

HEADLINES

A CENTERLINE LOGISTICS PUBLICATION

SUMMER 2021



ATB Unit DALE R. LINDSEY & PETRO MARINER Respond to Mayday Call in Alaska



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Gulf of Mexico

ATB unit, tug EMERY ZIDELL and barge DR. ROBERT J. BEALL, transiting through the Gulf of Mexico off Dry Tortugas, Florida, underway for their next load in Freeport, Texas.

Photo courtesy of Captain Matthew Parks.

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Our shoreside team worked tirelessly day and night, to make sure these units were fit for service.



Read the Spring 2021 issue of Headlines by clicking on the cover image above.

Headlines Summer 2021

Front cover photo courtesy of Claire Lewis; back cover photo courtesy of Andre Nault.



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ATB unit DALE R. LINDSEY and PETRO MARINER anchored in Juneau Harbor in Alaska.

ATB Unit DALE R. LINDSEY and PETRO MARINER Respond to Mayday Call in Alaska

By James Chierichetti, *Captain*

As a crew, we are ready to respond to emergencies at all times. These can vary from a vessel taking on water to a fire aboard to a medical emergency and everything in between. Mayday calls (international distress signal used by vessels) are not uncommon. Let me tell you about the mayday call we, the crew on the ATB unit DALE R. LINDSEY and PETRO MARINER, received on May 19th.

We were underway at 0153 on a voyage from Kensington Mine to Papac Alaska Logging. Claire Lewis, the mate on watch, heard a

mayday call from the Fishing Vessel LADY ALICE reporting that they were stern towing a disable pleasure craft (P/C) and during the evolution the P/C struck the F/V LADY ALICE, causing structural damage resulting on them taking on water.

I was immediately woken up and in the wheelhouse minutes later. Claire had already successfully plotted our course to the position of the F/V LADY ALICE and had advised the United States Coast Guard (USCG) we were heading to their position to assist. I had Chief

Engineer, Dale Ruch, wake the crew up and inform them to get the barge skiff ready for deployment.

We made radio contact with the F/V LADY ALICE to confirm we were heading to their position. Once they confirmed, I passed on the latitude and longitude coordinates to the Coast Guard.

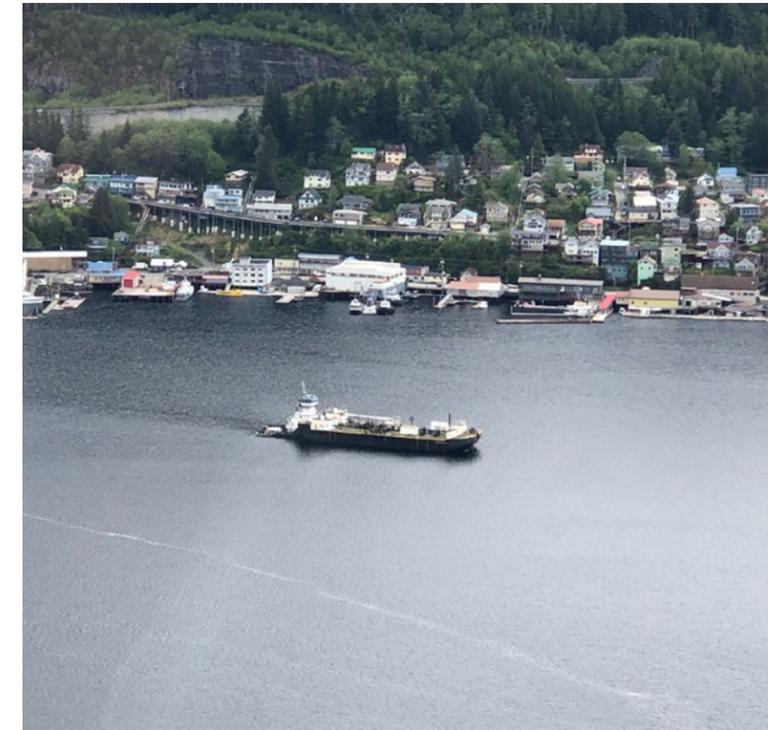


The damage was a result of the waves making the vessels collide against each other.

Once we reached the vessel, our barge skiff was deployed by crewmembers Robert Harmeling and Austin Coleman. On board, the rest of the crew readied the dewatering pump and DC Kit (Damage Control Kit).

Shortly after the skiff arrived on scene, Robert quickly figured out that they were not taking on water but had sustained serious structural damage, he also stated they had been towing alongside and not astern. The damage was a result of the waves making the vessels collide against each other. I passed this information to the Coast Guard via the marine radio.

At 0247 I called the USCG to inform them we intended to setup the F/V LADY ALICE with 150' of appropriately sized line so they could stern tow the disabled vessel away from the beach and into a safe anchorage. During my conversation with the USCG, I strongly suggested they deploy other units to assist due to the condition of both vessels. I was told by the



ATB unit DALE R. LINDSEY and PETRO MARINER transiting through Ketchikan, Alaska.

Petty Officer on watch they had a Coast Guard unit from Auke Bay departing soon.

At 0250, a United States Coast Guard helicopter was on scene. After asking a couple questions it was concluded that dewatering pumps were not needed heading back to Sitka. The skiff successfully made the line connection between the two units and F/V LADY ALICE was stern towing the disabled vessel off the beach and heading towards Hawk Inlet.

At 0310 the skiff was back onboard the PETRO MARINER and by 0315 the crew was back underway heading to Papac Alaska Logging. We gave the F/V LADY ALICE 150' of very good condition, 1 ¼" polydac 3 strand line to use as a towline. The entire crew acted swiftly, safe and professional and are commended for their efforts.

Good job everyone!

📍 Anchorage

The Northern Lights guiding ATB unit **TODD E PROPHET** and **EDWARD ITTA** to Anchorage, Alaska.

Photo courtesy of Kacy Burke.



Centerline Logistics' Dutch Harbor crews cleaning up the beach in Dutch Harbor, Alaska.

Centerline's Dutch Harbor Crews Help Clean-Up Beach

By Chris Iszler, *Regional General Manager*

We work in a beautiful place in the Aleutian Islands located on the Bering Sea side where frequent storms bring high winds on a regular basis. With heavy ship traffic, and frequent fishing vessels, this busy port has an abundant need for trash dumpsters, giving the wind lots of opportunity to pick up garbage and other debris depositing it randomly and at will, this can make our town unsightly and unattractive at times.

From May 1st to the 15th, the City of Dutch Harbor/Unalaska held their annual Community Clean-Up event. Centerline's Dutch Harbor tug

crews joined forces with the Matson team for a day spent roaming around the beaches, office, city dock and up and down the Ballyhoo Road collecting trash, litter, rubble and other accumulated debris.

Matson made the day exciting by adding prizes and hosting a barbecue following the event. There was a raffle and shirts were given to all the participants as a thank you for keeping our community clean.

Thank you to all that participated, **your efforts are very much appreciated!**

Did you hear? Centerline Logistics becomes a founding member of the Blue Sky Maritime Coalition. Read more about this amazing initiative below.



June 2021 | Edition No. 003

FROM THE PRESIDENT

Wow! What a month we've had. June has seen the official public launch of our Coalition as well as significant expansion of our membership base in just the last several days. I'd like to give special recognition to our members that really put forth significant effort towards building the Coalition to date and getting us through the official launch. Well done ABS, Kirby, Holland & Knight, Moran, Shell and Washington Maritime Blue; and a very special thanks to Marine Money for hosting the launch event, with sponsorship from High Tide Foundation.

A sincere welcome to the following companies and organizations that have officially joined us in June:

Founding Members – American Waterway Operators, Bay Houston Towing, Caterpillar, Centerline Logistics, Lloyd's Register, NAMEPA, Port of Houston, Puget LNG, Purus Marine, Seabulk and Water Institute of the Gulf

Supporting Sponsors – DNV, Matson and McAllister Towing

Knowledge Partners - Global Maritime Forum/ Getting to Zero Coalition

Reciprocal Memberships – Green Marine, Washington Maritime Blue

This brings our official membership count to 32 organizations with more applications coming in every day. This is an increase of about 45% in just the last month alone, and we expect to grow exponentially over the summer to well over 100 members. We're exactly where



we wanted to be by the end of June and it is generating a lot of excitement across the Maritime world as well as high expectations for success. Roll up your sleeves and buckle up!

As you can see from the Workstream updates this month, we continue to make great strides in several of our ongoing initiatives as well. We are also beginning to put together a Program Management group to manage large scope demonstration projects and initiatives that cross multiple work streams. More to come on this in July, but suffice it to say that we are in urgent need of additional support within all or our workstreams, well in line with our growth expectations and expanded membership.

