

# C & B Newsletter

Issue 63

February 2018

## Leigha Phelps-McMullen

**Scott Bray**  
CFO

We are excited to welcome Leigha Phelps-McMullen to our team as General Counsel. Leigha was formally an attorney with Ingram Barge and is a graduate of Northern Kentucky University's Chase Law School. She will be assisting us with all legal aspects of the company as well as business development. Please join me in welcoming Leigha to the team!



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## Lazy Bench

*Armed to the Teeth*

**Greg Schabell**  
Safety Manager

Those gentlemen hanging out in the Caribbean during the late 1600's, early 1700's known as pirates – Blackbeard, Calico Jack, Black Bart, Captain Henry Morgan (before they placed him next to the Bacardi behind the bar) – did not have the weapons we so joyfully display today. As these scourges of the sea plied their trade, constantly looking for ships to loot, the single shot black powder guns they used were (by today's standards) primitive, allowing them to shoot only once prior to a lengthy reloading process. Because of this, these boy-scout dropouts needed to carry multiple weapons – a cutlass (a short sword with a slight curve), at least one gun in each hand, one or five stuffed in their belts and perhaps one in each pocket. The truly dedicated ones (or perhaps they were crappy shots), wanting maximum arms capability, would hold a knife in their mouth for after they let out their last shot. Now prepared for battle, our brethren of the waterways, from head-to-toe covered in weaponry, were truly *ARMED TO THE TEETH!*





## Safety Department

*National Nutrition Month*

### Greg Schabell

Safety Manager

March is National Nutrition Month so it is a good time to evaluate how you're eating to ensure good health. Here are some items to consider:

- **Serving Size** - compare your *portion* size to the *servings* size listed on the package. If the serving size is one cup and you eat two cups, you are getting twice the calories, fat and other nutrients listed on the label.
- **Calories** – check how many calories you're consuming to ensure it's consistent with your weight goals. Add or reduce calorie intake gradually.
- **Daily Values (DV)** - Daily Values are average levels of nutrients for a person eating 2,000 calories a day. A food item with a 5 percent DV of fat provides 5 percent of the total fat that a person consuming 2,000 calories a day should eat. Low is 5 percent or less. Aim low in saturated fat, *trans* fat, cholesterol and sodium. High is 20 percent or more. Aim high in vitamins, minerals and fiber.
- **Limit Saturated Fat, Added Sugars and Sodium** - saturated fat and *trans* fat are linked to an increased risk of heart disease. Eating too much added sugar makes it difficult to meet nutrient needs within your calorie requirement. High levels of sodium can add up to high blood pressure. Remember to aim for low percentage DV of these nutrients.
- **Get Enough Vitamins, Minerals and Fiber** - eat more fiber, potassium, vitamin D, calcium and iron to maintain good health and help reduce your risk of certain health problems such as osteoporosis and anemia. Choose more fruits and vegetables to get more of these nutrients. Remember to aim high for percentage DV of these nutrients.
- **Protein** - eat moderate portions of lean meat, poultry, fish, eggs, low-fat milk, yogurt and cheese, plus beans and peas, peanut butter, seeds and soy products.
- **Sugars** - consume no more than 10 percent of daily calories from added sugars.

## Safety Department

*What Sub M Means to You (Continued)*

### Gordon Putzke

Compliance Manager

We're now moving several checklists from paper onto the TowWorks platform. Please make every effort to ensure that you're checking all items on these lists...

There have already been instances where the Pilot says that items were checked and in fact they were not. Please do not "key-stroke" whip these items. The safety of your crew and your vessel could depend upon how and when an item was last verified and checked. In the new Subchapter M applications these checklists become even more important in helping shore-side personnel be made aware of any issues that might affect the safe operation of your vessel as well as assisting C&B with correcting any issues, as well as audit requirements. Take the time to check the required items on these lists. We're aware of the time it might take to complete these checklist, but the safety of your crew and vessel should be your # 1 priority!

If you find an issue that affects your vessels safety, you're required to report that issue immediately. Know or learn your vessels strengths and weaknesses. Become familiar with the relevant characteristics. These include general arrangement of the vessel, maneuvering characteristics, proper operation of installed navigation equipment, proper operation of the firefighting and lifesaving equipment, main propulsion and auxiliary machinery, and steering gear systems and controls. Take the time to walk your vessel during your time onboard to "lay eyes" on your vessels safety items and machinery. Do not put all the burden all on the deck-crew to make sure you know. "The safety of the towing vessel is the responsibility of the master."

## Warehouse

*Pump Hoses*

### Danny Jump

Warehouse Manager

Going forward, if you have a 1-1/2 sump pump that goes bad and the hose is still in good shape, but cannot be removed from the pump, take a minute and cut it off as close to the fitting as you can roll it up and save it. I can put a new end on it and we can reuse it, this will save a tremendous amount of money throughout the year. We've always thrown them away in the past, but they're still good. Let me know you have them so we can make arrangements to get them back to me. It has also been brought to my attention that we have 2" and 3" inch hoses out there that can no longer be used because the locking ears are broken off. This is also an item that can be replaced. Thank you all for your help in this issue!



