



C & B Newsletter

Issue 49

January 2017

2016 Safety Stats & Lessons Learned

Greg Schabell
Safety Manager

I wanted to review the 2016 safety statistics so we can see the improvements that we've made and areas where we can still improve. Our total incident rate (an OSHA computation to indicate the frequency of work-related injury) for 2016 was 0.34, which amounted to 1 recordable OSHA injury. Since 2011, we've gone from 340,806 total work exposure hours (the total time available for any employee to be injured while at work) in 2011 to 587,938 total hours in 2016. During that very significant increase in exposure hours, C&B went from an incident rate of 4.11 in 2011 to a 0.34 in 2016, which is a 10-fold decrease in injury frequency over 5 years!

In 2016, C&B had 18 total injuries occur at the workplace, 3 man overboard, 5 allisions, 0 collisions, 0 groundings, and 0 spills to the water. We should all be particularly proud that C&B continues to minimize the impact to the environment with another year without a spill of hazardous substance into our waterways! We were also able to cut the amount of allisions resulting in property damage almost by half! We did have an increase in fall overboards and breakaways. The fall overboards spike can be mostly attributed to one person at one location, but all overboard events are serious. The amount of breakaways is directly attributable to sloppy mooring and failing to monitor the weather. No serious event resulted from these...

breakaways, but we are playing with fire every time one occurs. We have updated our fleet mooring requirements in the RCP manual and every supervisor and pilot needs to ensure that fleets are properly moored, we're monitoring incoming weather conditions, and we're doing frequent fleet inspections.

Incidents involving property damage have historically occurred at all hours of the day, but in 2016 almost half of all incidents occurred between the hours of 0600 and noon. This is more consistent with what we see with injuries and fall overboards where over half occur between 0600 and noon. In 2016, almost 70% occurred during that time. In terms of time of year, incidents involving property damage are more evenly spread out across the year than injuries and fall overboards, but those trends are starting to match up more and more. Injuries occur almost exclusively in the months of January through March and June through August. These spikes now appear to almost entirely weather related where the severe weather spike causes a spike in injuries. In other words, **when the big heat waves or major cold fronts come in, that's when we get hurt!** When the weather is moderate or increases/decreasing slowly, we're fine. When the temperature suddenly rises or falls significantly, we cannot acclimatize quickly enough and we take short cuts to avoid being out in the weather. In 2016, property damage incidents spiked in January/February and June/July. Therefore, whether to avoid an injury, a breakaway or property damage, **monitoring the weather is the best way to avoid an accident.**

To get into a little more detail regarding injuries, we continue to injure our feet and legs, and hands and arms. Deckhands are by far the most injured but there has also been a steady increase in our maintenance personnel getting injured. Stuart, Ghent, and Hebron are by far our biggest injury producers. Slip, trip and falls continue to be the largest contributor of injuries, but 2016 also saw a rise in "struck by" injuries where a line or cheater pipe struck a person. Slips on the decks are normally caused by poor housekeeping. On the Energy Services side, employees tend to be injured in falls on ladders or steps. Again, most slips occur...

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during the cold weather season, so monitoring the weather, alerting employees to the hazards, and reminding them of best practices (such as the penguin walk or applying deicer in the morning) can help to avoid these injuries. Before works starts, take a minute to raise everyone’s situational awareness when these conditions are present. Compliancy continues to a major factor in almost all accidents that occur. We have tried to address the ladder issue by purchasing ladders designed for hopper entry/exit, which should reduce or eliminate those falling hazards.

On behalf of the Safety, Training, and Compliance Department, we will strive to improve our safety culture through awareness, investigation, corrective/preventative action, equipment improvements, policy/procedure updates, audits/inspections, training, and, most importantly, listening to all of the employees out in the field every day. We need your “buy in” to accomplish this! This means that your safety – going home the same way that you arrived to work – and the safety of your co-workers is the absolute most important task every day! We need your feedback on how we can best achieve that goal! We’re taking steps to accomplish this with the Process Improvement Committee, which will meet quarterly and is composed of employees selected from all of our operations to give feedback directly to management. We must be aware to prevent; we must communicate to become or remain aware; and we must communicate using Job Hazard Briefings, Weekly Safety Meetings, On-the-Job Training, evaluations, employee feedback, reporting, investigations, corrective/preventative action, and Lessons Learned. Slow down, maintain situational awareness of the prevailing circumstances, consider the consequences (decision making/Z-Box/risk assessment), ask questions, exercise stop work authority, practice good housekeeping, conduct practical emergency drills, inspect equipment before use, monitor the incoming weather conditions, and communicate. If we following these basic safety tenants, we will continue to improve in 2017 and help to ensure that every C&B employee goes home safely!

Dispatch Department

TowWorks

Vicky Schottelkotte

Dispatch Manager

At this time all vessels are using TowWorks for the following: DVL, ERL, Pre-sail Checklist, Daily Job Hazard Briefing, and Tank Barge Inspection forms.

