



# C & B Newsletter

Volume 26, Issue 26

February 2015

## Ports of Cincinnati & Northern KY

**Rob Carlisle**

President

The U.S. Army Corps of Engineers has re-designated 226.5 miles of the river boundary stretching from the Louisville area to the Huntington region as the "Ports of Cincinnati and Northern Kentucky." The region's previous statistical river boundary was just 26 miles. The re-designation is expected to help economic development leaders better market the region to freight and logistics companies looking to move goods and materials throughout the U.S. The newly named river port comes as the Panama Canal is being expanded. Port regions across the East Coast and Midwest are expected to compete for new jobs that could be created from those shipments. Ohio Gov. John Kasich said in a statement that "through close collaboration, we can bolster trade and commerce along the Ohio River and create more opportunities to grow jobs throughout Greater Cincinnati." CORBA, which I am a member of, began pushing for the expanded port boundary a few years ago. The group of river commerce leaders wanted to market the region's maritime business activities and opportunities on a larger scale. The newly designated port is now the 2<sup>nd</sup> largest inland port in terms of tonnage. "Our region now has a powerful standing among nationally ranked port jurisdictions, which sets us up for an expanded role in river commerce," Hamilton County Commissioner Todd Portune said.

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## Dog Watch

The phrase "dog watch" has a confused origin and even purpose. What it means is clear: dog watches are shortened watches and there are two, the first is 1600-1800 and the second is 1800-2000. The most obvious purpose seems to be that the dog watch created an uneven number shifts to break the monotony of being required to stand the same watch day-after-day. It may also have served to break up the time that was hardest for Pilots to stay alert, but that was before the 12 hour watch rule was law. There is something to be said about its proximity to meal time and it allowed both watches to eat their dinner closer to the traditional time. The word 'dogwatch' is a translation from either German, Dutch, or possibly French of a similar term. It may have originally referred to the night-watch on ships — that is, the time when all but the dog were asleep. The name is also said to be derived from Sirius, the "Dog Star", on the claim that Sirius was the first star that can be seen at night. An alternative folk etymology is that the name arose because someone tasked with one of these 'half' watches was said to be 'dodging the watch', taking or standing the 'dodge watch'. This became shortened to 'dog watch'. Another variation is that those sleeping get only 'dog sleep' in this watch. Another possibility is that the dog watch is so-named because it is "cur-tailed" or shortened the watch. So now the next time that you're on the "dog watch," you can be confused as the pooch.





## Operations

*Welcoming March and Warmer Weather*

### Ed Lapikas

General Manager

February has been a trying month for all of our operations. We will be glad to welcome warmer weather, as well as more business, in March. Hilltop should start up around mid-month and keep us plenty busy. The James H and the Beverly Wayne have already begun preparations for this year's season. With warmer weather approaching, all vessels should start planning on painting and chipping projects. We will need to know what supplies, tools, and PPE will be needed to get this accomplished. As a reminder, we would like to stress how important change of watch procedures and inspections are. It's essential that at the start of each shift, the pilot assume responsibility for the crew and vessel conditions. That means you've gone through the change of watch briefing and the pre-sial checklist. Being a pilot or captain is a privilege, and with that comes responsibility. This means that as a pilot, we are holding you accountable for the condition of the vessel, your actions/inactions, and safety of the crew.

## Operations

*Transferring Positions or Location*

### Martie D'Andrea

Crew Dispatcher

If anyone is interested in transferring from the Marine to the Energy side (or vice-versa) or interested in transferring to a different location, please make sure you notify your direct supervisor, Ed Lapikas or Buddy Begnoche, and myself. When a position becomes available, we will extend the open position to anyone we know that is interested in making a move before hiring externally. We want everyone to be in the position and location that best suites them. We also want everyone to gain as much training and experience as possible. You're expected to show some initiative as well. We may not always be able to make the switch the first time around, but you will stay on the list and have priority for that job or location. We are currently trying to fill 2 positions at Ghent cleaning. I will send out an email to all operations when we start looking for new hires. Please keep me informed.