## Safety Department

*Aim High In Steering*

### Larry Cox

Safety, Training and Compliance Coordinator

Eye lead time is defined as the distance, measured in seconds, that a driver's eyes lead the vehicle. In other words, you see ahead to where you will be in a given number of seconds. The average driver looks only 3 to 6 seconds ahead of the vehicle, which is equivalent to just over walking speed. When a low-aim driver finally does see a hazard, 3 to 6 seconds is not always adequate for reliable decisions and collision avoidance. This is referred to as low-aim steering which denies the driver the time necessary to acquire information, make decisions, and act safely in response to hazards. Low-aim steering is frequently associated with last second lane changes, frequent braking, and tailgating. Try to develop a 15 second eye lead time so you're aware of what's ahead you with enough time to react. Let drivers ahead telegraph information to you. Sometimes their actions or brake lights can be warnings of a problem ahead which may not yet be visible to you. So ensure that you're looking up at the horizon instead of the pavement.

## Safety Department

*Lessons Learned – Down-Streaming*

### Greg Schabell

Safety Manager

We recently sent out Lessons Learned regarding down-streaming protocols. I wanted to cover that topic again but offer some more clarity and best practices. Our current procedures are found in the Down-Streaming Protocol Job Aid found in Appendix D of the Marine Policy and Procedure Manual. It states that once the river stage trigger point is reached, the pilot is to contact management so a decision can be made on whether down-streaming is allowed to continue. At operations where down-streaming can be prohibited entirely, this policy is correct and all down-streaming shall stop when the trigger point is reached. At operations where down-streaming cannot be avoided in all instances, best practices must followed. The area supervisor and General Manager should be contacted and a plan agreed upon. As with all hazards, once they're identified you must determine how to reduce the hazard as much as possible if it cannot be eliminated.

The previous Lessons Learned discussed alternative ways to accomplish the goal of saving the deckhands from carrying a barge pump 200': "There were...

several ways to accomplish this safely: he could've pulled alongside the barge where the pump was located; or waited until he fled the barge and then got alongside the barge for the crew to get the pump. He could've topped the barge around at the unloader while he was on the barge's hip and saved even more time. You can't shove into the barge with the current, but why would you? Just get alongside the barge facing the current and hold the vessel until the guys get the pump or catch a side line."

A more common example is where a barge is rake down in the fleet and it needs to be rake up when shifted to the unloader. There is no way to avoid down-streaming so we need to reduce the risk. Best practice would be to get that barge on the outside of the fleet at least 100' below the head of the fleet. You've accomplished several things at that point: you're down-streaming on a box which is much safer than on a rake, the fleet is on the inside of the vessel which will prevent it from turning that way, and the channel is on the outside where you're safe. You can add additional safety value by having a barge above you that will reduce the current. Make sure that the faceup barge is at least 100' below the barge above it so the vessel can safely get into the notch.

Down-streaming on empties is more hazardous than on loads, so try to avoid this to the extent possible. Likewise, try to avoid down-streaming on the head of any fleet. Ensure that your plan is reducing the hazards as much as possible. If you cannot reduce the risk to acceptable levels, do NOT attempt the task. Follow best practices and contact management for guidance when river levels approach trigger points.

## Quote of the Month

"Some years ago - never mind how long precisely - having little or no money in my purse, and nothing particular to interest me on shore, I thought I would sail about a little and see the watery part of the world.  
H. Melville (Moby Dick)

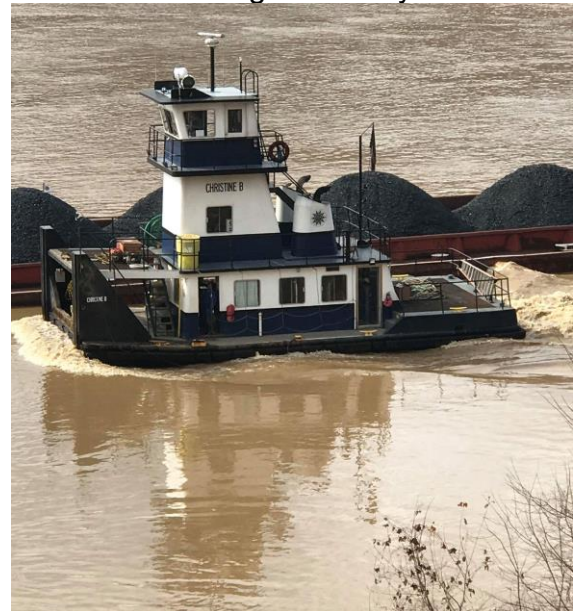
James H cruising down the highway by Dave Westrich. Winner of the best pic of the month!



