

HEADLINES

A CENTERLINE LOGISTICS PUBLICATION

2023 RECAP EDITION



CENTERLINE

SABINE PASS

ATB unit, FENDI D and BATTLE AMY, approaching Sabine Pass on the Texas & Louisiana border.

Photo courtesy of Captain, James Horton.



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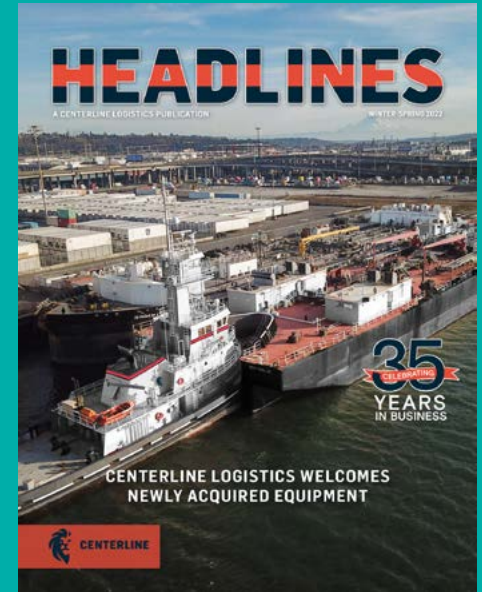
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HEADLINES 2023 RECAP EDITION

This issue includes stories from over the last year.



CENTERLINE

HEADLINES

A Centerline Logistics Publication

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Andy, Erica, and Eva Downs at the naming ceremony for the tug, EVA LUZ, in Channelview, Texas.

WELCOME TO THE FAMILY, TUG EVA LUZ

On July 29th, Centerline Logistics Gulf had the privilege of having a naming ceremony for our tug, EVA LUZ. The tug is an **American-built, versatile vessel designed to be strong and capable.** Known as a work boat, she will spend her life being productive and supporting our country's energy and supply chain needs.

The name EVA LUZ was chosen to honor a special young woman. **Eva is bright, cheerful, and hardworking,** just like the tug we named to honor her. We believe that

Eva will do much in her long and successful life, and **we are humbled and honored to be able to name this vessel after such a special young lady.**

The tug EVA LUZ is a powerful and agile tug that is capable of handling a variety of tasks. She is equipped with two powerful main engine and two auxiliary engines. She is a welcome addition to our fleet, and we are confident that she will play an important role in supporting our customers' needs for many years to come.



Tug EVA LUZ in Channelview, Texas for her naming ceremony.



Eva Luz, with her parents, Andy and Erica, and sisters at the naming ceremony for the tug EVA LUZ.



Andy Downs, Eva Luz, and guests at the naming ceremony for the tug EVA LUZ.



Eva Luz, the person the tug was named after, at the naming ceremony in Channelview, Texas.





ATB tug WILLIAM F. FALLON JR. at its christening ceremony in New York.

CENTERLINE LOGISTICS' TUG, WILLIAM F. FALLON, JR.

Centerline Logistics is honored to name one of our newest vessels after Mr. William F. Fallon, Jr., one of the fallen Port Authority Police Department (PAPD) officers in the 9/11 attack. His honors do not go unnoticed, and memorializing his name on a vessel that will be working in the New York/New Jersey harbor is a fitting acknowledgement that his ultimate sacrifice will never be forgotten.

Mr. Fallon was the former General Manager of Strategic Analysis & Industry Relations for the Port Authority of New York and

New Jersey (PANYNJ) and is the sole Port Department employee to perish on 9/11.

The naming ceremony for the vessel was held over a year ago, and since then, the tug has completed many jobs all along the East Coast, including several trips out to the United Riverhead Terminal which is the only deepwater loading/unloading platform on the U.S. East Coast.

Centerline is so humbled to be trusted to carry the name WILLIAM F. FALLON, JR. and its legacy through the harbor for years to come.



