



# C & B Newsletter

Volume 22, Issue 22

October 2014

**the WATERWAYS JOURNAL**  
Weekly SINCE 1987

**C&B**  
**CARLISLE & BRAY**  
ENTERPRISES

PROUDLY announces the addition of M/V Discovery and M/V Enterprise to its growing fleet of towboats

**C&B ENERGY SERVICES**

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VOL. 128 No. 2  
October 20, 2014

## What Does a Professional Vessel Office Look Like? - Authority & Responsibility of the Master, Part 4

**Andy Cannava**  
Score Global Vice-President

As you grow in your abilities as a vessel officer, one of the main stays of officer behavior is how to relieve the watch, whether it is at the end or beginning of your duty tour or at the watch turn over at watch time. The two “relief briefings” are different, even though they contain some of the same elements. They both have safety and legal aspects attached to them, ranging from the immediate navigation concerns to how the vessel log is filled out. We imagine that the old method of relieving the watch was walking to the pilothouse, looking around and saying “I got you”. In reality, on well-run boats and with professionals in charge, that was never the scenario. There was always a discussion of what was going on and around the vessel, what was coming up during the next six hours or the next thirty days, and how each crew member was doing this trip. Somehow the desire for “efficiency” over powered the desire to be “thorough” – a natural reaction to an already over-burdened schedule of duties. Relieving the watch takes time, forethought, and maybe a little note taking, and sometimes even a follow up briefing after the relieved watch stander has eaten dinner.

If a crew were keeping a “rough logbook” of vessel events, there will always be a record of what has transpired during a watch or a voyage. This is a permanent record for the vessel that can also be translated into the vessel’s official logbook or log sheets. The watch stander can always look at the watch history to know what transpired. Watch turn over briefings have to address real-time indicators: fuel burn, navigation traffic, river conditions, upcoming issues, planned events, crew issues, equipment deficiencies, etc. New terms coming into the river industry have a long standing history in blue water applications, such as the “master’s standing orders”. This has to be discussed at the watch turn over; river crews mostly know this term as “get me

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up if you need help at the next bridge or lock”. But unless you discuss these issues, how is your relief to know what your expectations are? Any changes to the voyage plan or changes in the orders for pickups or drops, changes in what boat you are going to turn, makes a huge difference in groceries, fuel, water, crew changes, etc.

Several river towing companies have instituted a checklist in the pilothouse dictating what material must be discussed during a watch turn over briefing—and must be signed by both watch standers. These can be helpful but adds to the load of “must do” paper work – we do provide a Change of Watch posting and a column to document the briefing in the boat log sheet. Thus, communication becomes one of the most important factors in critical thinking and critical decision-making onboard. Ensure that your partner understands what is going on before they take control of the vessel.

## Accounting Department

*Employee Corner – EAP*

### Emma Obertate

Assistant Controller

The Company recognizes that a wide range of problems - such as marital or family distress, alcoholism, and drug abuse - not directly associated with an individual’s job function can nonetheless be detrimental to an employee’s performance on the job. Consequently, we believe it is in the interest of employees and the Company to provide an effective program to assist employees and their families in resolving problems such as these as the need arises. C&B provides an Employee Assistance Program (EAP) for employees and their eligible family members. The EAP is designed to provide voluntary, private, confidential, professional counseling outside the workplace for any type of personal problem. The EAP provides consultation services for referrals to local community treatment sources. All employees are free to use this program and are encouraged to do so. Employee visits to the EAP are held in confidence. Participation in the EAP does not excuse employees from otherwise complying with C&B policies or from meeting normal job requirements during or after receiving assistance. Nor will participation in our employee assistance program prevent C&B from taking disciplinary action against an employee for performance problems that occur before or after the employee’s seeking assistance through the program. This is a great resource for you. The EAP can be accessed from [www.theEAP.com](http://www.theEAP.com) or via phone at 1-800-252-4555 or 1-800-225-2527.

## Dispatch

*Matt Becker*

### Vicky Schottelkotte

Dispatch Manager

Please join me in welcoming Matt Becker to C&B Marine. Matt has 14 years of experience in river transportation, he has worked for ACL as a deckhand, McGinnis in fleet dispatch and Excel Marine as Chief Dispatch. Matt attended Eastern Kentucky University. He will be assisting in the daily operations of Dispatch. For those Captains and Pilots that have attended the Captain Meetings, please start using TowWorks to enter a position each day or shift from the location you are working.

