



C & B Newsletter

Issue 47

November 2016

Maintenance & Repair

New C&B Division

Don Blum

General Manager C&B Maintenance & Repair

C & B Marine now has a new “Repair and Maintenance Division” and a new Logo. This new division is headed up by Donald Blum (General Manager) and Mr. Tommy Loschiavo (Foreman). This new division has been formed to take care of “outside” customer maintenance and repair needs on the inland river system. The division is utilizing the recently built 160’ x 60’ dry-dock located just up river from C & B’s main river operations dock in Hebron, Kentucky. In addition, there is an upper area just above the dry-dock dedicated to barge and vessel repairs. The new division’s goals are to give elite repairs, meeting and or exceeding our customer expectations.



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The Lazy Bench

Recognition for C&B

On March 15th a vehicle toppled off the Combs-Hehl Bridge, (MP- 462 Ohio River) which is more than 1,440 feet long and was built in 1979 to carry I-275 across the Ohio River. The Boone County Water Rescue Team tried to reach the vehicle on the day of the crash and attached a line from the car to a bridge pier but were unable to resume rescue efforts due to high river currents.

Eleven days later the vehicle was pulled from the Ohio River via Boone County Water Rescue, divers of Marine Solutions Inc., Campbell County personnel and a vessel and crane barge from C&B Marine, LLC.

The MV Enterprise moved in place the deck barge and crane needed to remove the vehicle from the bottom of the Ohio River.

C&B Marine personnel were recognized for their much needed assistance and efforts in helping to remove this vehicle from the river.

Boone County Administrator Jeff Earlywine and Capt. Dale Appel of the Boone County Water rescue offered their appreciation to Terry Raines, Crane Operator, Ed Lapikas, General Manager and Rob Carlisle, President of C&B Marine for their cooperation and timely commitment in helping all parties get the vehicle out of the water.





Employee Relations

Employee Corner – Open Enrollment

Emma Obertate

Employee Relations Manager

Open Enrollment will begin on Thursday 12/01/16 and will run through Friday 12/16/16. All completed forms must be returned no later than the 16th in order to enroll. There will be no exceptions so please watch for the packet in the mail. The medical insurance will be through United Healthcare and the dental, short term disability, voluntary life and the employer provided benefits will be through Lincoln Financial. We have also added a voluntary vision plan this year though Eye Med! All of the detailed information will be mailed out this week along with application forms. Even if you do not elect to enroll in a particular benefit you will still need to complete the waiver section and submit to the office. Nolan, Brandy and I will be on hand to assist with any and all questions during this process. There is no change in the weekly payroll deduction amount for the medical again this year! All of the voluntary plans are the same rate as last year as well so you should see no increase on your payroll deductions for those elected benefits.

Safety Department

Near Miss Lessons Learned – Clifty Creek

Greg Schabell

Safety Manager

We recently had a Near Miss at Clifty Creek Power Station, where we are providing a flat, a Manitowoc 4100 crane, and a crane operator to assist with cell repairs. While pulling the spuds up, the load cable started spinning, which spun the weight and chain around the cable, breaking them. The weight fell off the crane with half of the weight falling onto the deck and the other half falling onto the combing wall. Another company's employee was standing ~10' away from the crane waiting to remove the spud pin when it fell and could've been injured if he was any closer.

C&B implemented the following Corrective/Preventative Actions as a result of this Near Miss: 1) Use single cast weight on cranes at Clifty Creek operations; 2) Use heavier chain at anti-two-block connection; and 3) Have all employees remain at a safe distance from the crane and overhead hazards when crane is in operation. When putting in or removing the spud pin, wait until spud is not moving and the operator signals that it is okay to approach.

Please review the requirements for working around...

cranes and using lifting gear found in your Policy & Procedure Manual. Employees must remain a safe distance from the crane/excavator and from suspended loads when a crane/excavator is in operation. Employees are only permitted to go under a suspended load to hook/unhook equipment, or in this case to remove the spud pin. The operator must signal employees that it is okay to approach crane before proceeding.