I have included in this newsletter a list of volunteer support that the Coalition needs your help to fill in several specific skill categories, from senior leadership roles to specialist roles and administrative skills. Please consider where you can best provide active support to our Coalition and we can discuss in the coming days to find the right balance between Coalition needs and the skills we can bring to the table collaboratively with participation from all of our members.

Thank you again to everyone for your hard work and dedication to get us here. Now, as the real work begins in earnest, I can't wait to see what we deliver! Think BIG, start SMALL and SCALE FAST!

Wishing you Calm Seas,



ATB unit, DALE R. LINDSEY and PETRO MARINER, heading through the narrows to Sitka, Alaska. Photo courtesy of Justin Martinez.



ATB unit, TODD E. PROPHET and EDWARD ITTA, loading cargo in Valdez, Alaska. Photo courtesy of Captain Derrick Hobbs.



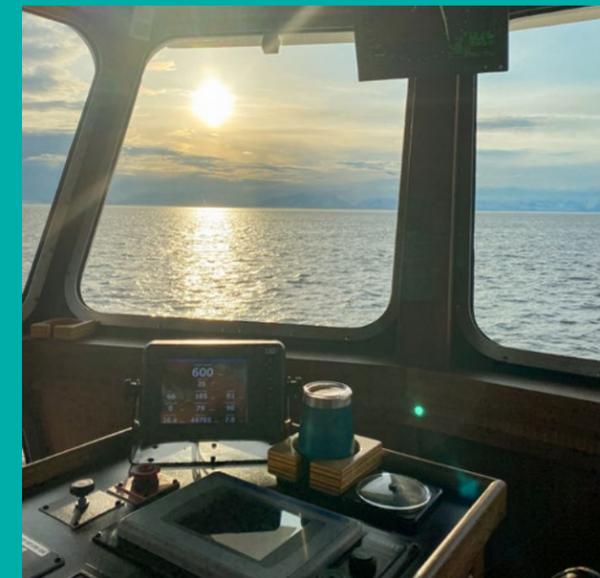
Tugs GYRFALCON and MILLENNIUM STAR assisting reefer SIERRA QUEEN from the Kloosterboer dock in Dutch Harbor, Alaska out to sea. Photo courtesy of Chris Iaszler.



Tug BOB FRANCO assisting FRONTIER MARINER into and at the KPL Dock in Nikiski, Alaska.



Tug BOB FRANCO assisting the AMERICAN ENDURANCE into port.



Tug BOB FRANCO en route to their next job in Nikiski, Alaska.

Safety Incentive Program

By Rob Sortor, *Director of HSQE*

Safety is at the heart of Centerline's business and operations. Centerline's primary goal is to return crews safely to their families, and minimize impact to the environment.

In order to achieve this goal, **Centerline continually promotes safety culture through the Safety Incentive Program (SIP), a program that aligns with the values of the organization.** The purpose of the program is to incentivize preventative safety practices and to avoid hazardous and costly incidents. The SIP has been revamped to reiterate these goals and to additionally recognize individuals who are safety leaders in the organization.

Each region has been broken into groupings of equipment that will be eligible for the SIP reward if they **both adhere to preventative safety measures and do not have a significant disqualifying incident** (LTI, Spill to Water, Major Navigation related incident, or others as defined by management). Crewmembers eligible will receive quarterly premium gear prizes.

Additionally, one individual from each major region will be nominated/selected for the Safety Excellence Award – an acknowledgement for their safety, mentorship, and leadership in the organization.

We believe that the safety incentive is obtainable by all regions. The goal is for



Centerline Logistics - Safety Is Our Business logo hats.

every region to receive the reward each quarter. We look forward to announcing the winners of the Q2 award in the coming weeks, and working with all regions to obtain this goal in Q3.

Together we will achieve our goal of zero spills, zero injuries, and zero significant incidents! #SafetyIsOurBusiness

[See Q2 2021 Winners](#) →

Q2 2021

Safety Excellence Award Winners

East Coast Award: Corey Harris

Barge Captain Corey Harris is one of our most senior employees and leads by example in every job he does aboard the RICHARDSON SEA, as well as every other vessel he work on. Corey is not only a mentor to many of the new crew members, but he ensures safety is always a top priority with everyone he works with in the fleet.

Throughout the years, Corey has stepped up and took safety as the most important job. He is not afraid to voice his concerns if something doesn't look right and he always takes his time to make sure Centerline Logistics is portrayed as the best in the business.

Gulf Award: Harley Smith

Captain Harley Smith is acknowledged for his superior performance while onboard the FURY. Harley promotes and emphasizes a safe working environment for his vessel and her crew. Harley has played an instrumental role in assisting management with the development of new Job Safety Analysis and Risk Assessments for conducting bunkering operations in Bolivar Roads Anchorage.

He has displayed a relentless support and encouragement for participation in the Near Miss program by encouraging other vessels in the fleet to complete timely submissions. Harley encourages his crew to make continual progress in identifying and correcting safety deficiencies identified during inspections and audits. Onboard the FURY the crew actively participates in realistic hands on safety drills. Harley's adherence to Centerline Logistics policies and procedures are to be commended.



PNW Award: Steve Carleton

Mate Tankerman Steve Carleton has always consistent when we have worked together over the past 16 years, he has always taken time to show young crew members how to operate safely. By his actions alone, Steve is an example and operates within policy and procedure putting Safety on the forefront of his operation.

Steve has hit the ground running in his new role, as a mate, on the tug BRIAN S and he couldn't be happier. Steve is deserving of the unique award for his dedication to continually creating a safe environment for his crew and his effort to ensuring policies and procedures and abided by. Congratulations, Steve!

California Award: Cris Sogliuzzo

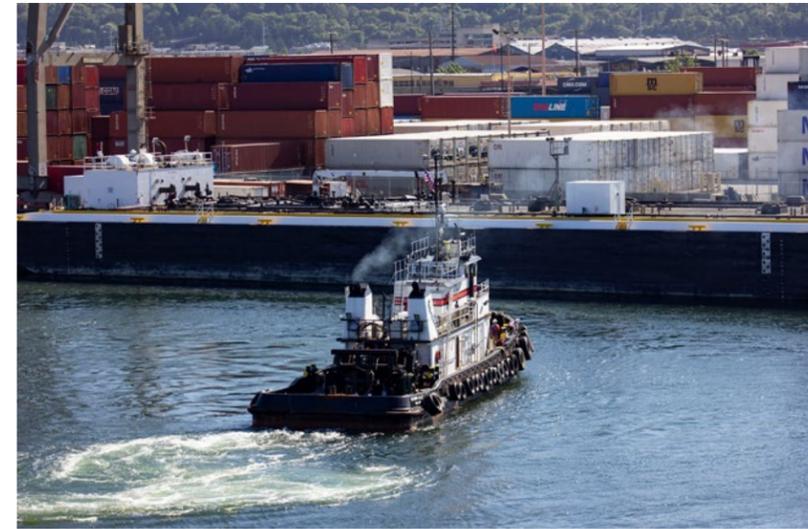
Tankerman Cris Sogliuzzo is a long time Person In Charge (PIC) for Westoil Tug Services. He always has a safety mindset. He has made numerous positive contributions to our company safety culture.

Cris contributes with his observations and recommendations on the equipment, and with his attention to detail. Over the years, he has mentored many new deckhands, and helped them to achieve their PIC endorsement. Great work Cris, you continue to be a valued employee.

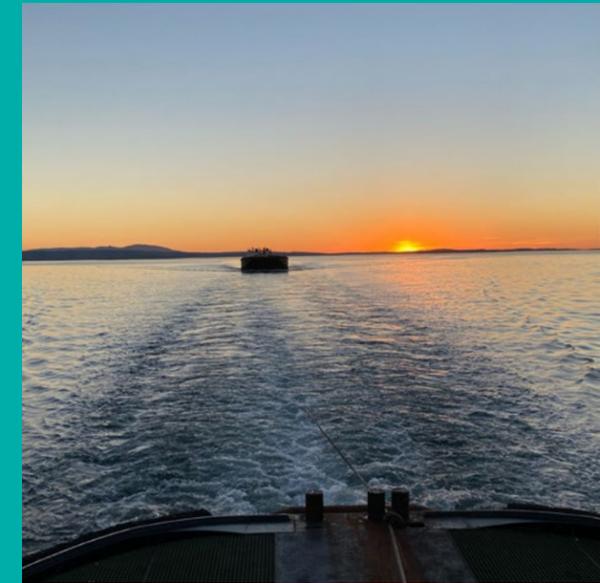
MILESTONE ANNIVERSARIES

Centerline Logistics would like to commemorate the below individuals for their years of service. You have been an essential part of Centerline's journey and success, thank you for being with us!