## Operations

*Paperwork*

### Ed Eichhorn

Senior Captain

Years ago there was virtually no paperwork that a pilot had to do. I remember making a trip to Hannibal, Missouri and everything we did was on one log sheet. Back then a pilot was a pilot and only had to worry about running the boat, but those days are gone. Today’s pilot is just as much a secretary as he is a pilot, and our performance is judged almost as much by our paperwork as by our piloting ability. I know how overwhelming the paperwork can be at times, but it has become a part of the modern day pilot’s job. The last few months our completion rate on drills and quizzes has dropped dramatically. Although everyone is responsible for completing their own quizzes, try to remind each other and help each other out each month. Keep in mind, if your deckhand is not doing his quizzes, it does reflect on you. I also sent out an e-mail about engine room log comments. Please make sure that any issues are reported on the ERL, so that repairs can be made and safety issues can be addressed. Communication and teamwork are the keys to making our jobs easier, safer and will create a better work environment. I am always available to help.

## Safety Department

*10 Healthy Eating Tips for People on the Go*

### Gordon Putzke

Safety Manager

The following article was upon the request of Cpt. Allen Miller during the last C&B Captain Meeting for



...a regular article about healthy living. Please continue to let us know ways to improve the newsletter.

The average mariner is often pressed for time, under a lot of stress, and eating on the go. You may find it difficult to avoid bad habits like skipping meals or frequently visiting fast food restaurants. But eating a healthy diet can help you feel better, cope with stress, and perform better. It is not hard to get started: **Eat a good morning meal** - Studies show that skipping a morning meal detracts from your mental focus. When there isn't time to sit down and enjoy your morning meal, grab a bagel, piece of fruit, and some juice. Most of these items can be easily stored in your backpack or on board for a good snack later in the day. **If you must eat fast foods, choose wisely** - Choose pizza with half the cheese, a regular size roast beef sandwich, baked potato, or green salad with reduced calorie dressing. Limit high fat offerings like French fries, fried chicken and watch out for salad dressing! **Keep healthy snacks on hand** - This way, if hunger strikes during a late afternoon or late night you have something good available. **Eat plenty of foods rich in calcium** - Younger people need to be building up stores of calcium in their bodies to prevent osteoporosis later in life. If you don't like milk, try to include ample amounts of low-fat yogurt, low-fat cheese, and green leafy vegetables in your diet. **If you need to lose weight, do it sensibly** - Starvation or diets that offer a quick fix usually backfire and are harmful. There is no truth to the theories that suggest eating foods in any particular combination will promote weight loss. The only safe way to lose weight, feel good while doing it, and keep it off, is to eat a balanced diet and exercise. **Limit your sugar intake** - Sugar provides calories in your diet but few other nutrients, and it contributes significantly to tooth decay. Use it sparingly and consider sweetening coffee, tea, cereal, and fruit with diet sweeteners instead. **Drink lots of water** - Your body needs at least eight glasses a day, and, if you exercise vigorously, you may need more. To remind yourself, carry a water bottle and keep it handy. **Enjoy your food** - Food is a lot more than nourishment for our bodies, so take the time to enjoy and savor it! **Exercise** - stretching is not only a good exercise, it also helps to keep you safe prior to doing strenuous work such as lifting, pulling etc.. Exercise is not about the amount you do, it is the consistency of the exercise itself over an extended period of time. EX: I am only able to do 15 push-ups and 15 deep knee bends during my exercise period. That is great, just ensure that you do those each and every day! It is not about the amount, but is about doing the exercise each and every day.