Hebron cleaning by Kodi Hiltenbeitel.



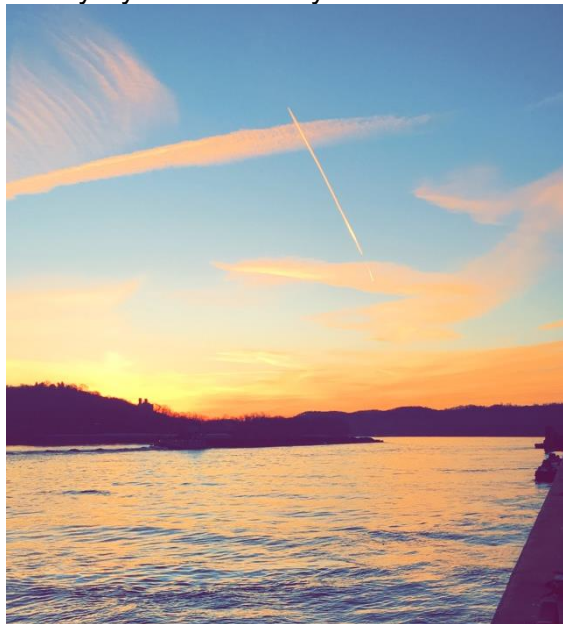
The Christine B in high water by Willie Terrell.



Where did Hebron go?



Pastel sky by Dakota Riley.



Hebron got wet.





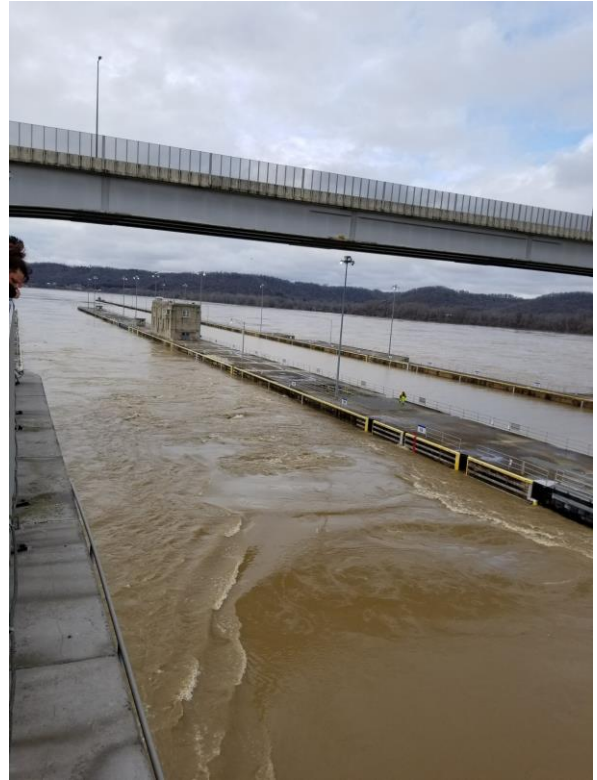
## BIRTHDAYS & ANNIVERSARIES

Full Name	Anniversary
LOUDEN TRAVIS	03/23/2017
GENTRY MICHAEL	03/15/2012
BURGESS JEFFREY	03/14/2014
MYERS ADAM	03/16/2012
MOEBIUS JR DAN	03/14/2017
GILLESPIE MARCUS	03/06/2014
PARSONS CODY	03/04/2014
LONAKER DAVID	03/15/2001
RAINES TERENCE	03/17/2005
PENCE JEREMY	03/06/2014
SNYDER TRACY	03/11/2013
WALKER BRANDON	03/14/2017
RAINES THOMAS	03/29/2003
CHASE MATTHEW	03/14/2007

Full Name	Birthday
MEEKER MICHAEL	3/29
YAUCH DANIEL	3/30
LONAKER DAVID	3/17
RIGGS JAMES	3/12
HANEY HOBERT	3/18
JACKSON CLAY	3/28
WISE JEREMY	3/31
BRAY SCOTT	3/24
YATES MICHAEL	3/27
MYERS ADAM	3/30
BROOKS WILLIAM	3/23
WILCOX SHELBY	3/4
WEISNER JAMES	3/12
CUTTER NORMAN	3/14
LEWIS ROBERT	3/31
OWSLEY SETH	3/30
ABT AARON	3/17
LOUDEN TRAVIS	3/6
ABRAMS JERRY	3/28
FESSLER DANIEL	3/2
HEIB CHRISTOPHER	3/19
NEWLAND ROBERT	3/30
WALLACE NOLAN	3/14
GATZ CODY	3/17
HANEY CHRISTOPHER	3/25

## ANNOUNCEMENTS

### Markland



### 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 send in pictures for the monthly contest?  
 A: Email Greg Schabell at [gschabell@carlislebray.com](mailto:gschabell@carlislebray.com) to send in pics for the contest.