There is no longer a need to send email copies of these documents. Each boat has a Boat Event Manager for easy access to past ERL, Pre-Sail Checklist and Job Hazard Briefing Forms. Each boat has a Historic Boat Logs tab for easy access to past DVL’s by using the filtering option in the upper right hand corner or clicking on the Previous Day or Next Day buttons at the top of the log. If you have any questions about these forms or how to access past forms, please call me. Cleaning crews will continue to send in documents via email. TowWorks for Cleaning operations will be starting later this year. Thank you for all your efforts with TowWorks, your teamwork is much appreciated.

Safety Department

Healthy Weight

Greg Schabell

Safety Manager

Many factors can contribute to a person’s weight, including: environment, family history and genetics, metabolism (the way your body changes food and oxygen into energy), behaviors and habits. Energy balance is important for maintaining a healthy weight. The amount of energy or calories you get from food and drinks (energy IN) is balanced with the energy your body uses for things like breathing, digesting, and being physically active (energy OUT). The same amount of energy IN and energy OUT over time = weight stays the same (energy balance). More energy IN than OUT over time = weight gain. More energy OUT than IN over time = weight loss. To maintain a healthy weight, your energy IN and OUT don’t have to balance exactly every day. It’s the balance over time that helps you maintain a healthy weight. You can reach and maintain a healthy weight if you: follow a healthy diet, and if you want to drop weight, shrink your daily intake by 100 to 500 calories; increase water intake to feel full; intensify physical activity; and get plenty of sleep.

Safety Department

DVLs on TowWorks

Gordon Putzke

Compliance Manager

As we progress further into TowWorks, I want to personally thank everyone for working with us in implementing this new system. Matt, Vicky and I will continue to add onto this system and we’ll also bring the Energy side into the system later this year. TowWorks will only be as good as the information that we put into it. We’re hoping to go paperless possibly by the end of this year with a few...



exceptions. Just a few simple reminders about your DVL (Daily Vessel Logs). Please continue to use this to add "ALL" vessel activities of each watch. Only a few vessels log all needed entries to give anyone from the outside a good idea of what your vessel is doing during the watch. There are also several vessels that continue to try to take shortcuts when entering complete information. Please keep in mind that this DVL is a legal document! Please take the time to ensure that is completed as accurately as possible and pay particular attention to the items listed below:

- 1) Full names (*First, Last*) of crew members getting on/off the vessel.
- 2) Date & time and names of the "watch change".
- 3) Date & Time and name of anytime a "lookout" is posted on watch by the wheelhouse and the same when that lookout is relieved of that watch or lookout duties are suspended.
- 4) All drills! (Date & Time and name of the Drill)
- 5) All new man "Safety Orientations" (Tour Checklists).
- 6) Ensure that each crew member actually signs the Job Safety Briefing.
- 7) When entering Pick-ups & Drops please be aware of your actual "start time & stop time". There are several entries that do not make actual correct time sense for the job you are doing.
- 8) Logging your vessels standby status. Standing by for orders, other vessels, fleet boats, fuel, crew members, dock personnel, locks or any other situation that puts your vessel in a standing by status. Please continue to complete all other needed TowWorks forms: the Job Safety Briefing form, your Daily maintenance form, Pre-Sail Checklists, engine room log and VGP forms.

Employee Relations

Employee Corner – MyUHC

Emma Obertate

Employee Relations Manager

What are the benefits of registering and having a username and password with myuhc.com? Tools and Information! More than ever before, you can take charge of your health and health care. Registration for the website only takes a few minutes and gives you access to a wealth of online tools and information: review claim information; find a physician or facility; view your benefits; update or manage your account information; find health information; print temporary ID cards; and more. To register you must go to www.myuhc.com and click register now by following these steps: enter information from your ID...

card or enrollment materials. Members can enter their Social Security number and birth date instead, select a username and password for this website, provide an email address and choose security questions. That's all there is to it! For security purposes, after you register UHC will send a confirmation email, and a letter via the U.S. mail to the name and address on file.

Service Department

Maintenance Tip – Engine Mounting Bolts

David Westrich

Port Engineer

An unsafe condition was discovered on the Griffin C after an incident had occurred recently. 6 engine and gear box mounting bolts had fallen out and they were able to slide on the railing. This condition had caused the shaft packing to come loose recently, but the cause was not discovered at that time. The Griffin C has had this occur 3 times in almost the past decade. It is the only vessel that we've had this problem occur. In order to check that the mounting bolts are tight, you must look underneath the railing to ensure that the nut is tight. The deckineers onboard the Griffin C will make inspecting the engine mounting bolts part of their routine maintenance engine room checks. This information needs to past onto any new location the vessel is sent to. It is possible that the engine could fall off the mounting rails entirely and/or the shaft packing could fall out. All vessels should occasionally verify that the mounting bolts are tight.

