



Celebrating our Safety Award Winners!

Each year, as we close out our Member Year, we take the opportunity to recognize Members who have shown a continuing commitment to safety throughout their organizations. These companies and individuals have been instrumental in imbedding a culture of workplace safety across their teams, leading to reduced claims frequency and severity. We have always felt that safety is the cornerstone to the success of not only our Members, but the Mutual as well, and we are thrilled to recognize the winners of the 19/20 Member Year Safety Awards. Please join us in congratulating all of these fine organizations and individuals.

Richard Wood

President and CEO, Signal Administration

Richard Lubert

SVP, Safety & Member Performance

Industry Leader Safety Awards

Stevedore/Terminal Operators

- LBCT
- GCT NY
- GCT Bayonne
- APM Terminal -Elizabeth
- T Parker Host
- Penn Terminals
- North Star Terminals
- Maher Terminals
- Tidewater Barge Lines

Shipbuilding /Repair

- Main Industries
- BAE Systems Norfolk
- Vane Brothers
- Gulf Copper Dry Dock & Rig Rep

Offshore Operations

- Quanta Nova Group

Marine Construction

- Seaward Marine Services
- Trevcon Construction
- Infrastructure and Industrial Constructors Southeast

Maritime Services

- Mid-Atlantic Engineering

Individual Safety Awards

Safety Excellence Award

PCMC

Executive Leadership Award

Jay Prock, Tidewater Staffing

Safety Persons of the Year

Tom Binner, BAE
Chris Holt, T Parker Host

Congratulations to our Safety Perfect Record Award Winners

Perfect Record Recipients 19/20 Member Year



We are thrilled to acknowledge our 122 Members who achieved a Perfect Safety Record for the 19/20 Member Year. These Members had no recordable accidents during the Member Year, demonstrating excellent employee engagement and leadership visibility in fostering a strong safety culture.

Surge Force LLC
Aker Philadelphia Shipyard
American Construction Company
American Marine Services Group
American Service Technology Inc
C&D Wireline LLC
C Port LLC
C&C Marine - Adriatic Marine LLC
Cal Chlor Fluids
Cargotec - MacGregor USA Inc
Cargotec - Rapp Marine US Inc
Clean Waste
C-Logistics
Coastal Mechanical Systems
Columbia Coastal Transport LLC
Columbia Intermodal LLC
Cport/2922 Diver
Creative Leasing LLC

Lake Charles Stevedores Inc
JAZ Industries of FL LLC
John W. Stone Oil Distributor LLC
Wood Group Commissioning Services
Wood Group Kenny Inc
Wood Group Mustang Inc
Kalmar USA Inc
Keystone Shipping Co

Crosby Construction Services Inc
Crowley Government Services Inc
Crowley Marine Services Inc
C-Terminal
CTR Government Services Group
DCOR - Giga Electrical & Technical Services
Dix Fairway Terminals LLC
Fairlead Integrated LLC
Fourchon Heavy Lift LLC

Pittsburgh & Conneaut Dock Co
Gulf Copper Energy Services
Gulf Copper - Sabine Surveyors
Gulf Ship LLC
Halimar Shipyard LLC
Horizon Stevedoring Inc
Infrastructure & Industrial Constructors Southeast
Innovative Engineering & Maintenance Corp
Integrated Marine Services Inc
International Marine Systems
International Seaways Ship Management LLC
Marine Metal Works Corporation
Malin International Ship Repair & Drydock Inc
J.H. Stevedoring Company Inc
Advanced Maritime Solutions LLC
J. Willis Smith & Brother Inc
Jacobsen Pilot Services Inc

Thermcor Inc
Topship LLC
Transmarine Navigation Corp
Trevcon - Dewridge Inc
Eastco Shotcrete LLC
Baltec Marine LLC
IMECO Inc
Tri-State Painting LLC
Norfolk Tug Company
UHP Projects Inc
Washington Marine Repair LLC
Vigor Industrial LLC
Vigor Shipyards Inc
HRCF II, LLC
VIT CAACF Program
Walker Diving Underwater Construction LLC
World Pave

Sealand Mechanical LLC
Seastreak LLC
Vacivinc Corporation
Seaward Marine Corporation
Seaward Marine Services Asia LLC
Seaward Marine Services LLC
Sitta Paige & Associates
South Florida Container Repair LLC

