



# C & B Newsletter

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## Weis Winner In Boat Race

Special To The Enquirer

ALTON, Ill.—Bob Weis of Chestnut won the J-Class of unlimited outboard racers here over the weekend but broke his nose doing so, officials reported Monday. The race was a marathon on the Illinois and Mississippi Rivers and ended at 4:00.

Bob Weis and Howard Geringer of Miami, Fla. were entered in the fast unlimited class with Swisecraft hulls and 155-horsepower Evinrude outboards. Geringer developed engine trouble and came in third.

Weis said he hit a five-foot roller going full speed and the impact caused his face helmet to strike his nose. He finished the race and returned to Chestnut for treatment.

ROBERT L. WEIS, SR., age 69 of Union, KY passed away Tuesday, February 4, 2014. He was an Environmental Consultant for Carlisle-Bray Marine and a Kentucky Colonel. Survived by wife Bonnie (Wiebell) Weis, sons Robert Weis, Jr. and Brian Conrad Weis, daughters Jennifer Lynn Weis, Debra Ann Irwin, Mary Jill Holland and Suzanne Riffey.

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## Lazy Bench

*Port and Starboard*

### Greg Schabell

Safety Coordinator

Did you ever wonder where the terms port and starboard originate from? The steering rudder was not originally centered on the stern in the old Teutonic sailing days. Traditionally, the steering rudder was on the outboard, right side as a person looks to the bow. This side of the vessel became known as the “sterbord” or “steering board” side, which eventually became the “starboard” side. A captain could not approach a port to dock the boat on this side without potentially damaging the steering equipment on the “starboard,” so they approached ports on the left side of their vessel facing the bow, which became known as the vessel’s “port” side. It was formally called the “larboard” side, meaning “the loading side.” Shouted over the noise of the wind and waves, “starboard” and “larboard” were too similar sounding. “Port” comes from the Latin “porta,” meaning a “gate or door.” There was an opening on the left side facing the bow of the vessel for unloading cargo. “Larboard” meant loading side, or from an opening, so the term was changed to a word that also meant an opening that could not be confused with “starboard.” Hence, “port” and “starboard” were engrained as the terminology for the sides of vessels in the Germanic languages (English is a Germanic language).





## C & B Update

### Rob Carlisle

President

I wanted to update everyone on what has happened around C&B Enterprises the first two months of the year. First and foremost, I would like everyone to please take a minute and remember our dear friend and colleague Bob Weis. He had been with our team long before the merger, and was part of my family's business for most of my career. He will be dearly missed.

Next, we've been working very hard on opening up new opportunities for growth. We successfully won the contract with LG&E at the Trimble County Power plant to fleet and shift in their harbor. This will include two of our vessels in long term deals.

Thirdly, we've chartered the Wayne C. to Walsh Construction for a 16 month-term working the new bridge job in the Louisville Harbor. If you're passing through, take a look and you'll see her near a large crane. Fourth, if you've not already seen or heard, we had to save Jeff Ruby and his Waterfront Restaurant again. It now is fleeted at the Hebron facility. Fifth, new deal is with our old friends at Hilltop. We just signed a long term deal to fleet and shift at the Big Bend Harbor for their limestone quarry, which begins March 1st. We also expect the delivery of our long awaited two new vessels this month! The Enterprise should be in operation by mid-month, and the Discovery should follow closely behind. This will give us the added capacity we have needed to better serve our customers. This is a good start, but there is much more anticipated in the coming year. I will update you as we grow.

All the partners want to thank everyone for their hard work and dedication to keep us going out there this winter. It is all of you that makes the C&B team so respected and successful in our industry. "Whatever It Takes, As Long As It's Safe!"

### Bob Weis

*You Will Be Greatly Missed*

### Ed Lapikas

General Manager

C&B suffered a great loss this month with the sudden passing of Bob Weis. Bob served as the environmental consultant for us, and has been in the industry for over 40 years. Bob was extremely passionate about environmental issues and was dedicated to compliance.

Despite knowing Bob for many years, I was shocked to learn many new things about him at his service.