## Operations

*Navigation Rules Review*

### Ed Eichhorn

Senior Captain

As the Captain of your vessel you are required to know and comply with the Navigation Rules. The rules are actually laws, so if you do not comply with a rule, you are in fact breaking the law. **RULE 2** Responsibility states: "Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case." Ultimately, you are the Captain and most likely would be the one that the Coast Guard finds negligent. Therefore, you need to know the Rules and how they apply. You must be able to define and defend you actions or inactions. You have to know if your vessel complies as far as lights and sound signals, or know enough to bring it to the owner's attention if a new policy would contradict these Rules. Does your deckhand know sound signals and light characteristics, if you were to put him on the head of the tow as a look-out? If a pilot incapacitation should occur, does your deckhand know what action is required to avoid a collision? These are only a few reasons that we are asking you to start a review of the Navigation Rules with your crew. The last thing you need is more paperwork or quizzes, so as the Captain, we are putting it into your hands. We suggest reviewing one rule a week with your crew and filling out a safety meeting form afterwards. All of us can benefit from reviewing the Rules, but you as the Captain have the most to gain from educating your crew.

## Accounting Department

*Employee Corner – Prescription Drugs*

### Emma Obertate

Assistant Controller

With the colder weather upon us, the risk of contracting the flu or cold is more likely, which means more medicines. Below is the policy for reporting all prescribed medication to C&B. It is as simple as snapping a picture of the bottle or sending in a receipt from a pharmacy and emailing directly to me, [eobertate@carlislebray.com](mailto:eobertate@carlislebray.com). Employees using any medicine (prescription or over-the-counter) which may alter their behavior or physical or mental ability must report this use to the office and their supervisor or pilot so a determination may be made of the ...



employee's fitness for a particular job. Employees may maintain prescription drugs on company vessels or property provided the following conditions have been met: the drugs have been prescribed by a licensed physician; the exact instructions regarding dosage are followed; medicine is kept in the original container; and the employee notifies their supervisor. Stay compliant and warm!

## Dispatch Department

*Moving Forward...in TowWorks*

### Vicky Schottlekotte

Dispatch Manager

C&B Marine started using TowWorks in February 2013. Over the next several months we are going to start having every location put entries in TowWorks. Entries will include Crew On, Crew Off, Watch Change, Fuel, Position, then move to shifting the barges in the harbor in TowWorks. Dispatch will load barges that arrive to your location in TowWorks, which will give you access to move the barge. This will take some additional work and training on the front side, but in the end this will replace the DVL you manually fill out each day. The goal is to have all fleets using TowWorks by the end of summer. Trainers will be traveling to all of our locations to get computers and Vessel Team Members ready for the process. Please be patient with these changes, we will be available for questions as needed. Change is sometimes hard, but usually worth it. Thank you all in advance for taking this step forward.

## Safety Department

*High Water Safety*

### Greg Schabell

Safety Manager

They're calling for high water and it will be high water season soon enough. Please review the best practice guidelines below:

- Conduct regular Job Briefings and hazard assessment with all crew members.
- Monitor and review river stages, weather forecasts, and emails from management.
- Ensure VHF hand helds are being used on established channels
- Work in pairs – especially at night.
- Be alert for overhanging limbs and branches.
- Ensure all proper PPE is worn, especially PFD's.
- No downstreaming with harbor tugs.
- All fleeting areas have rakes facing upstream.
- All lines and wires are doubled up and of...

adequate strength.

- Review evacuation procedures.
- No skiff, yawl, or crew change vessel play upstream of rake barges, fleets or tows.
- Adhere to all USCG Regulated Navigation Areas.
- Establish regular fleet watch rotations.
- Be alert for fatigue factors.
- Keep lower deck doors and hatches shut at all times.

## Safety Department

*Lessons Learned*

### Greg Schabell

Safety Manager

The Christine B was taking an empty barge to the Stuart empty fleet. The empty barge allided with the fleet at an angle, with the starboard bow striking the empty fleet. No injuries and no other property damage resulted from this incident. Remember the following: you must always travel at a "Safe Speed;" do NOT throw the throttles all forward to all back; assume that you may only have one engine; and your foremost priorities are the safety of the crew, equipment, and the environment.