Kokosing Inc
LBC Houston, L.P.
Pate Stevedore Company Inc
Caucedo Marine Services Ltd
Marine Mechanical Inc dbc MMI
Marine Technical Services Inc
Martin Holdings LLC
Dimaya Enterprises Inc
Marine Controls Inc
Ports Industrial
International Marine Elevator
Klaus Maritime LLC
Mid-Atlantic Coatings Inc
Romar Offshore Welding Services LLC
MMIF, LLC
Mormac Marine Group
Terminal Security Solutions
North Star Terminal & Stevedore Co

Ocean Terminal - Clean Air Engineering Maritime
Offshore Systems Inc
OSS/2921
Pacific Crane - Pacific Terminal Service Co LLC
Columbia Grain Inc
Hawaii Terminals
Pasha Hawaii Holding LLC
TransPacific Maintenance Company LLC
MJC Labor Solutions
Phoenix Marine Co DE LLC

Ponchartrain Materials Corp LLC
PCI Wilmington LLC
Southeast LLC
Bay Container Repairs of NJ Inc
Georgia Vehicle Escorting LLC
Protocall Industrial & Office Services Division
Stronghold Inspection Ltd
Quanta Marine Services LLC
Nova Group Inc
Red Hook Terminals Maryland LLC
Platinum Stevedoring Inc
Salmons Dredging Corporation
Saltchuk Resources Inc
TOTE Maritime Alaska Inc
TOTE Services Inc (Interocean American)
Seacor AMH LLC
Seacor Marine Holdings Inc

Welcome New Signal CFO, Carole Kirk!

Effective on Jan 1st, we would like to announce that Carole Kirk has been appointed to the position of Chief Financial Officer of Signal Administration, Inc and Charles Taylor TPA. Carole is an experienced finance executive serving with leading special global Property and Casualty insurance and reinsurance companies, will report to Richard Wood, President and Chief Executive Officer of Signal Administration.

Carole has more than thirty years' experience in financial management oversight and directing strategic global business project initiatives in her various leadership roles within the insurance industry, with first-hand knowledge working with the Lloyd's of London market and European-based companies. Most recently, she served for six years as Senior Vice President, Chief Accounting Officer and Group Controller of The Navigators Group, prior to its acquisition by The Hartford.

Carole's experience includes all aspects of corporate accounting and financial reporting, including investment strategy, SEC and local financial reporting, audit reviews and assessments, as well as annual and actual budgeting projections. She interacted with The Navigators Group senior management team, its U.K. Board of Directors and investment advisers on the acquisition deal book, due diligence process and transactional inquiries leading to the company sale. Carole also held the post-acquisition position as Senior Vice President, Integration and Management of the worldwide Transfer Pricing Study for The Hartford.

Please join us in welcoming Carole to the team!



Welcome New Signal Member, International Transportation Service, Inc !



With effect from December 21, 2020 the Managers are pleased to welcome International Transportation Service, Inc (ITS) to the Association. ITS operates a 3-berth container terminal of more than 250 acres within the port of Long Beach, California. We are excited to add the ITS team to the Association!



Sage Adjusting Spotlight: Post Pandemic Claims Handling

Submitted by Amy Phelps, VP, Sage Adjusting

With the availability of vaccinations, most are comforted by the thought that our personal and professional lives may soon feel normal again, albeit a changed and new normal. With the onset of this pandemic, the claims industry has adapted, and claims adjusting has changed. The post-pandemic era will likely continue to present adjusters with unfamiliar issues and bring about new challenges to managing our Members' workers' compensation claims.

The COVID-19 pandemic resulted in claims professionals relying more than ever on technology to manage and resolve workers' compensation claims – a practice likely to define the industry well beyond the crisis. Claims professionals learned to capitalize on the ability to virtually collaborate easily and often from anywhere with our members, their brokers, and our colleagues. Webinars, virtual training sessions, and online continuing education courses have become a regular part of the adjuster's workday. And while we are all looking forward to a time when we can safely gather and come together to meet again, virtual collaboration without a doubt is also here to stay.

