



C & B Newsletter

Issue 54

May 2017

Safety Department

Lessons Learned – Breakaway

Greg Schabell

Safety Manager

We had a breakaway at Mill Creek in May. This incident occurred because the crew failed to tie off the barge consistent with C&B requirements and failed to maintain an effective watch on their fleet. For the past 6 months, we have been repeatedly emphasizing the mooring/inspection requirements and the necessity of being prepared for incoming weather conditions. At a minimum, a six (6) part line and a two (2) part wire must be used to secure the headline; a 3-part stern/breast line; 2-part wire and 3-part line across the head of any fleet; and fore and aft wires backed by 3-part lines for all other barges in the fleet. These standards apply regardless of whether you believe the barge will be picked up shortly. In this case, the strength of their headline was more than sufficient, but it was not backed up by a wire and they did not keep line secure on the timberhead by using a choker or steamboat hitch to prevent the line from popping off. Most of our incidents can be boiled down to weather-related: most injuries and incidents occur during the hottest and coldest months, while breakaways and allisions spike during high water. It is also important that when we're standing by, we're in the fleet to monitor everything. An ideal location is below your fleets so that you can see anything that may pass by.

At least one person must be on watch (actively monitoring the fleets) at all times!

We had to report to our customer that one of their barges floated downriver. We had to report this to our customer within a month of reporting a separate breakaway that resulted in their barge being caught by another's company's boat, who had found it floating through the Cincinnati bridges. How would you like to make those phone calls? What would you tell the customer? In case we forget, our customers are the ones that write the checks that ultimately make it into our checks. In case we should also forget, we are not the only rodeo in town. If we want to keep those checks coming in, we need to ensure that we're providing the best service possible.

We cannot afford to have another breakaway caused by carelessness. Per the General Manager, EVERY fleet at your operation must be checked AT LEAST twice during every 12 hour watch and documented on the boat log in TowWorks. The prevailing circumstances (severe weather, high water, size of fleet, barge cargo, etc.) may require that additional checks are completed and documented. Supervisors and management will be reviewing boat logs to ensure that everyone is logging their fleet inspections per the requirements. Disciplinary action will follow if the proper entries are not made. If an incident should occur and you cannot produce documentation of your fleet inspections, disciplinary action will follow. In this case, the entire crew was suspended without pay for 3 days. Supervisors and management will also be inspecting fleet mooring to ensure that they're consistent with the C&B standards. The pilot on watch will be held responsible for the condition of their fleets. Headlines will be backed up with wires, only serviceable lines/wires will be used, and lines will be of sufficient parts and type. We all must do our part to ensure that we are holding ourselves to the highest standard and that our customers never have a reason to question the service that we're providing.

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Marine

Fleet Checks and Sleeping

Ed Lapikas

General Manager

It is imperative that we check all fleets at the minimum, 2 times per 12 hour watch. Moving forward check all fleets will not be sufficient when documenting on your DVL. It is mandatory that every fleet that is checked is documented on the DVL and who it was checked by. I can't stress enough the importance of keeping accurate records. In the event of a problem, such as a breakaway, we should be able to utilize accurate and up-to-date records of all checks done. If you have any questions, please contact me. This is an important requirement that we must stay on top of.

It has been brought to my attention that staff is sleeping during shifts. This is something that I shouldn't even have to address, but we pay our employees to work not to slack off/sleep. If there is any down time, we have ample tasks that can be done such as cleaning, maintenance etc. Going forward there will be no second chances. This is my final warning. Any staff caught sleeping on the clock will be terminated.

Safety Department

Spiders

Greg Schabell

Safety Manager

Our 8-legged friends are back! Venomous spiders found in the U.S. include the black widow, brown recluse, and hobo spiders. The best way to prevent spider bites is to reduce the number of spiders in your work area by practicing good housekeeping. The following are some good practices:

- Inspect or shake out any clothing, shoes, towels, or equipment before use.
- Wear protective clothing such as a long-sleeved shirt and gloves when handling stacked or undisturbed piles of materials.
- HOUSEKEEPING – sooge and clean the vessel or other structure regularly to minimize the presence and livability for spiders.

