

SOUNDINGS

"Self Insurance Group Strength"

"The Safety of Employees is an Investment in Success"

October 2018 Volume XV / Issue X

A Message from the CEO



At Signal, we pride ourselves in having a close personal working relationship and partnership with all our Members. We are committed to getting to know each and every one of you. At the heart of this commitment, are the two Membership meetings held in winter and summer each year. These business meetings are carefully designed and structured to give every Member an opportunity to fully understand the complete workings of their Mutual, to follow the finances, and to get acquainted with the entire Board of Directors, management team, and fellow Members.

At these informative and wonderful events, we see many old friends and colleagues, and their families. We know that for many Members these meetings can represent a considerable commitment of time and expense, but I believe it is time and expense very well spent. If you have yet to attend a Signal membership meeting, I strongly encourage you to consider joining your fellow Members and the management team. For 2019, the January meeting will be held in Florida and the August meeting in Bermuda.

Signal is the number one provider of Longshore workers' compensation in the country for a reason – the strength and quality of the Membership. Signal is not an insurance company – it is a Club, your Club.

I look forward to seeing you next year.

Warm regards,
Richard W. Wood

Save the Date!

GENERAL MEETING

January 24-26, 2019
Disney's Yacht & Beach Club Resorts
Lake Buena Vista, Florida

ANNUAL GENERAL MEETING

August 1-3, 2019
The Fairmont Southampton
Southampton, Bermuda

**Charles
Taylor**

SIGNAL


Arrive Home Alive



Charles
Taylor

SAVE THE DATE!

General Meeting

January 24-26, 2019

Disney's Yacht & Beach Club Resorts
Lake Buena Vista, Florida

Town Hall Meeting • Executive Safety Workshop • Networking • Golf • Special Events

For 24-hour online room reservations

<https://www.mydisneygroup.com/sm2019>

To reserve your room by phone 7 days a week
call +1-407-939-4686 and mention "Signal Mutual General Meeting 2019"

Monday-Friday 8:30 am – 6:00 pm Eastern

Saturday-Sunday 8:30 am – 5:00 pm Eastern

For more information, please contact a member of our events team

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“On a recent visit to General Dynamics NASSCO–Norfolk, a Signal Member since 2015, to assist in a training event, I noticed the following communication message on the bulletin board written by Kevin Terry, General Manager. I asked Kevin if he would allow us to post it in Soundings. His response was that he started this communication because of the last SEE Audit.” James Sammons, AVP, Safety Resources, Signal Administration, Inc.

A Message from Kevin Terry, GM, General Dynamics NASSCO-Norfolk



Autumn is officially here, and it is a welcomed break from some of the high heat indexes we experienced this summer. Thank you for your vigilance during the hot weather months and watching out for your fellow coworkers. It is my pleasure to tell you that our team made it through the summer without any OSHA recordable heat-stress injuries! I hope you also enjoyed some R&R with friends and family this summer, keeping safety at the forefront of all your activities. At this writing, approximately 30 of our employees along with myself, attended the 23rd Annual VSRA (Virginia Ship Repair Association) Safety and Health Seminar at ODU’s Ted Constant Center on Wednesday, September 26th.

The theme of the seminar was “Safety: It’s not just Work, It’s Life.” Safety cannot simply be something that we do at work, it must be instilled and implemented in all areas of our life. How often are we guilty of working safely, wearing PPE and following proper procedures at work, only to go home without wearing a seatbelt or swing a hammer without eye protection? I challenge you to make SAFETY a way of life. Instill good work habits for yourself and your family at all times. Always wear seat belts, keep a PPE drawer at home, inspect your ladders, don’t manually lift heavy items, get enough sleep, secure top-heavy furniture, etc. Make SAFETY part of your routine and teach it to those around you. It could save your life one day!

At the VSRA Safety and Health Seminar, there were classes on fall protection, gas detection, compressed gas cylinder safety, and general hazard recognition. There were also presentations given by the OSHA Area Director, MARMC Safety Director, and other waterfront leaders. Ask your Safety Task Force member about what they learned at the seminar, then take what you learned with you into our production shops, on the ships, in your work truck, and into your home. Let’s make SAFETY a way of life!



