New ATB Joins SIU-Crewed Fleet
Crowley Maritime Adds Tug Legacy, Barge 750-1

The first in a new class of articulated tug barge units built for SIU-contracted Crowley Maritime, the Legacy (750-1), pictured immediately below, was delivered Nov. 1 at NASSCO. The vessel will sail in the Jones Act trade. In the group photo, Crowley Chairman, President and CEO Tom Crowley (front) is in the center, with his wife, Christine, to his left. Christine Crowley breaks a bottle of champagne over the hull of the Legacy. Page 3.

USNS Medgar Evers Christened
Navy Welcomes CIVMAR-Crewed T-AKE Vessel

Members of the SIU Government Services Division will attend the Midway Ballroom Commissioning Ceremony for the USNS Medgar Evers, T-KEE 2, which was celebrated Nov. 12 in San Diego. The vessel is the thirty-third in the Lewis and Clark class. In photo, left, Mystic Evers-Wilkins, caucuses of shipyard rights leader Medgar Evers, adds ship sponsor's beam, the traditional bottle of champagne against the hull of the General Dynamics NASSCO shipyard in San Diego. (Photo by Charlie Neuman, San Diego Union Tribune). Page 3.
Crowley Maritime Welcomes Newest ATB

State-of-the-Art Legacy/750-1 Celebrated in New Orleans

SUU-contracted Crowley Maritime Corporation, as part of its cutting-edge new vessel building program, christened its largest and fastest articulated tug-barge (ATB), the Legacy/750-1, Nov. 3 in New Orleans. The high-capacity tug boat can carry up to 336,000 barrels of petroleum products. The 16,000-horsepower tug can generate speeds of 15 knots or more, making the ATB an industry leader, according to the company. When coupled together, the vessels measure 674 feet in length—only 23 feet shorter than one Shell Square, the tallest building in New Orleans. The platform’s design, construction and systems exceed industry standards for the safest possible transportation of petroleum and chemical products, the company reported.

“This class of ATB is among the largest, safest and fastest in the trade,” said Crowley’s Chairman, President and CEO Tom Crowley. “We are raising the bar in terms of reliability, cargo flexibility and environmental friendliness throughout our industry-leading new build program. And the investments we are making will serve the needs of our customers for many years to come.”

The 750-1 was built by Halter Marine Inc., of Pascagoula, Miss., and the Legacy was constructed by Dakota Creek Industries Inc., in Anacortes, Wash. The Legacy is the first of three U.S.-flag 750-2 Class ATBs to be built for Crowley. Two more— the Legend/750-2 and Libby/750-3, which also will have twin unison crews— currently are under construction and are scheduled for delivery between the second half of 2012 and the first half of 2013. All three ATBs will be operated in the Jones Act U.S. coastwise trade by Crowley’s petroleum services group.

These three new vessels will bring Crowley’s total ATB fleet to 17, including four 155,000-barrel and 10 185,000-barrel ATBs. The 750-1 Legacy will be operated by Crowley for Marathon Petroleum under a long-term charter arrangement.

Vessel sponsors include Crowley’s wife, Tom Crowley, and Carol Shaflur, wife of Senator Vice President of Transportation and Logistics George Shaflur of Marathon Petroleum Corporation, performed the time-honored tradition of christening the vessels. More than 200 guests, including SUU Vice President Gulf Coast Dean Corney and New Orleans Port Agent Chris Westbrook (left of Corney) joined members of the Legacy/750-1s union crew for this photo shortly after the vessel’s christening.

SUU VP Gulf Coast Region Dean Corney (eight from left) and New Orleans Port Agent Chris Westbrook (left of Corney) joined members of the Legacy/750-1s union crew for this photo shortly after the vessel’s christening.

The tug Legacy is part of Crowley’s new-build program.

NASSCO Christens USNS Medgar Evers

The USNS Medgar Evers (T-AKE-11), the newest ship in the U.S. Navy’s Lewis and Clark-class of dry cargo/ammonium ships operated by the U.S. Military Sealift Command (MSC) and crewed in the unclassified positions by members of the SUU Government Services Division, was christened Nov. 17 during a ceremony at the union-contracted General Dynamics NASSCO shipyard in San Diego.

“I christen you USNS Medgar Evers,” said Myrl Evers-Williams, the widow of the ship’s namesake, as she broke the traditional bottle of champagne against the vessel’s bow. The Evers was launched Oct. 29 and is scheduled for delivery to MSC in spring 2012. When accepted and fully manned, the platform will be crewed by 124 civil service mariners and 11 Navy sailors, according to MSC.

“This technological marvel will carry the strong name of Medgar Evers, as well as the amazing spirit and hard work of the American people, across oceans and seas to every corner of the world,” said Navy Rear Adm. John C. Breazeale, commander, MSC, to an audience of more than 1,000 people who braved the rainy morn- ing to attend the event. Ceremony attendees included Vice Adm. Robert Thomas, commander, NAACP and other civil rights leaders from around the country, California Gov. Jerry Brown, distinguished guests from the U.S. military and maritime industry and NASSCO employees who built the ship.

“USNS Medgar Evers and its MSC civil service mariner crew will be indispensable to the Navy by daily performing the many tasks required to keep our combat fleets on station, ready to face any aggressor, anywhere in the world,” Busby said.

“This type of ship is the glue that holds the Navy together,” said Secretary of the Navy Ray Mabus, the event’s guest speaker. “Ships such as the USNS Medgar Evers allow us to remain forward deployed by providing ammunition, fuel and supplies to our ships around the world.”

“This is truly a wonderful day, one that will go down in the history books and one that will remain in our hearts forever,” said Evers-Williams during her remarks to the crowd.

The USNS Medgar Evers is the thirteenth of fourteen projected dry cargo/ammonium ships built for use by MSC’s Naval Fleet Auxiliary Force and Maritime Pre- positionning Force. Vessels assigned to this program de- liver ammunition, food, fuel and other supplies to U.S. and allied ships at sea, enabling the Navy to maintain a worldwide forward presence. Maritime Prepositioning Force ships—many of them crewed by SUU members—are continuously deployed to strategic locations worldwide, carrying U.S. Marine Corps cargo ready for rapid delivery to Marines ashore.