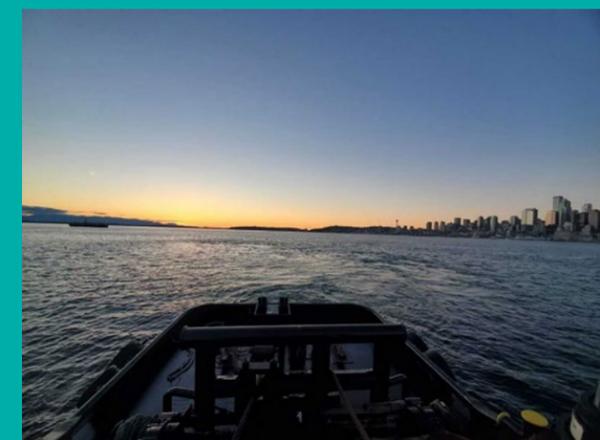
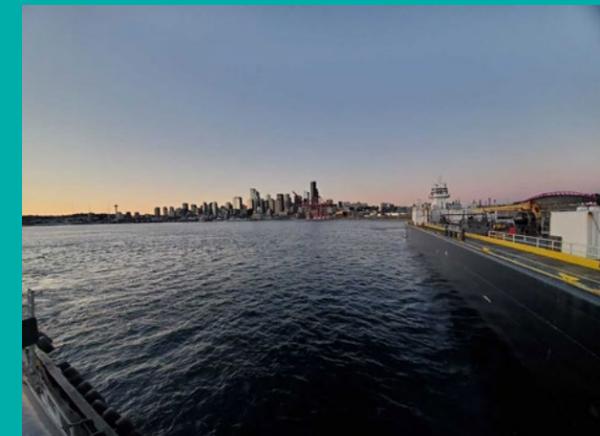
- | | | |
|-------------------------|----------------------|---------------------|
| Matthew Drake, 20 | Jordan Egan, 5 | Kelly Kucharski, 1 |
| Robert Harmeling, 20 | Kelly Darrah, 5 | James Horton, 5 |
| Steven Carleton, 20 | Lorine Nuzum, 5 | Jan Bell, 1 |
| | Louis Anderson, 5 | Jared Galm, 1 |
| Eric Chisman, 15 | Marcus Castro, 5 | Jeffery Nichols, 1 |
| James Heckathorn, 15 | Michael Myers, 5 | Jeffrey Pruitt, 1 |
| Joshua Bobic, 15 | Nataliya Melnik, 5 | Jensen Bond, 1 |
| Russell Holmes, 15 | Nicholas Vartan, 5 | Jeremy Anonsen, 1 |
| Thomas Hoats, 15 | Steven Tucker, 5 | Jeremy Clark, 1 |
| | William Gardner, 5 | Jerome Gill, 1 |
| | | John Collins, 1 |
| Ryan Obermire, 10 | Alex Hernandez, 1 | Jordon Eskridge, 1 |
| David Mershon, 10 | Barry McDaniel, 1 | Matthew Morse, 1 |
| Derick Lillejord, 10 | Barton Samaduroff, 1 | Michael Morris, 1 |
| Daniel Johnson, 10 | Brandon Franks, 1 | Michael Vorholt, 1 |
| Kristen Steffensen, 10 | Christian Tubbs, 1 | Randall Reinders, 1 |
| Justin Todd, 10 | David Mountford, 1 | Roy Laird, 1 |
| Lance Breitsprecher, 10 | Dennis Pinfeld, 1 | Samuel Stanton, 1 |
| | Greg Schnell, 1 | Scott Yura, 1 |
| Benjamin Kotin, 5 | Gregory Brown, 1 | Thomas Feeney, 1 |
| Curtis Hardy, 5 | Henry Duncanson, 1 | Trevor Lykstad, 1 |
| Garrett Fulton, 5 | Kathleen Martin, 1 | Victor Caldera, 1 |
| Jayvon Ratway, 5 | | William McCarthy, 1 |
| Joanna Cruse, 5 | | |



Tug OLYMPIC SCOUT tying up next to barge SHAUNA KAY in the Port of Seattle, Washington before heading out to their next job.



Tug AJ towing barge HMS 26-1 southbound off of Point No Point. Photo courtesy of Kjell Jacobson.



ATB unit, JAKE SHEARER and FIGHT FANCONI ANEMIA, tied up in Seattle with a view of the Elliot Bay Sunset. Photos courtesy of Keith Rogers.

Get to Know Shoreside Personnel: Centerline's New General Counsel: Daniel Paige



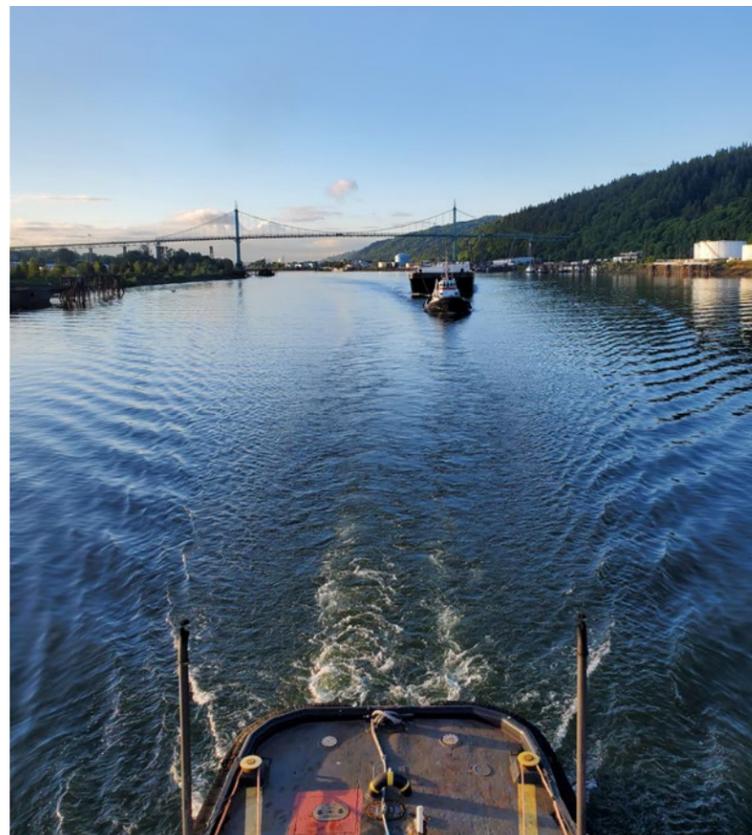
We're excited to welcome our new General Counsel, Daniel Paige, to the Centerline Logistics team! Daniel brings deep experience across several areas of legal expertise including international and maritime law. He started his career at the maritime firm Kirlin, Campbell & Keating, and represented the American Bureau of Shipping for 25 years. Daniel has also served as an in-house and outside general counsel to marine transportation companies.

"I am excited to join the Centerline Logistics team during this period of vision and growth. Centerline's distinct commitment to the safety of its personnel, safe transport of cargoes, and environmentally responsible initiatives are most impressive, and I look forward to contributing to the company's continued success," said Daniel Paige.



Barge HMS 2604 docked outside of Centerline's Portland location with St. Johns Bridge in the background.

Photo courtesy of Adam Churchill.



Tug MILLENNIUM FALCON towing barge 65 ROSES on the Willamette River with the St. Johns Bridge in the background.

📍 Los Angeles

Tug MILLENNIUM DAWN on her way to pick up a loaded bunker barge in the Port of Los Angeles.

Photo courtesy of Nathan Rogers.