Signal Safety Resources Seminars

Dates and/or Locations Subject to Change

NOVEMBER 2018		
Date	Seminar Topic	Location
13th	Executive Safety Leadership	Elizabeth, NJ
14th	Supervisor Safety Leadership	Elizabeth, NJ



Make it Someone Else's Problem

Submitted by Robert Capelli

Orion Marine Group, Inc., a Signal Member since 1994

During a recent rigging class, we were discussing critical lift plans for crane operations, when someone asked, "Why is a critical lift plan necessary?" He responded, "... the project manager, superintendent, and crane operator know that the lift can be made safely, so why do we have to tell everyone else?" I wanted to avoid the standard answer of, "Because it is an ASME and OSHA requirement," so I took a few moments to think about it, then answered, "To make it someone else's problem." That made me think of how many times we find ourselves wondering whether to ask for help in planning a work task or even if we need to brief a supervisor about our work plan. The problem occurs when you perform the task, an incident occurs, and you are left holding the bag of blame because you did not "make it someone else's problem."

It is easy to misunderstand this and believe that I am advocating that we should tell our bosses everything that is going on. That is not where this conversation is going. After all, supervisors rely on the employee's ability to function without being micromanaged, and no one wants a "helicopter" supervisor lurking around. My comment is based on the premise that there are times when a supervisor should be brought into the conversation either for guidance or acceptance of a work plan. Are not supervisors in their positions because of their knowledge and experiences?

Managers at all levels are there presumably because they have a certain body of knowledge and set of experiences that others can rely on to make proper and timely decisions to the company's benefit. Most of us perform our work as expected, without the need for guidance, and without any resulting issues. But every so often, an item comes up in which you need assistance, higher authority approval of a decision, or you need to advise your supervisor of actions you have taken. This is not a sign of weakness, rather it shows strength in that you have the confidence to ask for help and you have deductive reasoning.

There are a few items to keep in mind though when approaching your supervisor about a problem you are having or when advising them of a decision you made.

1. When asking for help, know what you are asking for. Be clear in your request, otherwise you risk looking indecisive. The last thing you want to do is ask for help when the answer was an obvious choice. Brainstorming with your team before "going higher" may give you the answers you were looking for.
2. Have options available with the pros and cons of each choice when approaching your supervisor. When briefing military commanders during operational planning, the staff provides the unit commander with three options and advantages and disadvantages of each option. The commander weighs each option against the intelligence reports and resources available to determine the course of action, which is usually a blended approach, then the operational order is issued. Giving your supervisor options, allows them to help you determine a way forward with the benefit of their experiences and gives them insight into your decision-making style.
3. Give them time for review. Some people thrive on just-in-time decision making because of the adrenaline it generates, but it is exhausting. Emergency service personnel and military commanders thrive in these environments because they spend considerable time in training, exercising those plans, conducting after action briefings to review actions taken and the associated results. This constant cycle gives personnel the experience and knowledge necessary to make decisions quickly because they have been in that situation before. Most people do not have the time necessary to devote to these events though. Do not procrastinate. Give your supervisor enough time to properly consider all the options.

The lesson here is simply this, there is nothing wrong with asking for help, or for transferring risk in the decision-making process. Risky decisions should always be made someone else's problem. Doing so properly will increase your value to the organization.

About the Author



Robert Capelli is the Senior Safety & Compliance Manager with Orion Marine in Tampa, Florida and has been in heavy civil construction since 1992. He is a retired US Marine Corps Reserve Major having served in infantry, ANGLICO and environmental units. Robert earned an MPH

in Health, Safety, and Environmental Management from the University of South Florida in 2015 and he has a B.S.B.A. in Business Management from Western Carolina University. Robert holds credentials as a Certified Safety Professional (CSP), Chartered Member of the Institution of Occupational Safety and Health (CMIOSH), and Certified Compliance and Ethics Professional (CCEP).

Robert has contributed many technical hours to his profession including serving as a past chairman of Signal's safety committee. Additionally, Robert has served as a volunteer fire fighter since age 15, retiring as the volunteer fire chief of the Lutz Volunteer Fire Department in 2013.

Robert has two stepsons with his wife Cheryl, who live in Tampa, Florida.



Blount to Build Double-Ended Ferry for New York



Blount built the Southside, a sistership to the Southern Cross, for South Ferry in 2009

Blount Boats, a Signal Member since 2010, has signed a contract with South Ferry Company Inc., Shelter Island, N.Y., to build a steel passenger/vehicle ferry for the Long Island operator. The 101'x 40', 150-passenger double-ended ferry will be built to carry a deck load of 260,000 lbs.