Safety Department

Distracted Operation – Hands-Free Technologies

Greg Schabell

Safety Manager

With the bans on hand held cell phone use for drivers, many car manufacturers are developing hands-free technologies. However, new studies show using voice-to-text is **MORE** distracting than typing by hand. Any distraction, hands-free or not, is still a distraction. Resist the temptation! If it's an emergency, pull over to take the call or respond to the text. Car accidents are still the #1 cause of accidental death, so don't allow technology to distract you when behind the wheel.

Quote of the Month

"You must not abandon ship in a storm because you cannot control the winds." Thomas Moore

Hebron snow by Pat Berning. Winner of the best pic of the month!



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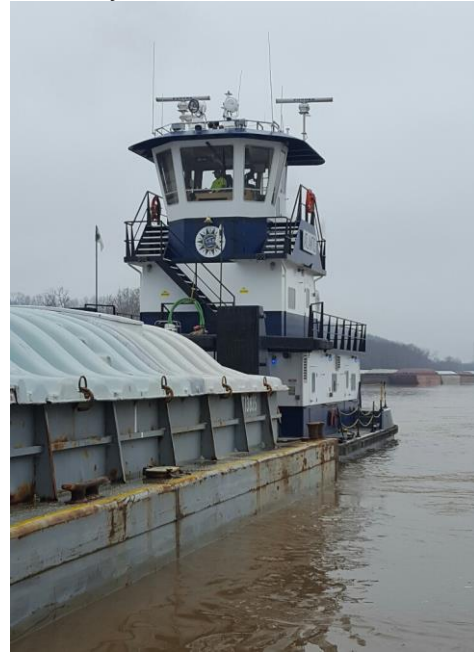
Enterprise by Mike Myers.



Ice waterfall by Mike McNelly.



The Atlantis by Ed Eichhorn.



Stuart by Mike Crawford.



The Pleasant at Zimmer.

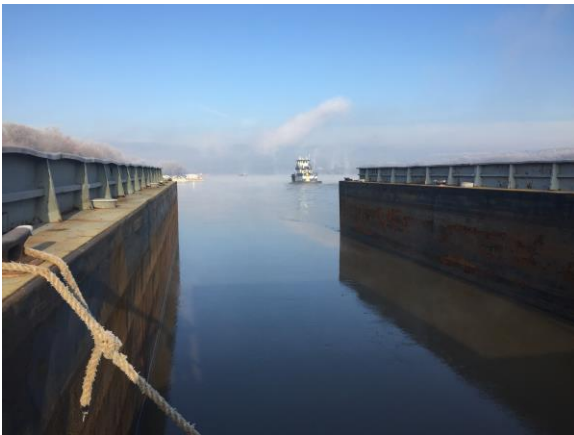




BIRTHDAYS & ANNIVERSARIES

Full Name	Hire Date
Cunico, Allen	2/27/2012
Hughes, Christian	2/21/2007
Johnson, Brandon L	2/9/2016
Justice, Brian D	2/8/2016
Pennington, James M	2/9/2016
Thomas, Chad	2/6/2012
Weisner, James Brandon	2/18/2010

Full Name	Birthday
Bernal, Isaiah M	12-Feb
Carlisle, Robert	13-Feb
Hastings, Jason	7-Feb
Hughes, Christian	25-Feb
Lucas, Matthew W	14-Feb
Westmoreland, Robert	13-Feb



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 get a C&B 2017 Calendar?

A: Copies will be delivered to the boats and rigs for employees to take home. Employees can also pick up a copy directly from the Covington office.

Q: Who do I contact for the employee referral program?

A: Emma Obertate.

ANNOUNCEMENTS

2017 Drill forms are available on DropBox. There are separate drills for Marine and Energy Services/Repair & Maintenance. Please ensure that you're using the 2017 forms and that it is for the correct division of the company.

Brian Mullins – First off, I want to thank everyone at C&B Marine for your support. It is a true blessing to have all of you behind me on this road to recovery. I will be starting radiation next week, then followed by 12 weeks of cancer treatments. The drugs that I am taking can be a little bit nasty, but they have a very good cure rate. Normally, I would not tell anyone this but I want everyone to know how much your donations and prayers have helped my family. These treatments are expensive. So, thank you again for everything. If everything goes well, I will be back in a few months cancer free!! Please keep me in your prayers.

Dale Curry - As some of you may know, Dale Curry, a member of the C&B family, was involved in an auto accident. He had four pins surgically placed in his foot and will have to attend physical therapy until March. In order to alleviate his financial stress as much as possible, C&B Marine has started a youcaring.com fundraiser page to help him pay for his medical bills and expenses. This help is especially crucial to Dale and his children as his car insurance only covered liability. Every little bit that you can give will be appreciated and used to help a fellow man in his time of need. Please click the link below to donate and we are asking for you to share on your personal Facebook page for Dale to receive the most financial help possible.

<https://www.youcaring.com/dalecurry-735643>