(Left to right) Mr. Fallon's wife, Brenda Fallon, and Mr. Fallon's son, Christopher Fallon at the christening ceremony for the ATB tug, WILLIAM F. FALLON, JR. in New York.



(Left to right) Mr. Fallon's wife, Brenda Fallon, and Mr. Fallon's son, Christopher Fallon at the christening ceremony for the ATB tug, WILLIAM F. FALLON, JR. in New York.



ATB unit, WILLIAM F. FALLON, JR. and her barge LONG ISLAND, working on the East Coast.

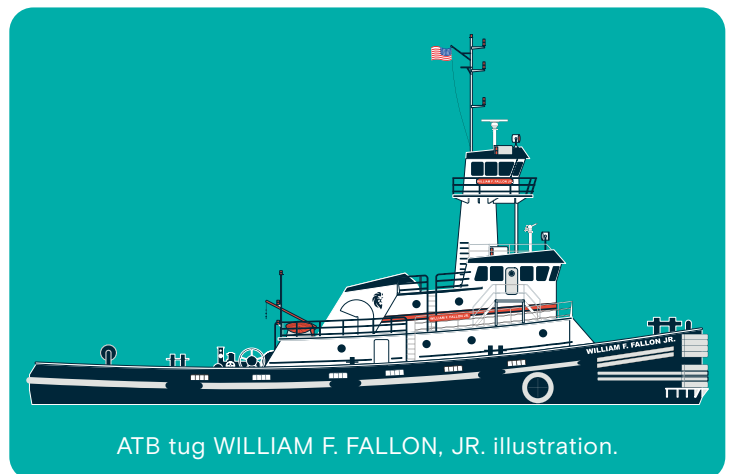
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[9-11 hero remembered with a tugboat named in his honor](#)

THE MONTGOMERY NEWS

[A Tug Boat in New York Harbor Bears His Name](#)



ATB tug WILLIAM F. FALLON, JR. illustration.



Jeffrey Stafford's family, and guests at the naming ceremony.

JEFFREY S & FIGHT MULTIPLE MYELOMA NAMING CEREMONY

On Thursday, March 16th, Centerline Logistics Atlantic held a naming ceremony at Berth 23 Port Newark for the tug **JEFFREY S**, and the barge, **FIGHT MULTIPLE MYELOMA** in honor of Jeffrey Stafford's battle against Multiple Myeloma.

Shoreside Port Captain, William Gardner, was in attendance and spoke about the tug's travels up and down the east coast, allowing Jeffrey's legacy to live on every day. *Sales and Chartering Manager, Jennifer Beckman*, and *East Coast Operations Manager, Mike Di Emidio*, were also in attendance for the naming ceremony, as well as Jeffrey Stafford's family, including his son, **Christopher**

Stafford, who delivered a speech about his father, and his fight with Multiple Myeloma.

Read the speech Christopher Stafford's gave in honor of his father:

Multiple Myeloma is a cancer of the plasma cells and is the second most common blood cancer diagnosis. Nearly thirty-five thousand patients were newly diagnosed with Multiple Myeloma in 2022 and represent roughly one percent of cancer diagnosis in the United States.

The fight against Multiple Myeloma exists not only in research labs searching for a cure, but in the day-to-day battle of

patients like Jeffrey Stafford. Jeff's battle against Multiple Myeloma began in 2001 when he was diagnosed.

At the time of his diagnosis, he was forty-five years old, the father of four growing children, and given three to five years to live. With the love, support, and care of his family, his doctors, and his favorite nurses at Gothic Park, Jeff waged a battle that left most in awe.



He survived two stem cell transplants and thirteen years of chemotherapy treatment.

Jeff's battle ended on February 25th, 2013, but his legacy of advocacy, and search for a cure endures in the fight against Multiple Myeloma.

Jeff became a fundraiser and advocate in the global fight against Multiple Myeloma and he was always the go-to resource for newly diagnosed patients during his thirteen-year battle. He was on the frontline of discovering new treatments and did everything possible to progress the fight against Multiple Myeloma and make the battle better for those diagnosed in the future.