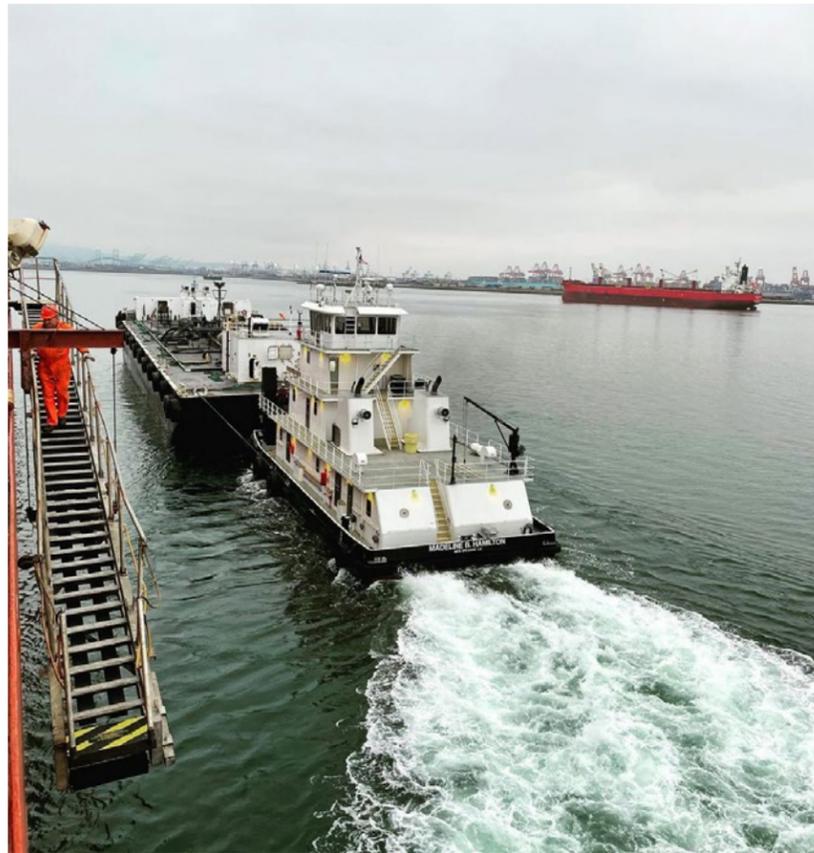




Tug **BROOKS M. HAMILTON** transiting through the Port of Los Angeles to pick up her barge for their next job.
Photo courtesy of Andre Nault.



Tug **MADLINE B. HAMILTON** transiting through Ensanada, Mexico underway to Northern California after being safely transported and unloaded from heavy-lift ship, **DAISY** for service on the West Coast.
Read more about this in Headline's Spring 2021 edition available in the News tab on centerlinelogistics.com.
Photos courtesy of David Hanshaw.



Tug **MADLINE B. HAMILTON** and barge **ANNE ELIZABETH** bunkering a ship in Long Beach, California.
Photo courtesy of Amtek Marine.



Tug **MILLENNIUM DAWN** on her way to pick up a loaded bunker barge in the Port of Los Angeles.
Photos courtesy of Nathan Rogers.



Tug **ROYAL MELBOURNE** and barge **BERNIE BRIERE** outbound from the Port of Los Angeles to their next job.
Photo courtesy of Andre Nault.



Dough Houghton and other guests aboard the **ENERGY OBSERVER**.

ENERGY OBSERVER Visit

By Doug Houghton, *Senior Vice President, West Coast Operations*

The vessel **ENERGY OBSERVER**, traveled 27 days (3,000 nautical miles) from the Galapagos Islands to its first American port, Long Beach, CA. This vessel is the first hydrogen-powered, zero-emission vessel to be self-sufficient in energy.

I was invited to board the **ENERGY OBSERVER** to witness the future of alternative energies, which will be able to power vessels. We received a detailed overview and tour of the different power systems onboard by a very knowledge subject matter expert.

It is extremely encouraging that companies like CMA CGM are partnering with **ENERGY OBSERVER** to promote and invest in cleaner alternative energy. Thank you for the opportunity! Have a safe voyage to San Francisco!

To read more about this exciting movement visit the [ENERGY OBSERVER homepage](#).

Find more about the [CMA CGM partnership here](#).



Barge ANNE ELIZABETH bunkering tanker, CABO FUJI, in Long Beach, California.

Photo courtesy of [Amtek Marine](#).



Barge LILY BLAIR bunkering tanker, AQUALEGACY, in Long Beach, California.

Photo courtesy of [Amtek Marine](#).



No job is too big or too small for the mighty tug KESTREL and barge WEBB MOFFETT. The two can be seen bunkering a Navy ship in the San Francisco Bay.

Photo courtesy of Dan Morrison.



Tug PAULA M SPERRY and barge FDH 35-1 underway from Richmond Long Wharf in San Francisco.

Photos courtesy of Dan Morrison.

CREWMEMBER SPOTLIGHT



Alameda, California

CENTERLINE LOGISTICS' KESTREL CREW

How long has each member worked for the company?

- Jack H.** 6.5 years,
- Marty R.** 6.5 years,
- Sean S.** 4 years,
- Nathan C.** 3 years,
- Andrew C.** 2 years,
- Jeff H.** 8 months

What is your favorite place to visit on the boat while crewed up?

We like visiting Safeway, it's a nice bonding experience.

What is your favorite movie or show to watch as a crew?

Blazing Saddles (1974)

What job have you enjoyed working on the most as a crew?

Working on the boat as a crew in general can be enjoyable.

What do you miss the most when you're crewed up?

There's no BBQ on the boat unfortunately.

Coollest animal seen on a job?

Bears in Alaska, and road runners in the San Francisco Bay Area.

Who has the best singing voice?

Marty Russo is a great singer.

What's the best song to jam to on the boat?

Party in the USA by Miley Cyrus.

Who's the best cook and what's the best dish they make?

Jeff is the best cook and his mac and cheese is fantastic!

Best breakfast on the boat?

Breakfast burrito.

Group dinner of choice?

Mexican food.

What season would you rather be working on the boat?

Fall because its the best weather in San Francisco.

Who is the youngest on the boat? **Andrew C.**

Who is the quietest crew member on the boat?

No one, we're a bunch of loud mouths!

Which coast do you prefer to work on?

West Coast because it is the best coast.



Tankerman, Sal Manzella, competing in the Maritime Throwdown competition that took place in May in St. Louis, Missouri.

Maritime Throwdown Competition

By Sal Manzella, *Tankerman*

Back in 2018, a coworker showed me a video of the Maritime Throwdown – a unique competition that mixes mariner’s skills with the world of sports – and asked me if I had what it took to compete in it. At the time, my schedule with work and my children just wouldn’t allow me the opportunity to enter, until this year.

This year, the Maritime Throwdown event took place in May in St. Louis, Missouri over the course of two days. The first day was the qualifier round, and the second day was the finalist round.

The line throwing competition consisted of the Throwdown course, Aim challenge, and the C-Hero Rescue Pole Challenge. In my opinion, **the Throwdown course challenge was the hardest because it had stations of line throwing that we don’t use on the west coast**, so it was something I had to learn.

It was a timed course and had a limit of only three attempts per station. I feel the C-Hero dummy rescue was the easiest event even though I’ve never used the C-Hero apparatus before.

The Throwdown challenge competitors were



I am looking forward to the next competition and winning first place.

given a time of eight minutes to complete the course with no penalties. If you were not able to complete the course within 12 minutes, you were disqualified. There was also a point system for all the stations. Each station ranged from 3-7 points, depending on the difficulty level.

If you were not able to successfully complete a station, you were penalized points, with the lowest score winning the competition. The creator, Captain Kenny Brown, had a team keeping score to ensure all the stations were completed properly.

I received third place in the C-Hero Rescue pole challenge and **if I had made one of the throws I missed, I would have won the Throwdown challenge.** I had the fastest time for the Throwdown challenge.

Participating in this competition helped me learn that during a competition with a timer, I feel the stress of the timer and am not able to relax and sync my throws.

Typically, **in our industry we do not have to worry about rushing to beat a timer.** Professionally, I learned so much about other ways of line handling, different work styles, and how to use the C- Hero rescue pole.

My biggest take away from this competition was being able to talk with Mariners from



Centerline Logistics’ Tankerman, Sal Manzella competing in the C-Hero Rescue Pole Challenge at the Maritime Throwdown competition in St. Louis, Missouri in May.

other parts of the country, and learning about their work styles, procedures, habits and even a few tricks of the trade. The Maritime Throwdown is definitely something I would compete in again.

I really enjoyed meeting and competing alongside my fellow maritime colleagues. They were a great group of guys and we were all helping each other out to better ourselves as Mariners. I am looking forward to the next competition and winning first place.

Congratulations, Sal!

CREWMEMBERS WITH #FEEDTHELION MUGS



Andrew Coleman



Andrew Stare



Clay Hovick



Cody Syrtad



Daniel Wright



Jake Hutchins



James Hawk



James Mirick



Jeff Hatola



Kelly Johnson



Mason Wittels



Nathan Giffenstett



Norm Ploy



Patrick Price



Paul Gonzalez



Ryan Buckhalter



Sean Smith



Teddy Miranda

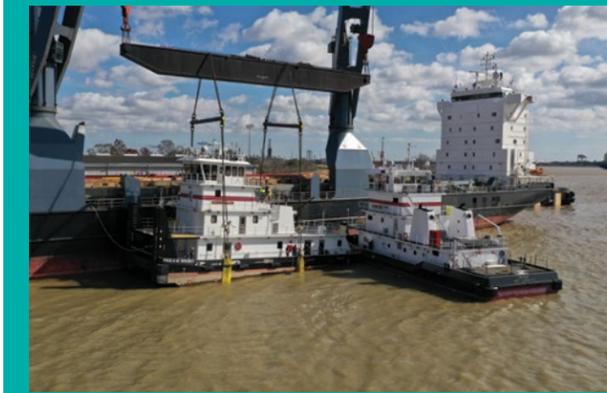


Tom Larsen



Stephanie Aqua Blue

Thank you to Maritime Partners, LLC for sending these awesome shirts for the crewmembers on the tugs PAULA M. SPERRY, BROOKS M. HAMILTON, MADELINE B. HAMILTON, and DR. RAY.