I would like to share a few with you. Bob had many varied interests: genealogy, fishing, racecar driving, and writing. In fact, he wrote and published a book, which is available on his website [www.bobweis.com](http://www.bobweis.com). I would strongly urge all of you to take a look at his website to get some insight on who Bob Weis was. Bob once told me that I need to slow down and take time out, because life is short and we are never promised tomorrow. Looking back, this rings so true now. If I could speak to Bob, I would thank him for mentoring me and giving me a chance. We didn't always see eye-to-eye, but he taught me a great deal, and he was always there for me when I needed guidance. Thanks Bob for your service, your commitment and passion. You are greatly missed.



## Operations

*Hard Work and Professionalism*

### Chad Bray

COO

Rain, sleet, snow, ice, frigid temperatures... teasingly warm days. These past several months have tested man and machine, patience and ability, attitude and temperament. Through your painstaking efforts, we have not only persevered, we have prospered - extending our business opportunities from Killen (OR 389) to Big Bend (OR 660), where the Franc C recently began fulfilling a new fleetinging contract. In addition, your efforts have resulted in the need to send two vessels to Trimble County Power Plant beginning 01 April.

The ability to extend our area of operations is a direct reflection of your hard work and professionalism. If our customers did not believe our crews were true professionals, we would not garner these new and exciting contracts. We thank you for your hard work and outstanding effort. We ask for your continued support and due diligence in moving C&B to the forefront of our industry. Think Ahead. Think Safe.

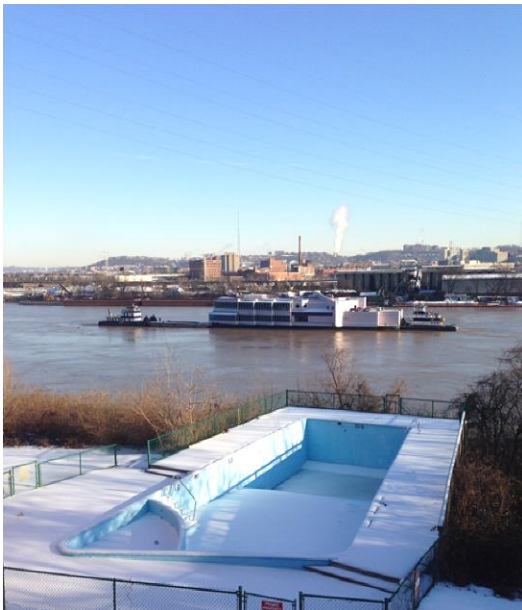


## C & B in Local News

### Waterfront

**Greg Schabell**  
Safety Coordinator

Everyone may recall that in 2011, when GCM and Bray Marine first merged, that C&B made the news for the first time assisting the Waterfront Restaurant when it broke loose in Covington, Ky. On February 6, the Waterfront again broke lose, this time making the national news. A vessel broke loose river ice on the Licking River, which traveled along the left bank and smashed into the moored restaurant. 2 workers were aboard the restaurant when it collided into the Clay Wade Bailey Bridge, closing the bridge for several hours that day. The Wayne C and William were able to quickly respond and secure the Waterfront and the workers. C&B has performed work for the Waterfront's reopening at its new location on Covington Landing, in the spring of 2015 with added measures to safeguard it. For now, the restaurant is being secured at C&B's Hebron Facility. Thanks to the Wayne C and William B for the quick response and added reputation of C&B in the Cincinnati Port.



## Maintenance Department

### Maintenance Tip of the Month

**Roger Williamson**  
Port Engineer

"Butts go on the toilet, not in them."

The MSD pump will fail if cigarette butts, wipes, or other prohibited materials are flushed. These repairs are time consuming, expensive, and dirty. If you

want to have a working toilet, then use the sign above the toilet's advice and don't flush prohibited materials.

## Lessons Learned

### Efficiency v. Thoroughness

**Greg Schabell**  
Safety Coordinator

The start of 2014 has been challenging for our incident rate. This winter has been one of the most severe on record. Despite the challenges brought on by the weather, I would like to stress exchanging thoroughness (safety) for efficiency, whereby we allow the perceived need of accomplishing the immediate task to outweigh the longer term, and more important priority, of safety.