March is Multiple Myeloma Awareness month and an opportunity to remember that despite his passing, Jeff continues as an advocate and a leader in this fight.





ATB unit, EMERY ZIDELL and FIGHT ALS, waiting for berth in Port Arthur in Texas.

ATB UNIT EMERY ZIDELL & FIGHT ALS LEAVES EAST COAST FOR WEST COAST OPERATIONS

By Eli De los Santos, *Project Coordinator*

Last year, the ATB unit, **EMERY ZIDELL** and **FIGHT ALS** departed from Port Newark in New York on **their trip to the west coast**. Their first stop was in Port Canaveral in Brevard, Florida to resupply with 5500nm to go.

The ATB unit then went to Houston for a quick tune up at the shipyard, Gulf Copper Dry Dock & Rig Repair. They waited in offshore anchorage for berth in Port Arthur so they could **load the FIGHT ALS before getting underway**. They waited for the weather to calm down and left Bolivar Roads around 2100 for their trip to Los Angeles with 4500nm left to go.

Going through the Caribbean was smooth sailing. Once they arrived to Panama they had to standby for six days in anchorage off of Cristóbal while they awaited

passage. During this time it was a bit hard for the crew to do anything including restocking provisions, water, and fuel because of the ongoing protests in the country.

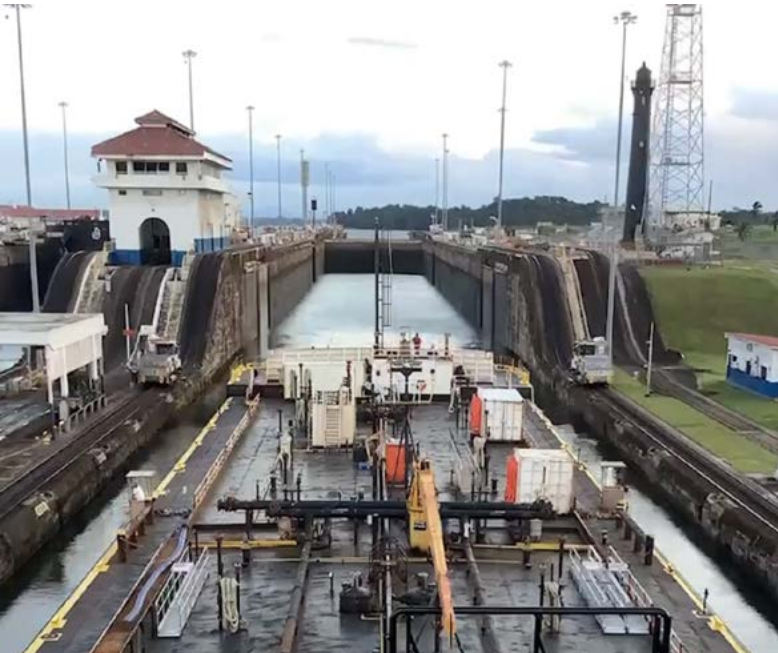
The Panama Canal, which is **one of the world's main maritime trade routes**,



ATB unit, EMERY ZIDELL and FIGHT ALS, anchored outside Cristobal Panama.

reduced their daily ship crossings to 31 ships per day due to a severe drought and further reduced that number to 25 ships per day on November 3rd.

Once the ATB unit was finally granted passage through the Canal on October 30th, they still had about 3356nm to go



Watch a video of the ATB unit, EMERY ZIDELL and FIGHT ALS, going through the Panama Canal [here](#).

but ran slow to **stay behind the tropical storm off of El Salvador**. They were met with smooth sailing the rest of the voyage through the North Pacific Ocean.

The ATB unit arrived to Los Angeles on November 15th, picked up provisions, did a crew change, and got back to work. We want to give them a **warm welcome back to the west coast** and congratulate them on safely completing this voyage. They have been busy **supporting the renewable diesel initiatives** in California.