HAPPY 4TH OF JULY

FROM YOUR FRIENDS AT CENTERLINE LOGISTICS



CREWMEMBER SPOTLIGHT



Alameda, California

Captain George Dick posing on the tug KESTREL.

Centerline Logistics' Captain **GEORGE DICK**

What boat are you on and where are you located? **KESTREL/ WEBB MOFFETT** in San Francisco Bay.

Why did you choose the maritime industry? **Growing up in San Francisco Bay, I learned about Cal Maritime. I learned that career opportunities would come immediately after graduation, I would make a good wage, see the world, and only work half the year. Traditionally, crewmembers have equal time on and off the vessel, two weeks on and two weeks off sounded great! So I enrolled in Cal Maritime.**

Did you have a hard time starting out in the industry? **No, I was**

fortunate enough to be able to go to a maritime academy and live in a major port on the west coast with an abundance of work at my disposal. I was able to work nights, weekends, and summer breaks on tugs while going through school which set me up for my career once I was licensed.

What is your favorite part of working on the boat? **Not working in an office ;)**

What makes you unique from other captains? **I don't think I'm uniquely different from other captains. I think to an extent we're all a bit eccentric, probably over-controlling, type-A individuals. I don't think**

I'm the best captain, or the best boat handler. I just try my best to treat my crew with respect and maintain positive relationships. They're the ones that make it all work. At the end of the day, I just enjoy driving boats.

Coollest animal seen on a job? **Probably a great white shark on a calm day in the Gulf of the Farallons.**

What is the most beautiful place you have ever seen? **Atlas Mountains, Morocco.**

What is your favorite thing to do on your off time? **Travel, and ride my mountain bike. Sometimes both at the same time.**

If a deckhand wants to become a captain, what advice would you give them? **Don't rush! There is plenty of time in your career to drive a boat but there's no substitute for experience. Take bits and pieces from every captain you work with to form your best adaptation of the role.**

What's one piece of advice you could pass on to a new crewmember? **Be humble. Don't take criticism personally. Be willing to learn. Even when you think you've learned everything I guarantee there's always more to be learned.**



Channelview

Tug STARDUST working in Channelview, Texas.

Photo courtesy of Captain Beau Wilson.



Tug STARDUST with her loaded barge, MGI 2721, transiting through the Houston Ship Channel to their next job. Photo courtesy of Johnny Trammel.

The Cadet Intern Experience in the Gulf

By Pablo Jose Campos Ortiz, Cadet Intern

Centerline Logistics' Gulf Division's primary focus is bunkering, the process of refueling larger vessels through the use of a barge. During the bunkering process, the products being handled are VLSFO (Very Low Sulfur Fuel Oil) and MGO (Marine Gas Oil) Diesel.

During my internship as a cadet with Centerline, I was on the tug STARDUST, built in 2013, 189 Gross tonnage, 75ft in length, and pushing barge MGI 2721, with a capacity of 26,041 BBLS divided into 10 Tanks, built in 2008, Length 297.5ft, gross tonnage 1619.

As far as what I experienced in the internship as a cadet, we have a work schedule of 20 days on and 10 off, 12hr shifts. I had my watch hours from 0700 to 1900, operated in the Houston Ship Channel and Bolivar Roads, we did however have a job in Freeport, which was nice. Our crew consisted of five people total including myself, two tankermen, two wheelmen and one cadet.

My daily duties included cleaning and maintaining the vessel. I would cook occasionally, most of the people on the boat cooked every day. When I had the chance to train on the

barge, I would be out there learning as much as possible – procedures, pre-transfer and post-transfer, maintenance of the barge, layout of the pipeline, tanks, pumps, also a lot of line handling. I worked for a total of 105 sea days, and was able to get enough loads and discharges supervised by the tankermen to be able to qualify for my tankerman license.

I enjoyed my time as an intern. I felt welcomed by the office personnel, and by the crew on the STARDUST – they're some of the most helpful and understanding people I have met. I made some great memories, and learned a lot from the Gulf team. They supported me in anything I needed help with, and were willing to go out of their way to make sure I had the right training to safely operate during bunker and boat operations.

I am now a cadet with the same boat and I am looking forward to make this a successful career and be able to learn more of the company and the nature of the job, I want to join the Centerline Logistics family and make it the pathway that will lead me to a thriving career.



James Thomas holding the rabbit he saved out of one of the barge tires.

Get to Know Shoreside Personnel: Centerline's Gulf-Based Barge Operations Supervisor

By James Thomas, *Barge Operations Supervisor*

I was born in Coos Bay, Oregon as a child of two Navy parents. We moved to Guam until I was four years old, then I was shipped off to my grandparents' and raised by them until my parents got out of the service. Once they got out of the service, my parents split up and I spent most of my life moving back and forth from Houston TX, and a small town in Illinois.

By the time I was in my last year of high school, **the only thing I wanted to do was work on boats.** Over a period of years, working dead end jobs and applying to



offshore companies, I finally got my foot in the door from my father-in-law at the time. I started off as a deckhand around 2008 at a different bunkering company, six months later I moved up to tankerman.

I continued working there for the next five years, until I heard about Centerline Logistics' Gulf Division, and possibly upgrading to AB Tankerman and working Near Coastal. I worked for the inland division for a year and a half before upgrading and making it to the offshore vessel **BROOKLYN**, and barge **A-87**. There we worked from Louisiana to Tampa Florida, then later on the East Coast.

I had worked on that run for the next three years, before transferring to Centerline PNW where I spent the next two years in Alaska on the ATB **DALE R LINDSEY**. I had taken a break from working on boats for about six months, catching up on lost time, spending it with family until it was time to come back to the boats.

I then looked up Centerline Logistics to see what positions were available and saw the position for barge operations supervisor was open so I applied.

During the last year in this position, **I have learned a lot about the operations side of this business**, things I never really thought about when working on the boats. I'm thankful for this opportunity and look forward to continue learning new things and advancing in my career.



Tug STARDUST and barge, MGI 2721, bunkering VLEC tanker ship, ETHANE OPAL, in Channelview, Texas.

Photo courtesy of Beau Wilson.



Tug STARDUST with her loaded barge, MGI 2721, on their way to their next job in Channelview, Texas.

Photo courtesy of Beau Wilson.

Centerline Logistics' Senior Vice President, East & Gulf Coast Operations, Kelly C. Moore



Centerline Logistics is excited to announce that Senior Vice President, East & Gulf Coast Operations, Kelly C. Moore has been selected to be a member of the **West P&I Advisory Committee**.

Kelly has been an integral part of the **Jones Act maritime community** for decades and we are excited to strengthen our partnership with The West P&I Club and their diverse membership.

Congratulations, Kelly!



Gary, the lost puppy adopted by Matt Hammond and his wife, Ruby, sitting outside of his new home in Channelview, Texas.

Lost Puppy Finds “Furever” Home

By Matt Hammond, *Director, USGC Operations*

While Mike Mayfield and I were inspecting the HMG crew member parking lot on Wednesday, May 26, a small dog was noticed inside the fence sitting between the parked vehicles. He was very skittish and scared and would not let anyone get close enough to pick him up. We suspected that he had run away from his home as we had experienced a series of lightning and thunder storms over the previous weekend. One of our employees said that he had noticed him in the parking lot and had shared his lunch with him on Monday and Tuesday.

Since we could not catch him, we left and closed and locked the gate. We told the little dog that if he was smart he would come back to the office with us. Apparently he agreed as he immediately scooted under the fence and followed us back to the main office. When we got back to the office we opened the door and the dog did not hesitate but walked right in.



Laszlo, the first Channelview puppy that was found and adopted back in summer 2019.