Marine

Attendance and Cold Weather

Ed Lapikas

General Manager C&B Marine

This month we would like to emphasize the importance of attendance and punctuality. Lately we've had staff calling off within an hour of their scheduled shift time, and this is unacceptable. C&B runs a 24 hour operation, and we schedule staff according to business needs, and do not allow call offs unless absolutely necessary. In the event you absolutely cannot make your shift, we ask that you give as much notice as possible, preferably the night before so we can find a replacement. Our obligations are to our customers, and we cannot fulfill those obligations if staff is absent. Each crew member's position is essential and it takes a team to achieve our goals. If we continue to see abuse in this area, we will have no choice but to pursue disciplinary action.

As colder weather approaches, we need to ensure we have enough ice melt and that we utilize nonskid in appropriate areas to avoid injuries. Please ensure that all coolant has been tested and is sufficient for the colder weather. Also ensure that all fire stations and portable pumps have been drained of all water and are ready for freezing conditions. We would like to reiterate that everyone ensure that we have the correct amount of supplies, especially fuel filters. Make sure that you order a sufficient supply of everything needed on your next monthly order, and if you feel you may run low before then, please let management know immediately.

Safety Department

Icy Conditions

Greg Schabell

Safety Manager

It will drop down into the teens this week so we can start to expect to see icy conditions. Please review the best practices below with your crew. Discuss the risk of slips, trips and falls. Draw new employees...



attention to where black ice tends to form (around fitting and wherever the a slope meets the flat deck. Also talk to your crews about staying warm, walking in icy/snowy conditions (penguin walk), and other winter hazards. We will continue to send out cold weather emails for you to review with your crews. Please follow the best practices below in response to icy conditions:

1. Avoid splash water on lead barge decks (slow down).
2. Rotate lines into warm areas on boat (engine room) to keep thawed out.
3. Keep lines under tarps while on deck.
4. Have extra rigging & lines available.
5. Keep decks clear of ice with salt (ensure that you have plenty of salt for the coming week).
6. Break up ice on decks and deck fittings with sledge hammers (wear eye protection).
7. Report ice conditions to General Manager, especially if ice stops moving.
8. Have a safe location (under points and at ice piers) to hold tows.
9. Check onboard water, fuel, and food supplies to sustain activity if you cannot get to landing.
10. Beware of pack ice built up on head of fleets and flush build ups.
11. Have sheer barges available for placement at fleets (the General Manager needs to approve this action).
12. Allow main engines to idle to keep engine room warm and keep engine room doors shuts to keep it warm.
13. IF DECKS ARE SHINY, THEN THEY ARE SLICK! Take extra precaution and slow down.

Service Department

Fire Pump and Water Hoses

David Westrich

Port Engineer

Freezing temperatures are here. Please ensure that the fire pump hose is disconnected and all water is drained out. Keep the wrench and hose immediately next to the pump so that it can be reassembled quickly in the event of an emergency. Any time that you use the fire pump, the hose must be disconnected and the water drained out of the hose when you are finished using it. All other hoses carrying water (barge pump hoses) should also be drained at this time and after each use. Maintaining equipment properly will help ensure that it is working properly when it is needed! We recently had a near miss involving a line popping

Safety Department

Water Survival

Greg Schabell

Safety Manager

Here are some best practices to help ensure survival if you do fall overboard (do NOT fall overboard):