ATB unit, EMERY ZIDELL and FIGHT ALS, waiting for berth in Port Arthur in Texas.

MOUNT HOOD & PROFESSOR KAREN ANN BROWN RUN FROM PORTLAND TO PASCO

By Eli De los Santos, *Project Coordinator*

The MOUNT HOOD and PROFESSOR KAREN ANN BROWN (PKAB) exclusively transit up the Columbia and Snake River from Portland, Oregon to Pasco, Washington. The transit is around 230 miles requiring four river locks for a total lift of 344 feet. The dams/locks are Bonneville Dam, The Dalles Dam, John Day Dam, and McNary Dam. The trip up is typically between 24-30 hours depending on river flows and the return takes between 22-24 hours.

The PKAB is transferring Gasoline, Ethanol, and Jet Fuel from terminal to terminal. This run is important infrastructure for the landlocked states since they have limited access to resources. The majority of the product is for farm equipment to keep our crops healthy for local markets and exportation.

The tug MOUNT HOOD was built in 2021 by C and C Marine and Repair Company. She has two Cummins Tier 3 main engines for a total of 2650 HP. This push boat is run by four tenured Centerline captains, Dan Baumfalk, Adam Churchill, Jeff Johnson, and Jeff Wells.

The barge PROFESSOR KAREN ANN BROWN was built in 2014 at Conrad Shipyard in Louisiana. She can carry over 28,000 barrels of clean product and is the length of a football field.

Centerline Logistics, and the crew that sail on the MOUNT HOOD are enjoying this new run that allows for the inland states to get the products they need to be successful. Centerline is thrilled to be in Pasco and continue to grow its footprint in other areas of the country.

 **COOK INLET**

The KATE FRANCES, ANN T. CHERAMIE and her barge, PETRO ALASKAN, working in Cook Inlet, Alaska.

Photo courtesy of Captain, Brandon Loeb sack.



CREWMEMBER SPOTLIGHT



 NEW YORK HARBOR

Captain James Horton aboard the ATB tug FENDI D.

Centerline's Captain JAMES HORTON

What boat are you on and where are you located?

I'm Captain of the ATB unit, FENDI D & BATTLE AMY, and we're on a run in the Gulf of Mexico mainly between Corpus Christi and New Orleans.

What is your favorite part of working on the boat?

The actual boat handling when docking and undocking is easily my favorite part. I enjoy doing a job and thinking about how I'm going to use the assist tug along with the wind and current to get the job done. The 21 days home isn't too shabby either.

What makes you unique from other Captains?

I try to give off Golden Retriever energy, and I think that helps keep people upbeat onboard.

Coollest animal seen on a job?

Two years ago, when I was on the BARRY SILVERTON, we were crossing the Gulf of Mexico and passed a massive Loggerhead Sea turtle the size of a dinner table resting on the surface. That was one of the more unique sightings, but I never get tired of seeing dolphins coming alongside to play in the wake of the tug.

Why did you choose the maritime industry?

I was a big ocean liner nerd growing up and wanted to work on cruise ships, but that dream shifted to tugboats when I realized that passengers on cruise ships complain a lot, and oil in barges doesn't.

What is your favorite place to visit while crewed up?

I find that the oil refineries in Texas are really beautiful this time of year. Seattle might have the Cascade Mountains, but we have refineries in Corpus Christi.

Did you have a hard time starting out in the industry?

I went to Mass Maritime Academy, so I always knew I was going to end up on something that floats.

If a deckhand wants to become a Captain, what advice would you give them?

Continue to upgrade and get every license and class certificate you can to make yourself marketable, as it gives additional job flexibility in the event one section of the industry starts to struggle.

The biggest thing to remember: save your money! An emergency fund can definitely be a lifesaver.

What's one piece of advice you could pass on to a new crewmember?

The only bad question is the one that isn't asked. I would so much rather explain something if a crew member is unsure of a task than have them try to complete it unassisted and hurt themselves or someone around them.