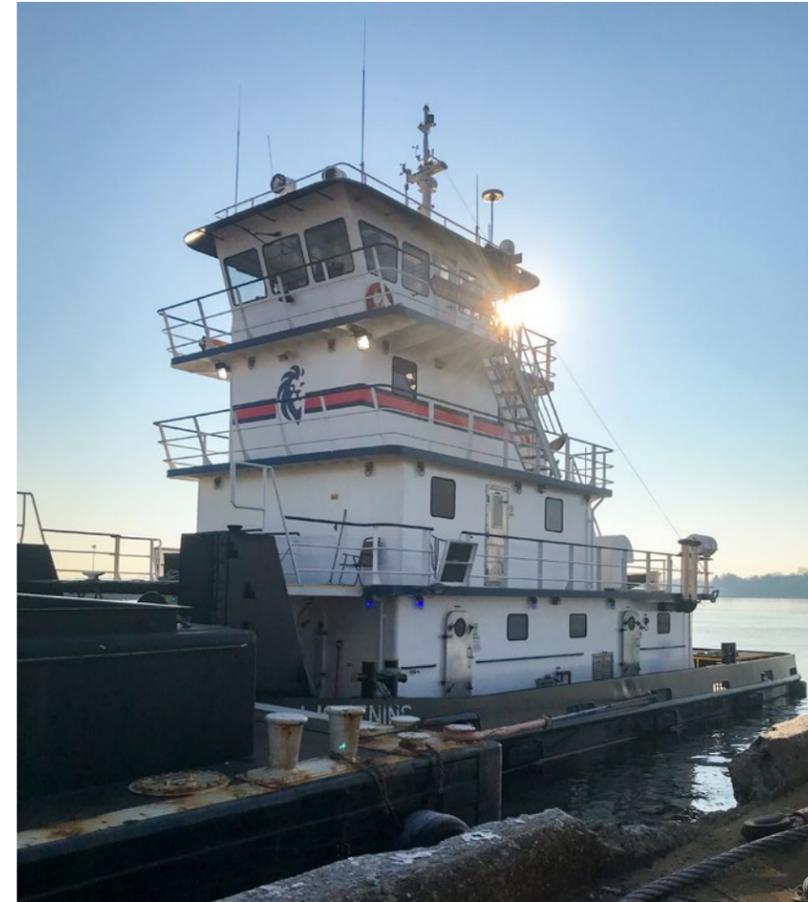
We brought him up the stairs (he allowed me to carry him up) and fed him some left over dog kibbles from the last time we had a stray. He had obviously not eaten for a period of time. He even got some Italian sausage that he thought was really special.

I called my wife Ruby and asked her if she was up to fostering a lost dog until we had an opportunity to see if we could locate the owners. She agreed and came to the office and picked up the dog.

Next day, the dog went to the vet to see if he had a chip. No chip. The vet said that the puppy appeared to be somewhere between 3-4 months old. Just a baby still.

We went on line and sent pictures to Houston and Channelview lost and found animals. After three weeks we have not had anyone contact us or come to the office looking for a lost dog, nor have we heard anything from Houston or Channelview lost and found.

We have officially adopted ‘Gary’ and he now has his ‘furever’ home. Happy ending #2 for Centerline Channelview. Happy ending #1 was when one of our former colleagues adopted another stray puppy, Laszlo, back in 2019.



Tug LIGHTNING and her barge tied up at Philadelphia Navy Yard.

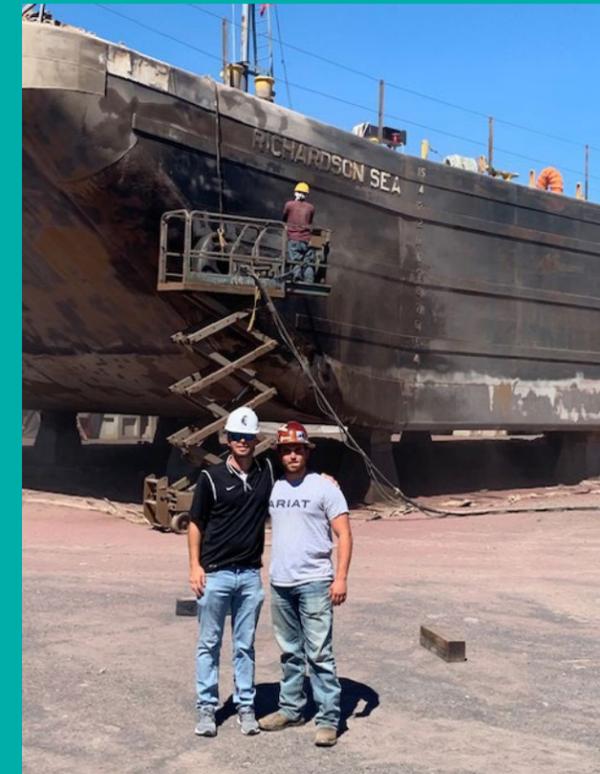


Tug HMS JUSTICE and her barge, JACKSON EADES, tied up at Philadelphia Navy Yard with the USS JOHN F. KENNEDY (CV-67) in the background. Photos courtesy of Mike Starr.



Tug STARDUST transiting through Channelview, Texas.

Photo courtesy of Captain Beau Wilson.



Marketing & Logistics Manager, Dylan Galm, and Port Engineer, Sal Molino from Centerline’s New York division at Feeny shipyard in Kingston, New York giving the RICHARDSON SEA a ‘shave and a haircut’.



ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL, transiting through the Gulf of Mexico as the sun sets.



ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL transiting through the New York Harbor, underway to their next job.



ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL transiting through the New York Harbor.



ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL in the middle of the Gulf of Mexico, underway for Savannah, Chesapeake, and Albany.

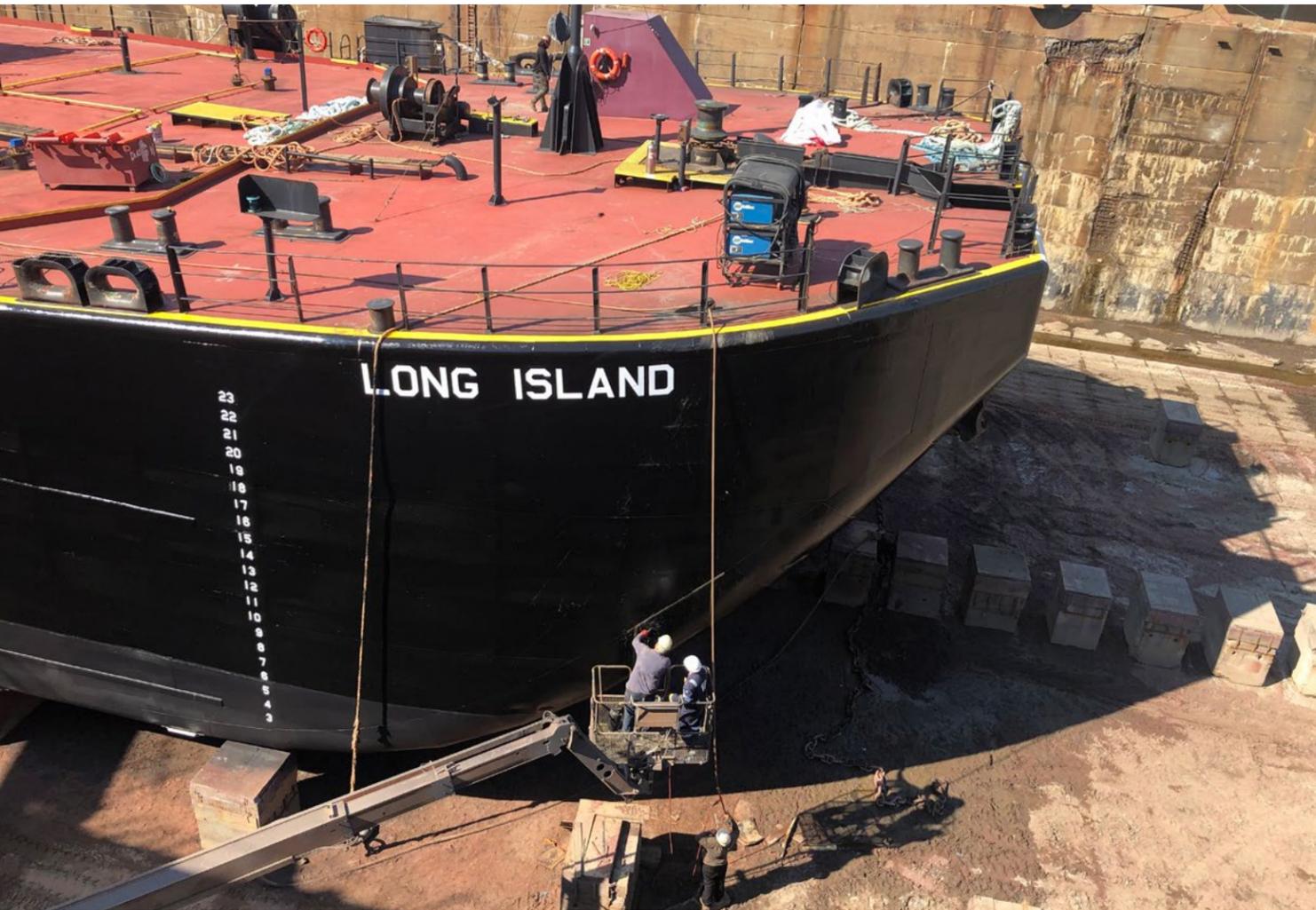
All photos on this page courtesy of Captain Matthew Parks.