If you should be bitten, then wash the bite area with soap and water, apply a cold damp cloth to the bite area to reduce swelling, inform your supervisor/pilot, and seek medical attention if needed. Try to determine the type of spider that bit you if you can do so safely in order assist medical personnel in providing you with the right treatment. If you do not...

seek immediate medical attention, ensure that you're monitoring the wound and inform your doctor if there is any sign of infection.

Compliance Department

Logging Bilge Pumping and Visitors in TowWorks

Gordon Putzke

Compliance Manager

Please now use the following "boat event" in TowWorks to log your bilge pumping activities. There is also a bilge pumping activity in the "Daily Maintenance Check" section of the DVL. We would like you to start using the boat event option to enter your bilge and the amount that was pumped off the vessel. We need to ensure that all vessels are logging the pumping of their bilge into the DVL. We have now added a new event into the "Boat Event" tab on TowWorks. Please use this tab to enter any bilge pumping that your vessel completes. It is pretty straightforward.

It has come to our attention that "visitors" (not company personnel) are boarding our vessels without the knowledge of the C&B office. ALL outside vendors must have prior approval from the C&B management prior to getting on the vessel. If the vendor is escorted by company management then approval is not needed. However **ALL** personnel getting on and off your vessel (including company personnel!) should be logged into the "Visitors Log" **AND** into your DVL (Daily Vessel Log). Their name and the time getting on the vessel and the time getting off the vessel **MUST** be logged as well. Identification must also be checked for each vendor. If they do not have a current TWIC card then they **MUST** be escorted on the vessel at all times. Each person boarding your vessel needs to show some form of picture ID so you can verify their name for your logs. If they cannot show ANY form of picture ID then inform C&B management for approval before letting them board the boat. Remember YOU the VSO are in charge of the vessels security and ensuring that all personnel are approved prior to boarding AND that **ALL** visitors are properly logged.



Safety Department

If I Tied It Off, It Won't Float Away

Larry Cox

Safety, Training and Compliance Coordinator

You should always take pride in doing your job right, knowing that if "I tied that barge off" it will still be there later in the watch. Doing the little things is what can make a difference, like making sure the line you are using is a good line and is long enough to get a sufficient number parts. In a lot of cases the line pops off the fitting, so be sure to use a choker (such as a steam boat hitch) so the parts will tighten down on the fitting or cut through a fitting so it stays on. Always put wires across the head of the fleet so for whatever reason the lines breaks the barge stays there. Also put a wire through a ring on the head when you're tying off to a cell. No one wants to be the guy that is questioned about how you did something because your barge is no longer there. Taking pride in what you do is what makes a good deckhand. Make sure that you earn the reputation that "if _____ tied off the barge, it was done right!"

Employee Relations

Employee Corner – EyeMed

Emma Obertate

Employee Relations Manager

Your vision plan is like a friendly smile – it doesn't do any good if it's hidden away. It's your vision plan control center. A place to manage the details of every visit and every claim.

START MANAGING YOUR BENEFITS IN A FEW EASY STEPS:

1. Visit eyemed.com and click on Member Login.
2. If you're a new user, click on Create an Account.
3. Register using your member ID or the last four digits of your social security number.* (You'll get an email asking to confirm your account.)
4. Finish setting up your new account with your email address and a password. (To keep it secure, we list some password "musts.")
5. Come back anytime to change your password, email address and billing preferences. (It's all under Manage Profiles.)