## Safety Department

*Crew Endurance Management System, 2 - Sleep*

**Gordon Putzke**  
Safety Manager

Getting enough quality sleep at the right times helps you function well throughout the day. People who are sleep deficient are less productive and more accident prone at work. They take longer to finish tasks, have a slower reaction time, and make more mistakes. Some people aren't aware of the risks of sleep deficiency. Even with limited or poor-quality sleep, they may think that they can function well. Studies show that sleep deficiency harms your driving ability as much as, or more than, being drunk. It's estimated that driver sleepiness is a factor in about 100,000 car accidents each year, resulting in about 1,500 deaths. Drivers aren't the only ones affected by sleep deficiency. It can affect people in all lines of work and especially shift work of all types. As a result, sleep deficiency is not only harmful to the individual, but it also can, and regularly does, result in catastrophe - from nuclear reactor meltdowns, aviation accidents, and countless vessel groundings, collisions, sinkings, and more. After several nights of losing sleep—even a loss of just 1–2 hours per night—your ability to function suffers as if you haven't slept at all for a day or two. Lack of sleep may also lead to “microsleep,” which refers to brief moments of sleep that occur when you're normally awake: dozing off! We have all done it! Be aware of this circumstance of “dozing off.” If you do doze off....TAKE ACTION! Don't just shake your head and say “I'll get through it.” STOP! Get some fresh air, stretch, drink water or walk around. Call the General Manager or Safety Department! You are not helping your co-workers by “pushing through,” you are endangering them! **Your lack of sleep can and will affect your safety and co-workers!**

Age	Recommended Amount of Sleep
Newborns	16–18 hours a day
Preschool-aged children	11–12 hours a day
School-aged children	At least 10 hours a day
Teens	9–10 hours a day
Adults (including the elderly)	7–8 hours a day

## Quote of the Month

“Individual commitment to a group effort - that is what makes a team work, a company work, a society work, a civilization work.” Vince Lombardi



Andy Cannava running the C&B booth for the RiverWorks Outreach to local schools on the B&B Riverboat.



Ghent Cleaning



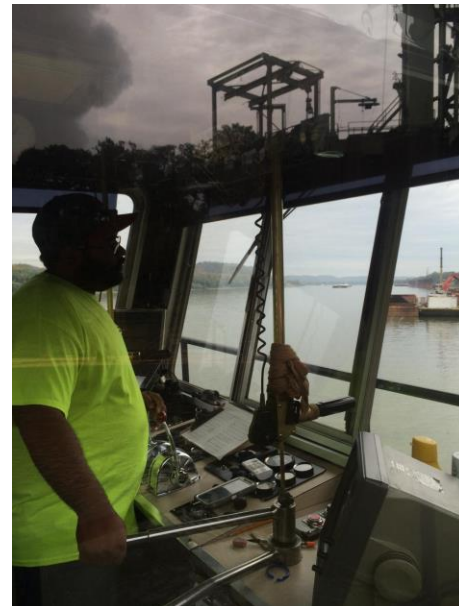
Gladys G



Brian Mullins daughter, Alyssa, representing C&B for the Belle of Louisville's 100 Anniversary Celebration



Jason Hannon – JL Braden



Enterprise towing a blue-water tank barge to Cairo.





## CALENDAR OF EVENTS

### BIRTHDAYS

BIRTHDAYS	
Bray, Chad	November 11
Cannava, Andrew	November 22
Dudas, Richard	November 1
Graves, Michael	November 17
Griffith, Richard	November 8
Hall, John	November 15
Inman, Jason	November 11
McNeely, Michael	November 2
Smith, Tyler	November 4

### ANNIVERSARIES

ANNIVERSARIES	
Brooks, Matthew	November 12, 2007
Cannava, Andrew	November 1, 2009
Cucinotta, John	November 26, 2012
Fryman, David	November 6, 2013
Lapikas, Randal	November 9, 2004
Russell, Daryl	November 28, 2006
Smith, Jason	November 1, 1999
Terrell, Keith	November 19, 2009
Westrich, David	November 15, 2004
Yauch, Daniel	November 1, 2010



### 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 in the Newsletter?

A: Everyone is encouraged to send in pictures and articles to be published in the newsletter. If you have a picture and an issue you want discussed, please let us know.

Q: Can I send pictures to be published in the Newsletter?

A: Yes! Send pictures to Greg Schabell or your manager.

## ANNOUNCEMENTS

Please remember to get your flu shot this year, especially if you are around infants, the elderly, and others that are vulnerable to the flu. Go to <http://www.cdc.gov/flu/protect/keyfacts.htm> for more information.

New safety upgrades at Hebron, removing tripping and electrical hazards. Keep on the look for ways where C&B can improve your location!



Setting the last bridge at Racine.