Also, everyone has different experiences and brings their own set of skills to the table, so pick their brain and learn from them.



📍 PORTLAND, OR

Captain Jeff Johnson aboard the tug MOUNT HOOD.



Tug MOUNT HOOD and her barge, PROFESSOR KAREN ANN BROWN, on the Lower Columbia River.

Centerline's Captain

JEFF JOHNSON

What boat are you on and where are you located?

I'm Captain on the MOUNT HOOD in Portland, Oregon.

What is your favorite part of working on the boat?

I really enjoy being on the water.

Coollest animal seen on a job?

I saw a seal in Astoria, Oregon.

What makes you unique from other Captains?

I'm honestly still trying to figure that out myself.

What is the most beautiful place you have ever seen?

Yellowstone Montana

What is your favorite thing to do on your off time?

I enjoy hanging out with my family and doing things I usually can't do when I'm crewed up on a tugboat.

What is your favorite place to visit while crewed up?

The Columbia River Gorge

Why did you choose the maritime industry?

Because tug boats are cool!

Did you have a hard time starting out in the industry?

Yes, I didn't know anybody or much about the industry.

If a deckhand wants to become a Captain, what advice would you give them?

The best advice I could give would probably be learn how to be a good deckhand before wanting to become a Captain.

What's one piece of advice you could pass on to a new crewmember?

Get ready to be tired all the time, but it'll be worth it in the end.

CREWMEMBER SPOTLIGHT



Tug SUN SPIRIT and ALOHA SPIRIT in Hawaii.

Centerline's Mate Tankerman **ANDRE KOVACS**

What boat are you on and where are you located?

On the SUN SPIRIT, transiting between the islands of Maui, Big Island, Oahu, and Kauai delivering fuel products.

What is your favorite part of working on the boat?

The chance to work outside in an ever-changing dynamic environment.

What is the most beautiful place you have ever seen?

The Mentawai islands of Indonesia. They are a group of islands off the southwest coast of Sumatra that hosts some of the best most consistent and beautiful waves on the planet.

Coollest animal seen on a job?

Great white sharks feeding on yellowfin tuna off the coast of Guadalupe Island, Mexico.

What is your favorite place to visit while crewed off?

Visiting and swimming at the many beach parks on the big island of Hawaii.

What is your favorite thing to do on your off time?

I enjoy rock climbing the big walls of Yosemite and Zion national parks along with traveling abroad for surfing trips. Camping, playing guitar, and spending time in my beautiful home of San Diego.

What makes you a unique Mate Tankerman?

Besides tug boating, I have worked in many different fields of the offshore industry ranging from deep water oil exploration support vessels to long range commercial fishing operations and I feel my broad range of vessel backgrounds makes my expertise diversified.

Why did you choose the maritime industry?

I've spent my life working on the ocean as my father was a captain and I wanted to follow in his footsteps.

Did you have a hard time starting out in the industry?

I started in the maritime industry as an able seaman in the Gulf of Mexico offshore supply vessel industry. Hawsepiping my way up proved to be difficult at times but the adversity I faced made me a more well-rounded and skilled sailor.

What's one piece of advice you could pass on to a new crewmember?

Be involved as much as possible in every aspect of the operations as this will lead you to be a more well-rounded and valuable employee.



HOUSTON, TX

Pilot, Raul Gomez, Jr., from Centerline Logistics Gulf.



Tug BRAINNA MARIE in Channelview, TX.

Centerline's Pilot **RAUL GOMEZ, JR.**

What boat are you on and where are you located?

I'm on the tug BRIANNA MARIE in Houston, Texas.

What is the most beautiful place you have ever seen?

Arkansas White River heading in bound from Mississippi River to Oklahoma.

Why did you choose the maritime industry?

It was a great opportunity to make a career and a better living for my family!

Coollest animal seen on a job?

A sea otter in Galveston Harbour.

What is your favorite place to visit while crewed up?

At the office, tied up for crew change day!