New York

ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL, northbound on the Hudson River.

Photo courtesy of Captain Matthew Parks.





Barge LONG ISLAND dry docked at GMD Shipyard, Brooklyn Navy Yard.

Centerline Logistics' New York Engineering Department Successfully Executes Six Dry Dockings

By Sarah Freyer, *Dispatch / Customer Service Manager*

Centerline Logistics' New York Engineering department had a productive Spring 2021, successfully planning and executing six dry dockings in just over four months. The last unit to go in the shipyard will be the barge HMS-2606 in mid-July. Special recognition is attributed to our Port Engineer Salvatore Molino and our two Port Mechanics; Ever Cornejo and Maciej Matuszewicz.

Our shoreside team worked tirelessly day and night, to make sure these units were fit for

service. They went above and beyond the call of duty to take a proactive approach to identify windows of opportunities to take cost saving measures that led to reduced shipyard costs and faster turnouts. We would like to also recognize our Chief Engineer, Kyle Jorden, who was instrumental in the success of ERNEST CAMPBELL's dry docking.

The tug ERNEST CAMPBELL's and barge RICHARDSON SEA's drying dockings were completed at Fenney Shipyard in Kingston,



Fenney Shipyard foreman admiring his hard work on the tug ERNEST CAMPBELL. Photo courtesy of Brian Moore.

NY. Centerline has had a good longstanding relationship with the shipyard and it has been proven time and time again that the craftsmanship of their work has led to successful, results driven, dry dockings every time. The ERNEST CAMPBELL went through a complete overhaul of their port



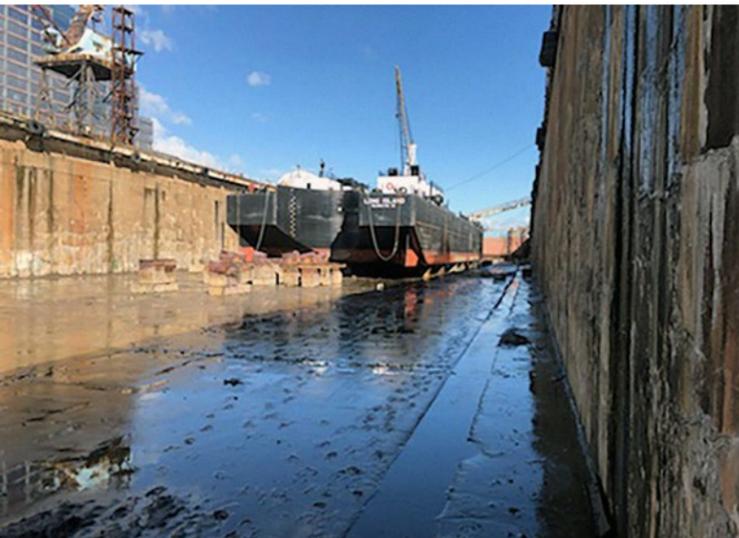
Our three units went under repair at the Graving Dock which was most famous for housing the USS MONITOR...



Barge HMS-2605 dry-docked at GMD Shipyard in Brooklyn Navy Yard.

reduction gears, had alarm panel upgrades, upgraded their electronic and navigation systems, full paint job and they are now Sub Charter M compliant. The RICHARDSON SEA plans to undergo a full paint job, right angle gear services, services performed on all five engines, crane service and their three cargo pumps overhauled.

The terminal barge LONG ISLAND and the NY harbor terminal and bunker barges, HMS2605 and the CHRESTENSEN SEA completed their shipyards at GMD Shipyard at the Brooklyn Navy Yard. The Brooklyn Navy Yard has been renowned for being one of the premier naval



Barge LONG ISLAND dry-docked at GMD Shipyard at the Brooklyn Navy Yard.



The crane boom extension being lifted onto the barge LONG ISLAND.

shipbuilding facilities over the best two centuries. Our three units went under repair at the Graving Dock which was most famous for housing the USS MONITOR, the first ironclad warship in existence. You may remember this vessel from a little battle named "The Battle of Hampton Road".

While under repair for their five-year annual check up's these units were all painted, received a completed overhaul on their cargo pumps, and received engine service. The LONG ISLAND also had a crane boom extension which lengthened their crane to 65' and they also had their anchor and mooring winches services.



The port cargo pump and port right angle gear being serviced on the barge LONG ISLAND at GMD Shipyard at the Brooklyn Navy Yard.



ATB tug EMERY ZIDELL pushing her barge DR. ROBERT J. BEALL northbound on the North River in New York. Photos courtesy of Northeast Ship Spotting.



Glenn Raymo Photography 2021



Glenn Raymo Photography 2021



Glenn Raymo Photography 2021

ATB unit, tug EMERY ZIDELL and barge DR. ROBERT J BEALL, northbound on the Hudson River in Newburgh, New York. Photo courtesy of Glenn Raymo.

THUMBS UP



Kelly Moore
Senior Vice President, East and Gulf Coast Ops

I would like to give a thumbs up to Port Engineer, **Sal Molino**, and his Engineering Crew for going over and above on managing multiple dry dock projects and keeping the New York fleet operational. His project oversight and communication have been outstanding. Thank you Sal for the great work!

👍 100+



Jeff Mustonen
Controller, CPA

I would like to give a thumbs up to **Corey Colbo, Trevor Lykstad, Joanna Cruse,** and **Nancy Xiong Moua** for taking on additional responsibilities!

👍 100+



Ravi Sekhon
Director of Engineering

I would like to give a thumbs up to **Natalie King**, for working as hard as she does on eMaint with an incredibly positive, can-do spirit.

I would like to give a thumbs up to **Troy Thompson**, for hitting the ground running with everything that we've been throwing his way.

I would also like to give a thumbs up to **Cory Young**, for always helping with the challenging IT issues with a smile on his face.

👍 100+



Nathan Goode
Dispatch Manager - Seattle

Myself and the Seattle Dispatch team, would like to give a huge thumbs up to all our **OTB Shoreside Tankerman**. This group has always been essential to the success of our operations – especially lately as operations have been ramping up and our resources have been stretched coming out of the pandemic slowdown. They consistently perform a (somewhat) thankless job admirably in face of busy and ever-changing schedules, in all weather conditions, all over the West Coast, Canada, and Alaska.

We'd like to give an extra shoutout to shoreside tankerman **Steve Halasz**, for going above and beyond recently by covering lots of last minute critical work, often requiring travel, with little to no notice.

👍 100+



Barge MGI 2332.



Clem Mabile
Manager of Barge Operations

I would like to give a thumbs up to the crew on the **BUTTERCUP**, and **MGI 2332** for getting the barge MGI 2332 in great shape!

👍 100+



Rob Sortor
Director of HSQE

I would like to give a big thumbs up to **Cory Young**. We all know that when we have to go to IT, our day isn't going well... but when I work with Cory, he is always extremely helpful and has a great attitude. IT has been very busy and Cory continues to be helpful and friendly. Keep up the great work and Thank You, Cory!

👍 100+



Isaac Hodgson
Mate Tankerman

I would like to give a thumbs up and shout out to Tankerman, **Steven Halasz**, for the knowlage that he has, and the willingness to help and teach fellow tankerman.

👍 100+



Ben Kotin
HSSQE Advisor

I would like to give a thumbs up to Captain **Donny Shundo**, and Deckhand Engineer **Jeff Cole**, both from Leo Marine for all their hard work!

👍 100+



Rachael Haykin
Corporate Project Manager

I would like to give a shout out to Project Coordinator **Eli De los Santos** for finding an excellent electronic solution to make the Safety Management System easier to both use as an end user and update as an administrative team.

👍 100+

WELCOME TO THE CREW

Centerline Logistics would like to welcome Leo Marine Services' new Dispatch team member to the crew.

Lyneal Strain

Greetings Centerline Logistics! I am Lyneal Strain and am part of the new Dispatch team in San Pedro, CA. I have a passion for operations and efficiencies. I joined Centerline Logistics with over a decade experience in the energy industry, including several years scheduling ULCC's, VLCC's, Panamax and barges along the Gulf Coast.

I'm excited to join a new company and feel good that I am able to contribute on a daily basis. There is so much that I've learned about the Maritime industry and continue to learn daily.

We have a great group of Captains, Engineers, Deckhands and Tankermen here in Southern California and everyone is more than willing to help one another out. In my personal time I enjoy attending sporting events and playing softball.

Wellness Deals and Discounts for RGA Members



As an RGA member, you have access to many discounts to programs, products and services to help support you and your family's health and well-being. Here are some examples...