- To the bank or open water – unless you fall in near the bank or swimming to open water will cross fleets, you should always swim to open water. Drift, trash and other hazards line the banks of the Ohio. Basically, the only reason to swim to the bank is if you will not be able safely swim away from another more severe hazard, such as a fleet.
- Rakes – avoid barge rakes on at all costs!
- Life rings – grab life rings from underneath and hold with the elbow joint. Do NOT strike the MOB with the ring when you throw it to him/her. Swift current can pull the ring and the individual underwater if it is tied off.
- Gaps – if an employee falls between a gap, drop crush blocks or tires between the gap (if equipped), use the vessel or excavator to get separation, and get the employee out ASAP by any means possible.
- Flotation – the PFD that C&B provides offers you all of the flotation that you will need, SO WEAR IT! All straps need to be buckled and snug so you do not fall out of your PFD. Trapping air in clothing, hard hats, and buckets can all be used to help with flotation. Avoid using drift for flotation!
- Buoys and other objects – there is a great physics reason on why this occurs, but fixed objects (buoys, cells, piers, etc) create dangerous currents around them that can drown or trap a MOB.
- Cold weather – hypothermia can occur quickly in cold weather conditions. Conserve your body heat by remaining in the fetal position until you're being rescued or you need to avoid an immediate hazard by swimming away.
- Swimming – swimming in clothing, boots and in a PFD is difficult (without a PFD you will sink). The best technique is to remain on your back with your feet up and swim with your arms in a "snow angel" motion, but swim any way that you're able to if you need to avoid a hazard. The current will push you, so angle your body to compensate so you'll travel in the desired direction. Do not swim against the current unless immediately necessary.

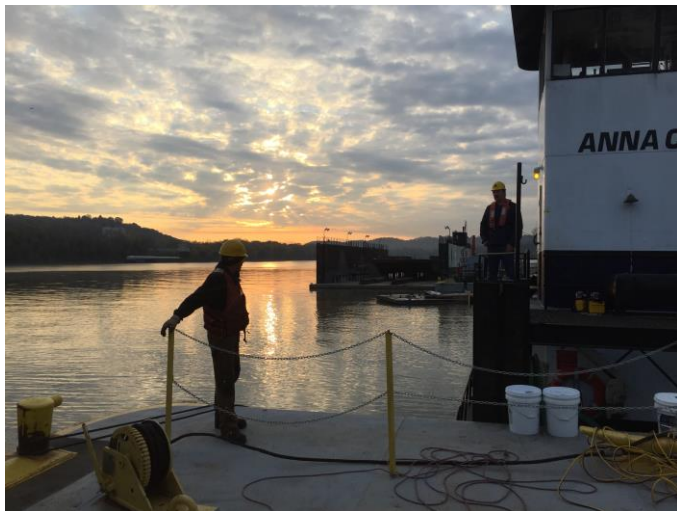
Quote of the Month

"An ocean without its unnamed monsters would be like a completely dreamless sleep." John Steinbeck

Floating on clouds by Kenton Brown. Winner of the best pic of the month!



Hebron



Moving Stuart Cleaning Rig by Mike Crawford.



Supermoon by Marty Fraley on the Enterprise.



Corps of Engineer vessel, Robert A McKelvey, up on dry dock for inspection and bid.



New cleaning rig set up at Hebron.





BIRTHDAYS & ANNIVERSARIES

| Full Name | Birthday |
|---------------------|----------|
| Burgess, Jeffrey | 9-Dec |
| Caldwell, Johnny | 27-Dec |
| Cox, Frank | 27-Dec |
| Earles, Donald A | 17-Dec |
| Hastings, Larry | 1-Dec |
| Marksberry, Andrew | 18-Dec |
| Monday, Sarah J | 16-Dec |
| Monroe, Anthony | 22-Dec |
| Pennington, James M | 3-Dec |
| Raines, Anthony | 25-Dec |
| Raines, Terence | 26-Dec |
| Raines, Terry | 29-Dec |
| Westrich, David | 12-Dec |
| White, Joshua R | 13-Dec |

| Full Name | Hire Date |
|------------------------|------------|
| Bayless, Christopher T | 12/1/2015 |
| Davis, Corey J | 12/1/2015 |
| Eichhorn, Edward | 12/15/1994 |
| Harms, Derrick | 12/17/2013 |
| Lawson, Jeffery S | 12/1/2015 |
| Longfellow, Roger | 12/5/2011 |



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: Who do I contact for the employee referral program?
 A: Emma Obertate.

ANNOUNCEMENTS

We have started sending groups back to Seamen's Church for advanced pilot training. We have 4 classes set up for 2017 and the training subjects will be different, as well as some of their equipment.



Miami Fort dock barge repair.



Assisting with cell repairs at Clifty Creek.