The claims industry will likely experience continued challenges affecting not only our business operations but how adjusters manage claims as well. We may face even more challenges surrounding average weekly wage calculations in regions where many longshoremen and stevedores lost months of work due to the pandemic. The industry may see future COVID occupational injury claims filed as a result of potential long term, lasting medical complications that are yet unknown or even face future COVID related death claims that allege exposure in the workplace many years prior. Any of these potential problems and more will continue to bring matters of contention that will call on the claims industry for new ideas and strategies to manage and resolve workers' compensation claims for years to come. Regardless of the challenge, Sage is prepared to handle whatever comes our way.



Safety Committee Spotlight: Flashback Arrestors

Mike Haughton, Corporate Risk Manager, Gulf Copper

Oxy/fuel torches are amazing tools that allow heating and cutting of steel in a safe and efficient manner when used in accordance with manufacturer instructions. However, in a fast pace industry, it is all too easy for workers to overlook certain practices, such as purging of lines prior to start-up or simple cleaning and maintenance of the torch. Practices such as incorrect pressure settings or holding the tip too close to the work can also create a hazard. For these reasons, manufacturers also make safety devices in the form of check valves and flashback arrestors to prevent a fire or explosion.



A backfire occurs when the flame momentarily resends into the torch tip. Normally when this occurs, there is a loud “pop” and the flame goes out. Under the right conditions, a sustained backfire can occur in the torch, sometimes accompanied by loud hissing or squealing sounds. If the gas is not shut off quickly, a flashback can occur in the blink of an eye, resulting in blow out of the torch hose, flash fire, or even explosion if the flame reaches the manifold or cylinder.

As implied by the name, a flashback arrestor (FBA) prevents the flame from passing beyond the device. Preferably the FBA would be installed at the torch/hose connection in order to protect the user from torch hose blow out in the event of a flashback. In some applications, it may be preferred to install the FBA at the manifold or cylinder. Speak with your supplier or manufacturer rep to determine the best application for the particular situation.

Check valves are also a necessary safety device, but have a different purpose. Check valves prevent reverse flow of gas, but will not arrest a flame. Some safety devices have both a check valve and an FBA built into one device and some torch models have both an FBA and check valve built in. This information can be determined by reading the product literature.

The effective life of an FBA is finite. The life expectancy depends upon the frequency and manner of use. If not changed, the FBA can cause a reduction of gas flow to the torch. If so, workers may be tempted to turn up the pressure (which creates an additional hazard), or to remove the FBA from the torch. For managers and safety professionals making the rounds, this is something to monitor, or to discuss with workers. Checking the FBA status on other oxy/fuel equipment such as track torches is also a good idea.

Some workers may be adverse to use of FBAs based upon past experience. If used properly an FBA can prevent a severe accident without impacting the torch performance. Routine maintenance of the torch as well as the FBA are necessary. High flow FBA models are available when needed for a particular application. The employer must evaluate and select the appropriate safety device.



Safety devices should never be considered a substitute for safe practices. While they can prevent an accident, one should never rely on them or have a false sense of security. Make sure personnel are educated about FBAs as well as safe work practices.



About the Author: Mike Haughton began his career with Gulf Copper as a field HSE Technician in 1996. Mike has served in several roles including HR Manager and Risk Manager in addition to his primary role within the HSE department. His current position is Corporate Risk Manager. He holds a Bachelor of Arts degree in Geography with specialty in Environmental Management from Texas State University and an Associate of Applied Science in Environmental and Safety Technology from Lamar University Port Arthur. Mike is member of the Signal Mutual Safety Committee and serves as the Chairman of the Maritime Industry Safety Training Association Industry Curriculum Subcommittee.

More Info on our Commercial Auto Coverage

The risk appetites of the carriers are broad, though there could be risks that fall outside of their appetite.

Generally, the following classes would likely elicit limited response:

- Public auto – Charter Buses
- Livery/Couriers/ Limos, Taxis
- Hazardous materials haulers
- Mono-line HNOA
- Freight Forwarders / Brokerage Operations

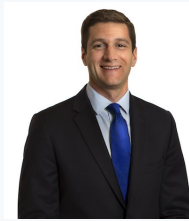
For additional information on this program click [here](#).

Submission requirements can also be viewed [here](#).

If you have additional questions, please contact your Signal Underwriter.

Signal Feature: Commercial Auto Coverage

Submitted by Phil Schellhorn, VP Underwriting and Member Services



Upon entering 2020, our interactions and conversations with Members and Brokers made it clear that, among the many concerns created by the rapidly evolving insurance marketplace, Commercial Auto was moving to the front for a majority.

