discuss in the future. Those conditions and the hazards are your prevailing circumstances. Lastly, poor communication was a factor: there were 3 other vessels in the immediate vicinity and several crew members present on the tow, but nobody notified the pilot that the tow was closing on the fleet until it was too late.

Safety Department

Lessons Learned – Injury

Greg Schabell

Safety Manager

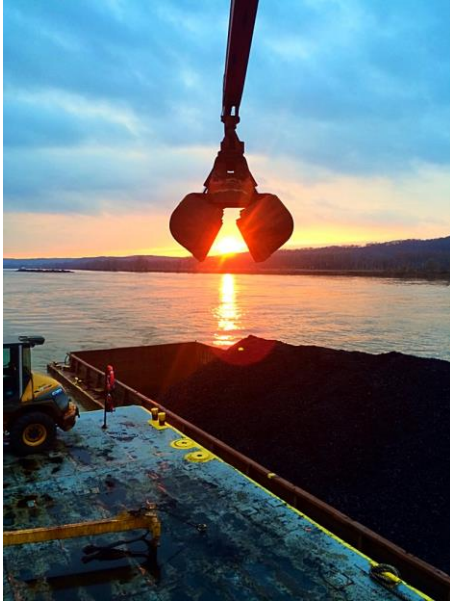
One of our customers was having contractors work on the shuttle barge slide/breasting line. One of the contractors was standing on the outboard side of the line in the line fire. While the shuttle was being moved, the slide-line got hung up or caught on something. When the line let loose, it struck the contractor and knocked him onto the deck. C&B crews or equipment were not involved in the incident. There are several issues that caused the incident: improper body placement, failure to identify hazards, standing in the line of fire, etc. However, I want to concentrate on one point – LISTENING! The contractor was told moments before the incident not to stand in that spot. If he had listened to his co-workers, this incident would not have occurred. Standing there was not needed for the operation. He had some experience. When he was told not to stand there, he disregarded the warning because he thought that nothing would happen. Listen to your co-workers and experienced personnel! Make your safety the most important task each and every day! Do not add risk for the hope of saving a little time! Do not allow laziness, compliancy, or arrogance to cause you to disregard warnings and safety policies! If you do not know something, ask! You need to be able to identify hazards, understand the importance of body placement, and know how to make good decisions.

Quote of the Month

“Some cause happiness wherever they go, others whenever they go.” Oscar Wilde



Ghent by Drake Dudas, Winner of the April 2015 Photo Contest



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Fireworks start back up for the Official Tugboat and Barge Co. for the Cincinnati Reds!



James H NB at Ghent, Donnie Earles



Stuart Cleaning Rig: Matt Brooks, Mike Crawford & Brandon Phillips



Enterprise SB Louisville, Kyle Caddell



Aurora Indiana CGB Dock, Jimmy Ingram





CALENDAR OF EVENTS

BIRTHDAYS

MAY Birthdays

Boyer, John May 17
Braden, Joe May 18
Eichhorn, Edward May 25
Embry, Richard May 31
Groves, Rocky May 18
Heath, Gary May 9
Kuhr, Stephen May 8
Lapikas, Edward May 12
Mister, Gabriel C May 16
Phipps, Mark May 20
Satterly, Michael May 18
Shawen, Christopher C 5/14/2015
Smith, Jason May 26
Springer, Ernest J May 30
Wise, Kevin May 14

ANNIVERSARIES

MAY Anniversaries

Johnson, Jennifer A May 1 5/1/2014
Raines, Terry May 1 5/1/1997
Madaris, Damen May 4 5/4/2011
Jones, Jerry May 5 5/5/1999
Brown, Ryan May 6 5/6/2014
Gallentine, George P May 6 5/6/2014
Supple, David May 6 5/6/2014
Yates, Joey May 6 5/6/2014
Lucas, Jeffrey May 7 5/7/2012
Lapikas, Edward May 15 5/15/1999
Mullins, Brian May 19 5/19/2003
House, Aaron May 20 5/20/2004
Loschiavo, Thomas May 23 5/23/2012
Youngman, Richard May 26 5/26/2010
Jump, Danny May 27 5/27/2013

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 Managers, Ed Lapikas and Buddy Begnoche.

ANNOUNCEMENTS

After recommendations from the Supervisor Meetings and employee feedback, we updated the Visitor Orientation Forms for C&B Energy Services and Marine to include the Security Briefing, which will simplifying the process by having all the information for a visitor briefing in one location. Please continue the good ideas and feedback!

Jason Inman and family welcome a new baby boy!!



Hebron Cleaning Operations improved electrical wiring and improved safety!