The Enterprise was picking up loads at Carmeuse Marysville. The vessel began to drift to the bank because of the cross-current coming off the up-river bend, lost control of the barge and allided with fleet. There was not an adequate job briefing that addressed the prevailing circumstance, namely the currents at that landing/location. Ensure that you have a plan and that the plan addresses the prevailing circumstances, potential hazards, and specific procedures.

The Enterprise was topping two loads from Black River. When the barges "bumped," the deckhand's line jerked and began to run away from him. He added 2 wraps to back timberhead, stepped closer to the timberhead to add a third wrap, and the line pulled his hand around the timberhead. The deckhand could've got his hand stuck between the line and timberhead and been badly injured, fallen overboard, or fallen in between barges. Crews need to understand the hazards associated with line handling and the consequences of improper line handling. The experience of crew members and the weather conditions need to be part of the decision making process and the ultimate plan.

As always, make your safety and the safety of your co-workers the most important task each day!

### Quote of the Month

"A smooth sea never made a skillful sailor."  
English Proverb





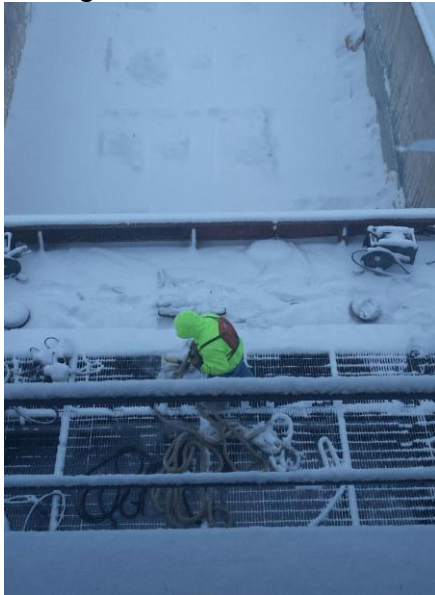
Corey Snow and Richard Dudas, Ghent



Tanner's Creek



Richard Youngman, Hebron



Killen



Raymond West



Stuart





## CALENDAR OF EVENTS

### BIRTHDAYS

#### March 2015- Birthdays

Bray, Scott March 24  
 Brooks, William March 23  
 Carlisle, Blake March 14  
 Castle, Brandon March 25  
 Cutter, Norman March 14  
 Freeman, Ambyr March 9  
 Haney, Hobert March 18  
 Jackson, Clay March 28  
 Lewis, Robert W March 31  
 Lonaker, David March 17  
 Louden, Travis M March 6  
 Meeker, Michael March 29  
 Mullins, Brian March 15  
 Myers, Adam March 30  
 Presley, Jamie March 22  
 Vise, Jeremy D March 31  
 Weisner, James March 12  
 Yates, Joey March 4  
 Yates, Michael March 27  
 Yauch, Daniel March 30

### ANNIVERSARIES

#### March 2015- Anniversaries

Breeck, Terry 3/4/2014 March 4  
 Burgess, Jeffrey 3/14/2007 March 14  
 Chase, Matthew 3/14/2007 March 14  
 Embry, Richard 3/30/2011 March 30  
 Gentry, Michael 3/15/2012 March 15  
 Gillespie, Marcus 3/6/2014 March 6  
 Griffith, Richard 3/27/2006 March 27  
 Hewitt, Jared 3/18/2014 March 18  
 Lonaker, David 3/15/2001 March 15  
 Marksberry, Andrew 3/4/2014 March 4  
 Myers, Adam 3/16/2012 March 16  
 Parsons, Cody 3/4/2014 March 4  
 Pence, Jeremy 3/6/2014 March 6  
 Raines, Terence 3/17/2005 March 17  
 Raines, Thomas 3/29/2003 March 29  
 Smith, Tyler 3/4/2014 March 4  
 Snyder, Tracy 3/11/2013 March 11  
 Wise, Kevin 3/4/2014 March

### 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

If you have not received your long-sleeve C&B "Team Member" t-shirt, please contact Vicky Shottelkotte so we can get you one ASAP. Thanks!

Joey Yates using the new Fall Arrest Systems for handling cover top hatches. This is an excellent addition to C&B's safety equipment to help ensure we all home go home safely.



Mike Crawford, proud papaw of Aaliyah Ann Nicole, born on January 21, 2015, 8lbs 1oz, 19in long. Congratulations!