Insurance Carriers have been underestimating pricing needs for most Commercial Auto exposures since the mid to late 2000's. Loss Severity in Commercial Auto has been amplified as social and medical inflation have combined to create “nuclear” claims. The advent of social inflation over recent years has affected civil jury verdicts, with juries becoming numb to providing larger and larger awards. These record jury verdicts have been straining Commercial Auto and Excess Liability insurers underwriting performance. As a result, since late 2014, Commercial Auto rates have been the fastest growing line among major commercial Property & Casualty lines (Auto, Workers' Comp, Property, General Liability and Umbrella). Major carriers continue to expect large losses and poor performance, even after >35% cumulative rate increases spanning 2012- 2019.

To respond to the Membership's challenges in Commercial Auto, the Managers were able to support the launch of an exclusive Commercial Auto quoting platform, with eligibility restricted to Signal Members. The platform officially began accepting submissions in August 2020 and sourced coverage solutions from multiple A rated (or higher) carriers with national capabilities. As of January 15, 2021 the platform had received submissions from more than 20% of the Association's Members and had provided an indication/ quote or bound more than 85% of those submissions. Members and Brokers who sought a quote from the platform during the first 5-months of operation but did not bind are encouraged to revisit the program for a policy solution at their next renewal, as the process and appetite has evolved since launch.

Signal Mutual continues to have no financial or operational involvement in the platform, but the strength and quality of the Mutual's membership has been critical in gaining the attention and willingness to quote from the carriers involved.

LOGISTEC and Gulf Stream Marine Continue their Commitment to Green Marine Environmental Program by Certifying Five Terminals in the U.S. Gulf Coast

Source: www.logistec.com

LOGISTEC Corporation ("LOGISTEC") and its U.S. Gulf Coast affiliate, Gulf Stream Marine, Inc. ("GSM"), are proud to announce the addition of five terminals in Texas that will be certified as part of the Green Marine Environmental Certification Program. GSM's Corpus Christi, Manchester, Brownsville, Care and Freeport terminals in Texas will be joining LOGISTEC's 13 other Green Marine certified terminals in Canada and the USA, further solidifying LOGISTEC's commitment to reducing its marine environmental footprint.



Green Marine is a voluntary environmental certification program for the North American and now European marine industry that encourages leading shipowners, ports, terminals, seaway corporations and shipyards to address together key marine environmental issues to reduce their environmental footprint through concrete actions. The program sets rigorous objectives through its 13 performance indicators and participants must measure, evaluate and publish their environmental results to continue to participate in the program. Accredited external verifiers review all the data to ensure the requirements are being met, every two years.

Please click [here](#) to read this article in its entirety.

FOSS Maritime goes to Hollywood! How Tugboat Annie pulled Seattle onto the silver screen

Source: www.Crosscut.com



The first Hollywood movie ever shot in Seattle was "Tugboat Annie," which turned into a movie series and a TV show celebrating a woman tugboat captain. It was a smash hit. Annie was a salty, formidable woman who was able to constantly outsmart her rivals. MGM decided to film some of the sequences on location in Seattle. They used a Foss tug, now called the Arthur Foss, in the film, which was shot on Lake Union and Elliott Bay.

The legendary Thea Foss, founder of Foss Maritime, is featured in this culture segment at 2:03. Foss Maritime takes great pride as an iconic Pacific Northwest brand.

To read the full article about this historic movie, please click [here](#).

Upcoming Event Information

As we have previously advised, the upcoming Membership General Meeting scheduled to be held in Utah next month has been cancelled due to ongoing concerns over COVID-19. We understand that people are very disappointed with this situation, but the safety and health of all colleagues is still our number one priority. Given the circumstances, we are going to take a different approach to provide access to the meeting content through our secured Signal website, www.signalmutual.com. We know from feedback and our own experience that there is some considerable 'virtual meeting fatigue' and placing the presentations online will allow people to view the content at their own convenience. Look for an announcement to go out with instructions on how to view the GM presentation the week of February 12th. As usual, the Managers will be ready and available to answer any questions or address any items as they arise.

The Signal AGM is still scheduled to take place in Banff, Alberta in early August and we are keeping our fingers crossed that we will all be able to safely get together at that time. As back up, alternative locations in the States are being canvassed.

Your Signal Events Team