The new ferry, the *Southern Cross*, will be powered by two Caterpillar C-18 Tier 3- and IMO II-certified engines, each rated at 470 hp at 1,800 rpm. Twin Disc MG-516 remote mount, reverse gears will transmit power to 4-blade, nibral ice strengthened propellers through 4' Aquamet 22 propeller shafts.

The Clark family, owners of South Ferry, have been providing transportation between Shelter Island and North Haven, N.Y., on Long Island's southern tip since the 1700s. The DeJong & Lebet-designed *Southern Cross* will be a sistership to two other Blount-built ferries designed by Jacksonville, Fla.-based DeJong & LeBet for South Ferry — the *Sunrise*, delivered in 2002, and the *Southside*, delivered in 2009. The *Southside* is a 101' x 37'6" x 10.42", 150-passenger ferry certificated to carry up to 50 cars.

Source: workboat.com



Great Lakes Announces Receipt of \$48 Million Tampa Bay Deepening Award



Big Bend Channel of Port of Tampa Bay

Great Lakes Dredge & Dock Corporation (“Great Lakes”), a Signal Member since 1988, the largest provider of dredging services in the United States and a major provider of environmental and infrastructure services recently announced the receipt of a \$48 million base contract award on the Big Bend Channel of the Port of Tampa Bay. Great Lakes expects the United States Army Corps of Engineers (“USACE”) to award additional option work items on the contract by early-2019 with a value of \$25 million, resulting in a total contract award of \$74 million. Dredging is expected to commence in the fourth quarter of 2018 with completion of both base contract and expected options in the third quarter of 2019.

Port Tampa Bay is Florida’s largest and most diverse seaport, supporting liquid and dry bulk raw materials, container cargo and one million plus cruise passengers each year. Expanding the Big Bend Channel, which connects to the main channel in Tampa’s harbor, will allow for larger vessels to dock along the channel and ease the movement of goods through the port to the Interstate 4 corridor. This project is sponsored by the USACE Jacksonville District, the Tampa Bay Port Authority, the Florida Department of Transportation and two of the port’s largest tenants. This unique public/private partnership has allowed this significant expansion of the port and is expected to have major economic benefits and employment opportunities for both Tampa Bay and the State of Florida.

Lasse Petterson, Chief Executive Officer of Great Lakes, commented, “We are proud to partner with the USACE, Jacksonville District and local officials in executing this important infrastructure project. This complex deepening work is well suited to our proven special experience and expertise in sand, clays and hard rock and solidifies our position as the leading contractor for difficult port deepening projects. This project award adds to our growing backlog which positions us well for 2019. We thank the USACE for their confidence in our ability to execute on this important project and look forward to a successful outcome, on time and on budget.”

David Simonelli, President Dredging, commented, “Great Lakes is pleased to add the Big Bend Terminal project to our growing backlog. We will employ several cutter suction dredges to perform the excavation and in Bay Island dispose of over 4.1 million cubic yards of material. Great Lakes’ fleet of dredges is well suited to perform the difficult soil excavation required for port deepening projects.”

Source: ajot.com



VT Halter Marine to Build ATB Tug M/V Evening Stroll



M/V Denise A. Bouchard

VT Halter Marine, Inc. (VT Halter Marine), a company of Vision Technologies Systems, Inc. (VT Systems), recently announced a new contract to build an Articulated Tug Barge ("ATB") with an option for a second vessel for Bouchard Transportation Co., Inc. ("Bouchard"), a Signal Member since 2014.

Construction of the *M/V Evening Stroll* begins immediately at VT Halter Marine's Pascagoula shipyard, with delivery scheduled for December 2019. This vessel will enter into Bouchard's fleet service in New York to transport liquid petroleum products throughout the Jones Act market.

"We are proud to continue our longstanding relationship with VT Halter Marine through the new construction of another cutting-edge ATB tug. Our Safety-First philosophy remains at the forefront of our operation and is powerfully supported through VT Halter Marine's ability to help advance our fleet with the most innovative technologies. We are dedicated to offering a safe work environment for our crew and a reliable service to our customers, and look forward to furthering our growth over the next year as we add two more high quality vessels to our fleet, said Morton S. Bouchard III, President & CEO of Bouchard Transportation Co., Inc.

