



C & B Newsletter

Issue 43

July 2016

The Lazy Bench

Captain Cook's Ship in Newport Harbor

Greg Schabell
Safety Manager

HMS Endeavour, also known as HM Bark Endeavour, was a British Royal Navy research vessel that Lieutenant James Cook commanded on his first voyage of discovery, to Australia and New Zealand, from 1769 to 1771. She was launched in 1764 as the collier Earl of Pembroke, and the navy purchased her in 1768 for a scientific mission to the Pacific Ocean and to explore the seas for the surmised Terra Australis Incognita or "unknown southern land". The navy renamed and commissioned her as His Majesty's Bark the Endeavour. She departed Plymouth in August 1768, rounded Cape Horn, and reached Tahiti in time to observe the 1769 transit of Venus across the Sun. She then set sail into the largely uncharted ocean to the south, stopping at the Pacific islands of Huahine, Bora Bora, and Raiatea to allow Cook to claim them for Great Britain. In September 1769, she anchored off New Zealand, the first European vessel to reach the islands since Abel Tasman's Heemskerck 127 years earlier.

In April 1770, Endeavour became the first ship to reach the east coast of Australia, when Cook went ashore at what is now known as Botany Bay. Endeavour then sailed north along the Australian coast. She narrowly avoided disaster after running aground on the...

Great Barrier Reef, and Cook had to throw her guns overboard to lighten her. He then beached her on the mainland for seven weeks to permit rudimentary repairs to her hull. On 10 October 1770, she limped into port in Batavia (now named Jakarta) in the Dutch East Indies for more substantial repairs, her crew sworn to secrecy about the lands they had visited. She resumed her westward journey on 26 December, rounded the Cape of Good Hope on 13 March 1771, and reached the English port of Dover on 12 July, having been at sea for nearly three years.

Largely forgotten after her epic voyage, Endeavour spent the next three years sailing to and from the Falkland Islands. Sold into private hands in 1775, and later renamed as Lord Sandwich, she was hired as a British troop transport during the American War of Independence and was scuttled in a blockade of Narragansett Bay, Rhode Island, in 1778. As of 2016 her wreck had not been precisely located but was thought to be one of a cluster of five in Newport Harbor, and searching continued. Relics, including six of her cannon and an anchor, are displayed at maritime museums worldwide. A replica of Endeavour was launched in 1994 and is berthed alongside the Australian National Maritime Museum in Sydney Harbour. The US space shuttle Endeavour is named after the ship and she is depicted on the New Zealand fifty-cent coin.

HMS Endeavour Replica



Inside This Issue

1. Lazy Bench
2. Employee Corner – *What Does Overeating Really Cost?*
3. *How to Fall Correctly*
4. *Working as a Team*
5. CEMS
8. Lessons Learned – Near Miss
9. Quote of the Month
10. Photo Gallery
11. Calendar Events
12. Announcements



Accounting Department

Employee Corner – What Does Overeating Really Cost?

Emma Obertate

Assistant Controller

Everyone knows eating too much and exercising too little can pack on unwanted pounds. But fewer people know that being overweight can cost more than the price we pay for food.

Healthcare Expenses – obesity is a major contributor to type 2 diabetes. And the typical monthly bill to treat diabetes complications can range from \$350 to \$900 without insurance. That's about \$4,200 to \$10,800 a year you could potentially pay out of your own pocket. Even if you have insurance, diabetes complications can cost you as much as \$1,600.

Higher Fuel Costs – the extra pounds that Americans have put on over the past decade have required airlines to use an extra 350 million gallons of fuel according to analysis by Cornell University researchers. Total cost to American air travelers: \$275 million.

Higher Taxes – Uncle Sam currently collects about \$180 per American each year in federal and state income taxes to fund Medicare and Medicaid payments related to obesity care. For a family of four, that's about \$720.

As you can see from these examples, overeating takes a toll on your health and your wallet. So think twice before you super-size.

Safety Department

How to Fall Correctly

Greg Schabell

Safety Manager

Do you know the best way to fall? Whether falling from a parachute, doing extreme sports, or falling in the workplace, the best way to fall is using the principles outlined in the Parachute Landing Fall (PLF). This technique was created for airborne troopers who needed to get to the ground fast without an injury. When you fall, you want to land on the soft parts of the body to avoid injury. Trying to catch yourself with your arms can easily result in broken wrists when falling even from a short distance. Keep your feet and knees together, knees flexed/bent slightly, chin tucked into chest, your hands up to protect your head, fall to side in the direction of your momentum, keep your body relaxed, and distribute the landing shock across 5 points of contact:

1. Balls of the feet
2. Side of the calf
3. Side of the upper leg

4. Back of the hip/side of the butt
5. Side of the back, behind the arm

This occurs extremely quickly, so your body needs to be relaxed so you naturally transition from one point of contact to the next as you're falling. Keep your arms close to your body and in front to protect your head and arms/wrists. The more points of contact you make, the more you distribute the impact and reduce the chance of injury. Check your feet! Airborne!