Fitness Discounts

Discounts on health clubs, yoga classes, ski lift tickets and more from the CHP Active and Healthy Program.



Hearing Aids

Up to 50% off hearing aids through TruHearing, Amplifon and Beltone.



Complementary and Alternative Medicine

20% off chiropractic care, acupuncture, massage therapy and naturopathic services with the CHP CAMaffinity Program.



Meal Planning Services

50% off an annual subscription of customized weekly meal plans and grocery lists with Gatheredtable.



Vision Care

Save on laser vision correction, contact lenses and eyeglasses with TruVision, EyeMed Vision Care, QualSight LASIK and Zenni Optical.



Child Safety Products

15% off baby-proofing and home safety products from Safe Beginnings.



Weight Loss Programs

No enrollment fee and 10% on all food purchases at Jenny Craig.



Allergy Relief Products

15% off products for non-drug allergy relief (such as pillows, air filters, cleaning products, and personal care products) from National Allergy Supply.



Dental Products

15-25% off cavity-fighting lollipops, gum, mints, and toothpaste from Epic Dental and Dental Optimizer.



Pet Wellness Plans

No enrollment fee for Optimum Wellness Plans at Banfield Pet Hospitals (inside PetSmart).

RGA is completely independent from the companies that provide these products and services. RGA does not endorse or guarantee the products and services offered or their effectiveness. RGA reserves the right to change the program at any time without prior notice.

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CENTERLINE IN THE NEWS

Click on any of the headlines below to be directed to the news article featuring Centerline Logistics.



North American Maritime Leaders Unite To Drive GHG Emissions Out Of Value Chain

June 22nd, 2021



Blue Sky Maritime Coalition Created to Help Decarbonise the Maritime Value Chain

June 22nd, 2021



North American Project Aims to Eliminate GHG in Maritime

June 22nd, 2021



Americas: North American Industry Stakeholders Team Up On Maritime Decarbonisation

June 21st, 2021



Topside Repair a Priority for Port of Port Angeles

May 28th, 2021



STEAM: Meet A Tugboat Captain – Josiah Layfield

May 19th, 2021



Centerline Logistics Announces "Visionary Fuels" Initiative

March 24th, 2021

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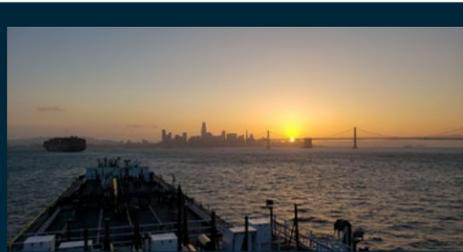
Click on any of the social icons below to follow us.



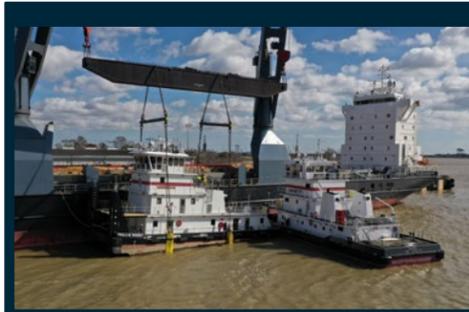
IN CASE YOU MISSED THEM



ATB unit, tug BARRY SILVERTON and barge FIGHT ALS, transiting through Calcasieu River in Louisiana.



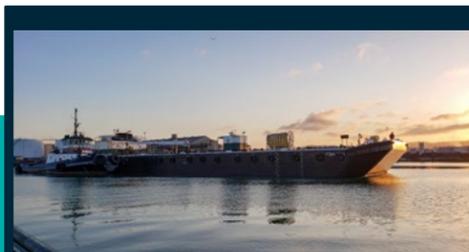
ATB unit, tug BILL GOBEL and barge ALL ABOARD FOR A CURE, at Anchorage 8 as the sun sets behind the San Francisco skyline.



This #EarthDay, Centerline is leading the charge to reduce California carbon emissions through modern clean fuel engines and vessels.



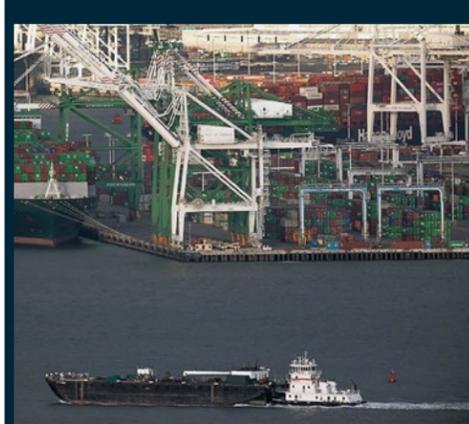
Watch our very own, Captain Si Layfield, in @cbsla segment "STEAM: Meet a Tugboat Captain." Si walks us through what life is like as a tug captain in one of the busiest ports in the world! Thank you, Captain Si for all that you do! Link in our bio.



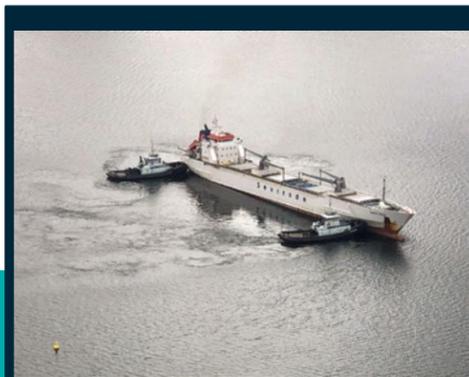
Tug Z-FIVE and barge FDH 35-1 at sunrise in Richmond Inner Harbor after a busy day bunkering ships coming into Port.



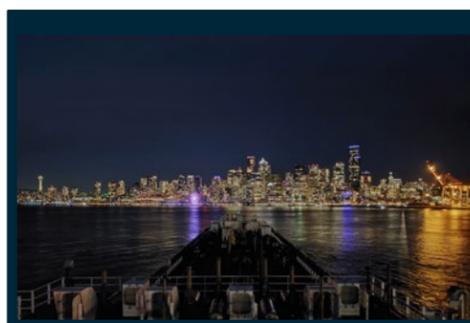
Tug ROYAL MELBOURNE with bunker barge LILY BLAIR in the Port of Long Beach, California.



Tug PAULA M SPERRY with bunker barge FDH 35-1, transiting through Oakland Inner Harbor near the Port of Oakland.



Tugs GYRFALCON and MILLENNIUM STAR assisting Reefer SIERRA QUEEN from the Kloosterboer dock in Dutch Harbor, Alaska out to sea.



ATB unit, tug BILL GOBEL and barge ALL ABOARD FOR A CURE, transiting through Puget Sound at night with the Seattle skyline lit up in the background.



Meet two of our latest additions! The BROOKS M. HAMILTON and MADELINE B. HAMILTON will transport bunker barges around Northern and Southern California to refuel ships that come in to port.

Additionally, these tugs are continuing our efforts in reducing our overall fuel consumption and releasing lower emissions.



FOR IMMEDIATE RELEASE:

Centerline Logistics Announces "Visionary Fuels" Initiative Focused on Clean Fuel Development in the Petroleum Transportation Market

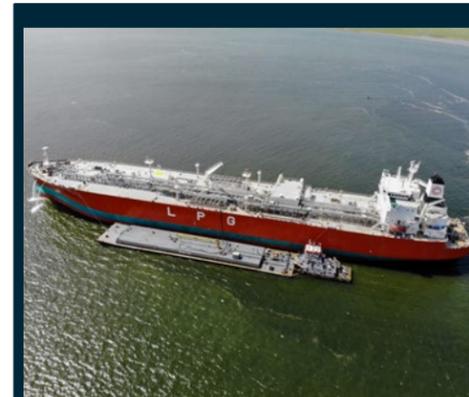
The initiative aims to reduce the carbon footprint within America's ports and harbors

centerlinelogistics.com

Visit the link in our bio to read more about Centerline Logistics' new initiative.



ATB unit, tug TODD E PROPHET and barge EDWARD ITTA, loading in Valdez, AK as they continue transporting a variety of petroleum products in Alaska.



Here are a couple #throwback drone photos of Centerline's tug FURY and barge KOLACHE bunkering an LPG ship in Texas.



Tug CF CAMPBELL with her barge transiting on the Hudson River through Norrie Point State Park in New York.



ATB unit TODD E PROPHET and EDWARD ITTA in Cook Inlet, transiting ice pans of various thickness for an estimated 65 nautical miles bound for the Port of Alaska.

The ice in the water wears a vessel's paint due to abrasion. Swipe right to see the effect the ice has had on our barge's paint as she's been busy delivering petroleum products in Alaska.

Follow us on Instagram so you never miss a post.





HEADLINES

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