"We are excited to work with Bouchard Transportation on this new ATB tug for their New York fleet. We enjoy our excellent partnership for the past 37 years and will continue the tradition of building quality vessels for the

Bouchard family. We thank Bouchard Transportation for the trust they place in VT Halter Marine. We look forward to successful deliveries of *Evening Breeze* and *Evening Stroll* in 2019, said Ronald Baczkowski, Chief Executive Officer of VT Halter Marine."

Source: bouchardtransport.com



BOUCHARD
TRANSPORTATION CO., INC.

Fraser Shipyards to Build Its Largest Vessel Since 1966



*New Great Lakes ferry will be able to
carry 26 cars across Lake Erie*

Fraser Shipyards, a Signal Member since 2001, is building a new 140'x38'6", 26-car ferry for Miller Boat Line. The company operates ferries that run from northern Ohio's Catawba Island Township to South Bass Island and Middle Bass Island, two of Lake Erie's most popular recreation destinations.

The new all-steel ferry will be named the *Mary Ann Market*, in honor of the late matriarch of the family that owns Miller Boat Line. The ferry will have drive-on drive-off capability and will join Miller Boat Line's four other ferries.

"We have a long tradition of building Great Lakes vessels at Fraser, including car ferries. We are proud to be Miller

Boat Line's partner. We look forward to delivering a modern vessel that meets all of their needs," James Farkas, president of Fraser Industries Inc., the parent company of Fraser Shipyards, said in a statement announcing the contract.

Fraser will start building the new ferry this fall in modules, which workers then will assemble. When the new ferry is completed in 2019, Fraser will deliver it from Superior to Put-In-Bay, Ohio.

"We chose Fraser due to their enduring high quality, integrity, value and with consideration of recommendations from industry professionals including marine surveyors, lake captains and engineers," Miller Boat Line president Billy Market said.

Founded in 1890, Fraser Shipyards is the last major independent shipyard on the U.S. side of the Great Lakes, shipyard officials said. Fraser has built and repaired vessels for 128 years.



Pasha Hawaii Celebrates Steel Cutting for M/V George III at Keppel AmFELS



(L-R): Simon Lee, Keppel AmFELS; George Pasha, IV, The Pasha Group

Pasha Hawaii, a Signal Member since 2009, recently announced that the first steel plates have been cut for the *M/V George III*, the first of two Liquefied Natural Gas ("LNG") fueled containerships being built at Brownsville, TX-based Keppel AmFELS, a subsidiary of Keppel Offshore

& Marine ("Keppel O&M"). The two 'Ohana Class vessels will join the Pasha Hawaii fleet, which provides service to the Hawaii/Mainland trade lane.

Once built, the new, 774-foot U.S. Jones Act vessels will carry 2,525 TEUs, with a sailing speed of 23.0 knots. The design of the ship's hull has been fully optimized using computational fluid dynamics and will be one of the most hydrodynamically efficient hulls in the world.

The 'Ohana Class vessels have been named *George III* and *Janet Marie*, in honor of the parents of The Pasha Group President and CEO George Pasha, IV. Delivery of the vessels is expected in 2020.

"Three generations of our family's vision exemplify our unwavering commitment to serving our customers and investing in the future of Hawaii," said George Pasha, IV. "We are marking the first production milestone of our new LNG ships, and honor the legacy of the Pasha 'Ohana. We also commend the remarkable talents and organization of the highly skilled shipbuilders on the Keppel team who are working hard to transform these steel plates into the most environmentally efficient vessels for the Hawaii trade."

The new vessels will operate fully on LNG from day one in service, substantially improving the vessels' environmental footprint. Energy savings will also be achieved with a state-of-the-art engine, an optimized hull form, and an underwater propulsion system with a high-efficiency rudder and propeller.

Mr. Simon Lee, President of Keppel AmFELS, said, "We are pleased to be able to support the Pasha Hawaii fleet with the design, engineering and construction of two state-of-the-art containerships that will be highly efficient, sustainable and safe. Our design philosophy includes a construction methodology that is easy to execute and maximizes the capabilities of our yard."