Safety Department

Monthly Vessel Safety Checklist

Greg Schabell

Safety Manager

We're not seeing as many Monthly Vessel Safety Checklists (MVSCS) as we should. Every pilot needs to complete this every month. The supervisor on each vessel should also review the other pilots MVSCS every month. The company calendar designates the end of each month for completing the MVSCS. However, the supervisor can set up a schedule that works best for the location so long as each pilot completes one each calendar month. The MVSCS inspects the critical equipment onboard the vessel. As Master of the vessel, you want to know the condition of the critical equipment onboard your vessel. You may not realize how critical an item is until you get into a jam and absolutely need it, the one item that was not checked. The only way to truly know the condition of a piece of equipment is to verify it yourself. This list is also a communication tool to help headquarters get you the materials you need to keep your vessel in compliance. The MVSCS is to be emailed to dispatch group and myself. You should also include Ed Lapikas. If there are any issues, we will ensure that the MVSCS is forwarded to the appropriate persons to correct the problem. Eventually, the MVSCS will be on TowWorks and will be mandatory in order to proceed in TowWorks. Please ensure that the MVSCS is completed by the each pilot every month, reviewed by the supervisor, and emailed to the office every month.

Service Department

Maintenance Tip – More Changes

David Westrich

Port Engineer

Moving forward, I will be tracking the services and maintenance forms. Please keep sending them to maintenance@carlislebray.com. There is no need at this time to tag anyone else on the forms. Any questions about services please contact me. Also I wanted to point out that the oil change email that is set out every week is a tool to help remind crews about the upcoming services. All supervisors and deckineers should keep track of services due in a log on the boat/rig and make sure to mark on the filters the date and hours of service.

Quote of the Month

"The person rowing the boat seldom has time to rock it"
Unknown

Wet Barges at Zimmer by Mike Graves. Winner of the best pic of the month!



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Evansville from the Enterprise by Lenny Franz.



The Enterprise at night by Jared Hewitt.



Serenity now by Eric Warren.



Sunrise on the Enterprise by Lenny Franz.



Training new employees at Trimble County by Don Craig.





BIRTHDAYS & ANNIVERSARIES

Full Name	Birthday
Brooks, Matthew	24-Jun
Conley, James	17-Jun
Cox, Larry	1-Jun
Dasher, John J	22-Jun
Davis, Corbin James	23-Jun
Kerns, Dorman	2-Jun
Lapikas, Randal	11-Jun
LeGrand, Robert	25-Jun
Lucas, Jeffrey	13-Jun
Parsons, Cody	24-Jun
Pence, Jeremy	1-Jun
Popp, Anthony	11-Jun
Prather, Joseph T	18-Jun
Reilly, Paul Michael	25-Jun
Shaw II, Robert	
Edward	21-Jun
Terrell, Keith	3-Jun
Watson, Adam	1-Jun
Wilson, Joshua Q	27-Jun

Full Name	Hire Date
Adkins, Nathan M	6/30/2016
Bernal, Isaiah M	6/7/2016
Chase, Christopher A	6/15/2015
Cox, Larry	6/7/2011
Freeman, Charles	6/8/2012
Inman, Jason	6/4/2009
McKinney, John N	6/1/2015
Phillips, James	6/7/2011
Putzke, Gordon	6/30/2013
Riggs, James A	6/21/2016
Schabell, Gregory	6/7/2011
Snodgrass, Jacob B	6/1/2015
Wilson, Joshua Q	6/1/2015
Brown, Kenton	

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 do I get Reds tickets?

A: Reds tickets are available to all employees if you're current on your quizzes and drills. They will be distributed on a first come, first serve basis. Contact Vicky Schottelkotte if you're interested.

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

A: Emma Obertate.

ANNOUNCEMENTS

Kings Island

Kings Island - Kings Island tickets will be available this year for all employees! Tickets are good for any day the park is open during the regular season (tickets will not be good for Winterfest). New in 2017 is the newest rollercoaster, Mystic Timbers! Please fill out the Ticket Request Form, then email or send to Vicky Schottelkotte. Tickets will be sent out starting the week of June 5th. Thank you for all you do at C&B!

HR Training – Beginning in June we will be sending out monthly HR training with a quiz through Mindflash. This is designed to help train supervisors and managers in vital HR skills and general awareness of employment law. If you have any questions once the training starts please do not hesitate to contact Emma Obertate. If you would like to see specific topics or if you have any HR questions at any time please send me an email or call me directly.