Recently, an employee was injured pulling a facewire while facing up to barge. In that case, failing to ensure that there was enough slack in the wire and not first laying the wire on a closer deck fitting to reposition his body before moving to another fitting contributed to the incident occurring (poor body position/mechanics was ultimately the cause of the incident).

Another incident, occurring at Ghent this time, involved an employee placing a hull cable onto a barge. He did not take the time to verify that all of the slack was out or to request additional slack, and tried to use force instead which resulted in injury.

Last month, an article told the same story where an individual grabbed a 3" pump without assistance (against C&B policy) and without informing the pilot of his activities.

This is a 5 mpg industry and going home the same way as you arrived is the # 1 goal each day. Conduct regular safety briefings that address slowing down and maintaining situational awareness. Do not allow complacency or expediency to force you or your co-workers into making poor decisions. Look out for your co-workers and make your safety the highest priority during every decision.

## Quote of the Month

"For that dash represents all the time that they spent alive on earth. And now only those who loved them know what that little line is worth."

Linda Ellis, *The Dash*, Bob Weis' Service





Stuart Cleaning



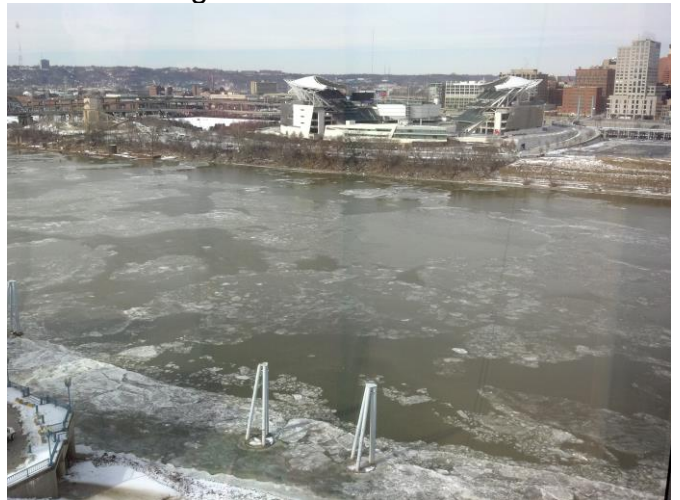
James H



Enterprise



Ohio Freezing



Fran C, Big Bend



Ghent Cleaning





## CALENDAR OF EVENTS

### BIRTHDAYS

BIRTHDAYS - MARCH		
12-Mar		Weisner, James B
14-Mar		Carlisle, Blake
14-Mar		Cutter, Norman Paul
15-Mar		Mullins, Brian K.
17-Mar		Lonaker, David R
18-Mar		Haney, Hobert J
19-Mar		Barker, Garry
22-Mar		Presley, Jamie
23-Mar		Brooks, William A
27-Mar		Yates, Michael A
28-Mar		Jackson, Clay M
29-Mar		Meecker, Michael B
30-Mar		Myers, Adam D
30-Mar		Yauch, Daniel J

### ANNIVERSARIES

ANNIVERSARIES - MARCH		
14-Mar	2007	Chase, Matthew
15-Mar	2001	Lonaker, David R
15-Mar	2012	Gentry, Michael S
16-Mar	2012	Myers, Adam D
17-Mar	2005	Raines, Terence M
27-Mar	2006	Griffith, Richard
29-Mar	2003	Raines, Thomas L.

### 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: When are the new boats scheduled for service?

A: The latest word is that M/V Enterprise will be ready for operation in February and M/V Discovery will be ready in March.

## ANNOUNCEMENTS

March 1, 2014 marks the 3 year anniversary of C&B's merger of GCM and Bray Marine.

The Company Picnic is Friday, June 6<sup>th</sup> at Kings Island!



Q: How do I get in the Newsletter?

A: Individuals and operations will be recognized in each month's Newsletter for outstanding efforts in regards to safety, maintenance, operations, etc. The department managers will note the employee or operation they would like included in the Newsletter.

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

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