Pasha Hawaii is a wholly owned subsidiary of the family-owned global logistics and transportation company, The Pasha Group, one of the nation's leading Jones Act shipping and integrated logistics companies and is proud to support U.S. shipyards.

Source: pashagroup.com



Healthy Feet How Footwear Impacts the Job

Our feet do more than just provide a base for standing and a means for movement. A simple lack of extension in the big toe or a fallen arch during walking can impact how efficiently our body moves, ultimately leading to a greater risk for injury. The body's "Kinetic Chain" is a phrase used to describe how everything works together; just like anything, if one component is off, the entire system falls into disarray.

Work boots protect the feet from harm, but do not provide much in the way of functional support. They have often caused more harm than good. Common pathologies caused by improper footwear include¹:

<i>Bunions</i>	<i>Hammertoes</i>	<i>Hip Pain</i>
<i>Corns</i>	<i>Plantar Fasciitis</i>	<i>Low Back Pain</i>
<i>Calluses</i>		

The American Orthopaedic Foot and Ankle Society's ten tips for purchasing work boots¹:

1. Safety first. Know the specific hazards of your work environment. Safety toe caps (steel or composite), metatarsal guards, puncture-resistant soles, and special construction materials can help protect against falling objects, sharp metal edges, chemicals or electrical hazards.
2. Buy what you need. Go to a store that carries footwear specific to your job. An experienced fitter knows the characteristics of the footwear the store carries and can match the footwear's design and materials to your special requirements.
3. Check your soles. Make sure the footwear soles are appropriate to your working conditions. Soles can be designed to be slip resistant and protect your feet from heat, puncture, and electrical shock.
4. Wick away the moisture. Buy leather uppers lined with moisture-wicking lining to keep your feet dry. This will help prevent blisters and corns.
5. Stability is important. Wear shoes or boots with flat soles and a wide base. They will provide greater stability when working on uneven surfaces.
6. Completely cover your feet. Protective footwear must completely cover the foot with puncture-resistant material. High-top lace boots should lace

1/2" to 1" of the full length of the lace row to keep your heel securely in the boot.

7. Make sure you can wiggle your toes. The toe box needs to be deep enough, so you can move all your toes inside without feeling pressure.
 - Try boots on at the end of the day or shift when your feet are largest.
 - Wear your usual work socks.
 - Usually one foot is larger than the other so buy to fit the larger foot.
8. Get the proper support. Strong heel counters provide stability for your ankle and should fit snugly. A wedge bottom sole or puncture-resistant midsole improves stability for ankle and arch support.
9. Comfort is critical. Footwear should feel comfortable when you first try it on. Don't expect to need a "break-in" period before footwear feels comfortable.
10. Try protective footwear out while you're in the store. Walk on a hard surface and not a carpeted showroom floor. Shock-absorbent removable insoles provide the best available footbed. They can be removed to be cleaned, replaced as needed or substituted with a custom prescription insert.

Unify Health Services offers Signal Members only discounts for wellness programs and specialty services. We partner with employers who understand the importance of investing in the longevity and sustainability of their employees. Our prevention solutions include Consultation, Wellness, Industrial Performance Program, Early Intervention, Ergonomic Assessments, Physical Demand Analysis, and Post Offer Employment Testing.

For more information on how to get started with prevention, industrial performance and wellness services, contact the team at Unify Health Services. For more information contact us at 888-314-5571 or referrals@unifyhs.com.

¹American Orthopaedic Foot & Ankle Society - <http://www.aofas.org/footcaremd/how-to/footwear/Pages/10-Points-for-Purchasing-Protective-Footwear.aspx>



Dates for Your Calendar

GENERAL MEETING

**Disney's Yacht & Beach Clubs Resort
Lake Buena Vista, FL - January 24-26, 2019**

For further information contact:

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For 24-hour online room reservations <https://www.mydisneygroup.com/sm2019>



MARITIME CONFERENCE

The Peabody, Memphis, TN - May 20-22, 2019

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ANNUAL GENERAL MEETING

**The Fairmont Southampton
Southampton, Bermuda - August 1-3, 2019**

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Please share the successful safety accomplishments and news items about your Member company and employees. Email your submissions to Nancyann Griesemer Flood at nancyann.flood@signal-ct.com and place your Member name in the subject line.

If you would like to receive this newsletter, please email Nancyann Griesemer Flood at nancyann.flood@signal-ct.com and include your contact details.

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