What is your favorite part of working on the boat?

Being out here on the water feels great. The sunset and sunrise with nature make it relaxing with always something new happening everyday.

What is your favorite thing to do on your off time?

On my off time, I enjoy spending time with my wife and family.

What makes you unique from other Captains?

I would say it's my knowledge, and character I bring to the boat!

What's one piece of advice you could pass on to a new crewmember?

Have good communication with one another, and there is no such thing as a bad question, ask away!

If a deckhand wants to become a Captain, what advice would you give them?

While in the wheelhouse, ask questions to the Captain and learn what you can to get a head start.

CREWMEMBER SPOTLIGHT



 SEWARD, AK

Tug ANN T. CHERAMIE in Alaska.

Centerline's Captain **JOHNNY PARCKYS**

What boat are you on and where are you located?

I was on the ANN T. CHERAMIE before it went to Alaska. I'll normally find out a few days before I crew up. I work on the West Coast.

What is your favorite part of working on the boat?

The crew! Having a crew that all gets along and works together is the best; I find that important when you're away from home. This is home away from home. If we can have a good time at work and get our job done safely, it's a win all around! To add to this, the time off is great and not having to work in an office. The scenery is always different.

What is the most beautiful place you have ever seen?

South Africa. Here in the States, Zion National Park in Utah.

Coollest animal seen on a job?

A Sunfish (aka Mola Mola) in the Gulf of Mexico while on the ERNEST CAMPBELL towing a dead ship from Sabine, TX to Brownsville, TX, then delivering the vessel to our NY division.

What is your favorite place to visit while crewed up?

I'd have to say anywhere besides Seattle or P23. California is always good. Nice weather and the terminals down there take forever. So that means longer time in between jobs!

Did you have a hard time starting out in the industry?

At the time I'd have to say, no. A spot opened up in Port Angeles on the BRIAN S and the HMS 2000 at the terminal what was called TESORO at the time and I was there at the right time!

Why did you choose the maritime industry?

Well I kind of had no other option at the time. My wife and I moved from Southern California to Port Angeles, WA. I was a machinist. There wasn't much in PA so I tried my luck on the BRIAN S. The rest is history!

What is your favorite thing to do on your off time?

Nothing more valuable than FAMILY! My wife and 4 kids are my everything. I love spending time with them when I'm off. This job does take you away from home life and you may miss somethings throughout the year, but when you're home, you're home and you can spend every hour home with them.

If a deckhand wants to become a Captain, what advice would you give them?

Take your time! The best training/experience you'll get is on the job. Enjoy that time. Learn as you go and ask questions. Don't stop learning. Start taking courses/classes as you get the sea time. Again, enjoy the ride it will all come in time!

What's one piece of advice you could pass on to a new crewmember?

Listen to your crewmembers that have been sailing a longtime. Worry about your job and not what others are doing. Be willing to learn. Focus on developing your skills. Absorb what is being taught to you. Ask questions!



SEWARD, AK

Tug MILLENNIUM STAR.



CJ Messmer working in Alaska.

Centerline's Deckhand Cook

CJ MESSMER

What boat are you on and where are you located?

I'm on the tug MILLENNIUM STAR in Dutch Harbor, Alaska.

What is your favorite part of working on the boat?

Working with a group of awesome people.

What is the most beautiful place you have ever seen?

Probably Hanalei, Kauai.

What is your favorite place to visit while crewed up?

Akutan in the East Borough of the Aleutian Islands in Alaska.

Coollest animal seen on a job?

I once saw a sea otter in Dutch Harbor, Alaska.

Did you have a hard time starting out in the industry?

No, thankfully it wasn't that hard starting out in the industry.

What is your favorite thing to do on your off time?

Spend time with family. I also like to fish, surf, and snowboard.

Why did you choose the maritime industry?

I love being on the water so it's the perfect career for me.

If a deckhand wants to become a Captain, what advice would you give them?

Don't put off going to school and learn as much as you can from the more experienced mariners.