Marine

Working as a Team

Ed Lapikas

General Manager

C&B is hiring reliable deckhands preferably with some experience, but willing to train the right candidate. Applicants should have a valid driver license and mode of transportation, a good work ethic demonstrating dependability, references, and the ability to pass a background check and drug screen. Please refer applicants to our website to obtain an application.

Speaking of dependability, I am forced to address the number of call off's that have been occurring. We run a 24-hour operation and when someone calls in or is running late, it affects the crew and the operation. We are responsible for meeting our clients needs, and we cannot meet those when we are short staffed. Another area of concern is employees not picking up shifts when asked. Again, we depend upon one another to get the job done. Part of the interview process was asking about the ability to pick up as needed. We expect each member to assist as necessary to get the job done.

All pilots and captains are required to complete a detailed daily vessel log in TowWorks. We need a 24-hour log sheet where we account for every minute of the shift. When this process is followed properly, we're more efficient and accountable. Some examples that should be logged are standby time, lock delay, mechanics making repairs, drills, visitors, pumping barges, cleaning on the boat, and incidents. It is also mandatory that our wheelhouse staff do the maintenance checks, vessel VGP and barge VGP forms daily.

Thanks Everyone for your cooperation! If you have any questions please feel free to call.



Compliance Department

Crew Endurance Management Systems (CEMS)

Gordon Putzke

Compliance Manager

Please be aware of these processes on your vessel/rig. CEMS is nothing more than a system to try to accomplish the following: *“the ability to maintain performance within safety limits while enduring job-related physical, psychological, and environmental challenges.”* Crew Endurance Management is defined as *“the system for managing the risk factors that can lead to human error and performance degradation in maritime work environments.”* CEMS=*The ability to maintain performance within safety limits*

1. **Physical Fitness & Sleep:** Studies have shown that in general, people who exercise report lower levels of fatigue, sleep for longer periods of time, and have better quality of sleep. Improved sleep can decrease sleepiness and improve alertness. Adrenaline is released into the bloodstream during exercise, which results in increased brain activity. Not only does exercise improve health, but research also reports that individuals working night shifts can benefit particularly from the effect of exercise on the body’s circadian rhythm. Because exercise generally increases the body’s temperature, the circadian rhythm (circadian rhythm= is a roughly 24 hour cycle in the physiological processes of living beings). Also, exercise can slightly change the time when the sleep-inducing hormone melatonin is released.

2. **Diet/Nutrition:** Food and drink are additional factors that should not be overlooked when managing crew endurance. Research has shown that high-carbohydrate foods may produce sleepiness, whereas low to moderate amounts of foods that are high in protein may help sustain alertness. Regular meals, a balanced diet, and adequate hydration are encouraged, while large meals are discouraged. Vessel employees commonly use the stimulant caffeine in its various forms (coffee, tea, chocolate, etc.) as well as high fructose energy drinks to improve alertness and vigilance. Although many come to rely on it, many also attest that a tolerance is soon developed to caffeine’s effect. Fine motor coordination and control may be impaired by high doses of these types of beverages. Those not used to caffeine may experience negative sleep effects. Caffeine is not an equivalent substitute for sleep. Each of the aforementioned factors can individually degrade vessel employee performance. The combination of poor sleep, stressful environmental conditions, poor physical fitness levels, and poor diet can contribute to increased operational risks.

#3. **Environmental:** Awareness of when and where employees are sleeping onboard the vessel if, in fact, they do sleep onboard. Black out shades on the windows to control the amount of light in their sleeping quarters. Proper temperature levels to assist in getting enough quality sleep. Keeping vessel in proper mechanical working order so engines, generators, pumps, etc. do not make unnecessary noise.

Safety Department

Lessons Learned – Getting Sucked Into the Bank Near Miss

Greg Schabell

Safety Manager

A near miss was reported from Stuart this week involving the vessel getting sucked towards the bank and almost hitting the cell in the empty fleet. A vessel gets sucked into the bank when the vessel is in shallow water near the bank. The vessel’s propeller will suck the water off the bank, which pulls the vessel towards the bank and causes you to lose control of your steering. The more the engines are throttled up, the quicker this occurs and the harder it is to recover. This is a common occurrence and one that I’m sure that every pilot has experienced, but potentially serious incidents can result so we wanted to take the opportunity to review some best practices to avoid getting sucked into the bank:

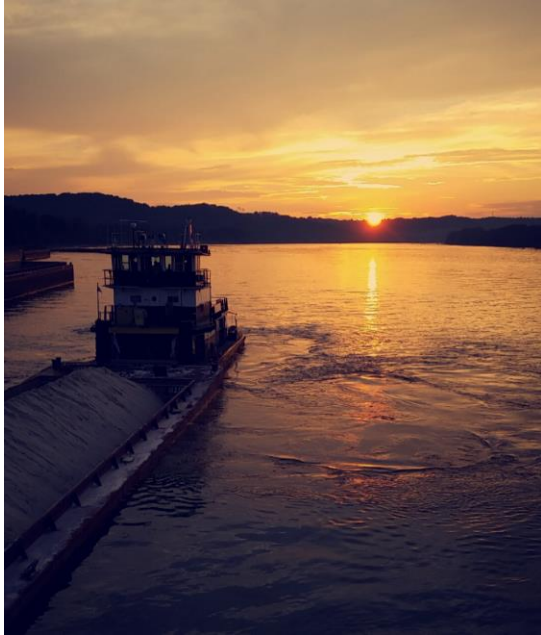
- Know your fleet/operation – the supervisor/pilot should know their area of operation and know where the hazards are located.
- Avoid the locations this is most likely to occur, if possible.
- Reduce speed and do NOT use full throttles in reverse or forward.
- Only use the outboard engine when near the bank.

Quote of the Month

“Don’t wrestle with pigs: you will get all muddy and the pigs will love it!” George Bernard Shaw



M/V Endeavour at Silver Grove by Pat Berning.
Winner of the best pic of the month!

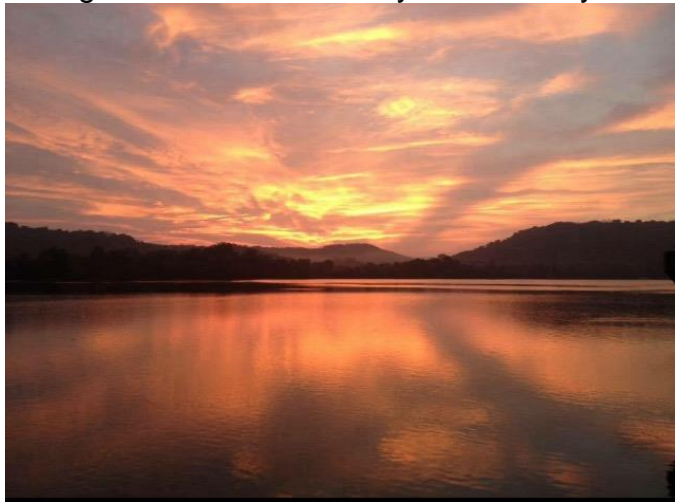


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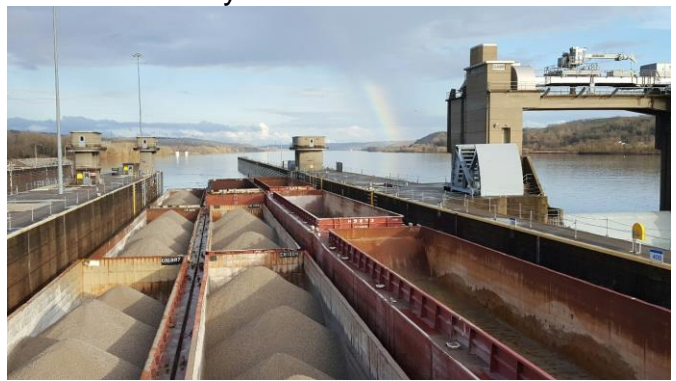
Chris Hughes accepting the 2016 "Stuart Station Deckhand Training Teacher of the Year Award." Congrats!



Riding on M/V Endeavour by Jamie O'Bryan



Meldahl Lock by Ed Eichhorn.



Ghent by Jerry Jones.

Zimmer Deer Rescue Squad by Mike Graves.





BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Blount, Anthony W	10-Aug
Cucinotta, John	20-Aug
Cunico, Allen	7-Aug
Gentry, Michael	13-Aug
Heflin, Leslie J	26-Aug
Putzke, Gordon	24-Aug
Raines, Thomas	14-Aug
Rich, Neal J	17-Aug
Snyder, Tracy	26-Aug
West, Raymond	24-Aug
Yauch, Coleman J	28-Aug
Youngman, Richard	14-Aug

Full Name	Anniversary
Campbell, Edward A	11-Aug
Delawder, Frank L	11-Aug
Franz, Leonard	8-Aug
Gesler, Kyle A	26-Aug
Lenear, Robert H	26-Aug
Middleton, Ricky	26-Aug
West, Raymond	7-Aug
Westmoreland, Robert	8-Aug
Yates, Michael	7-Aug

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: Can I stop work if I suspect something is unsafe?
 A: Yes! Everyone has stop work authority and you're encouraged to exercise that authority if you believe that there is an unsafe act or condition.

Q: How can I get a C&B safety hat?
 A: The Safety Department will hand out safety hats to employees that demonstrate exceptional safety behaviors or marked improvement.

ANNOUNCEMENTS

The C&B drydock, Bluefish, has been moved to its permanent location!



C&B completed our annual spill drill at Hebron with our new OSRO, Environmental Management Specialists (EMS). 3 EMS boats and a C&B vessel worked together to conduct the drill. We deployed over 1000' of boom around the crane flat and monitored the entire event with a drone. We also included some of our customers and other local interested parties to observe, including AES/DP&L, Duke Energy, and Transmontaigne.