What's one piece of advice you could pass on to a new crewmember?

Don't be afraid to ask questions.

CREWMEMBER SPOTLIGHT



Captain Wilson aboard the tug BROOKS M. HAMILTON.

Centerline's Captain **KIRK WILSON**

What boat are you on and where are you located?

I am currently on the BROOKS M. HAMILTON working between the Ports of Los Angeles and Long Beach.

What is your favorite part of working on the boat?

The fact that I get to work on the water, the diversity of the day, although I show up to perform the same duties and responsibilities every day – every day is different.

What is the most beautiful place you have ever seen?

I went on a surfing trip to New Zealand. It reminded me of my home town, San Pedro and what it would have looked like in the 60's-70's.

Coollest animal seen on a job?

It would be a sea otter; you see them up north a lot but not down here in LA/LB. We were standing by at the gate waiting on an arrival and he was just floating there on his back by the break wall.

What is your favorite thing to do on your off time?

I like surfing.

What is your favorite place to visit while crewed up?

Love the fact that I work on the water, seeing the different vessels that call on the port, the cruise ships and of course, the home dock at the end of a shift!

What makes you unique from other Captains?

I don't consider myself unique, I come to work, do my job safely and contribute however I can.

Why did you choose the maritime industry?

I enjoy the ocean, I grew up in a port town and watched many of my friends get jobs working in the harbor. I thought it would be a great job.

Did you have a hard time starting out in the industry?

No, it was easier to start out back then, lots of entry level positions available and the drive to work-hard at something to attain it, was something that was expected.

If a deckhand wants to become a Captain, what advice would you give them?

Get the entry-level position and start getting experience at all levels. Be willing to be mentored by the experienced mariners.

What's one piece of advice you could pass on to a new crewmember?

Listen and watch what experienced mariners do. Be willing to get your hands dirty, ask questions. Go through the process and get hands on experiences.



Teddy Miranda at our Alameda office.

NOTICE OF PROMOTION

By Byron Peterson, *Manager of West Coast Barge Ops*

Please join us in congratulating Teddy Miranda on his well-deserved promotion from *Mate Tankerman* to *OTB Tankerman Supervisor*.

Teddy joined OTB in June of 2013 as an *AB* and trained to become a qualified *AB Tankerman* in August 2014. With his great drive and dedication, he worked his way into the wheelhouse as a *Mate Tankerman* in August 2019.

Teddy brings a wealth of knowledge and experience to the operation and we are very excited to have him supporting the continual growth of Centerline and look forward to supporting Teddy in his new role!!!

Congratulations, Teddy!



Tug **JAMES T. QUIGG** making up alongside the **MILLENNIUM DAWN** and the barge, **OLYMPIC SPIRIT** as they make their way down the Duwamish Waterway.



SAFETY EXCELLENCE AWARD WINNERS

The purpose of the Safety Incentive Program (SIP) is to ensure safety practices are being adhered to while continuing to avoid hazardous and costly incidents.

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

GULF AWARD: SHAWN HEREDEN

Captain Shawn Hereden is acknowledged for his superior performance while onboard the tug STARDUST. Shawn promoted and emphasized a safe working environment for the crew and vessel.

Under his guidance, there were zero Hotline incidents over the past months. His leadership has led to the completion of all required emergency drills, ensuring the vessels and crews safety.

Moreover, he has shown strong participation in the Near Miss program by completing or exceeding all requirements on each vessel he serves. His support of the crew has instilled confidence in them; allowing them to identify and correct safety issues, before they become incidents.

[cont.]

Shawn has played an important role in assisting management with his skill and flexibility serving on four vessels within the Centerline Gulf fleet. Shawn's adherence to company policies and procedures are to be commended.

ALASKA AWARD: JEREMY ROBERTS

We would like to recognize Jeremy "Jay" Roberts for taking a leading role in safety culture aboard the Gyrfalcon.

Jay has taken it upon himself to lead safety meetings and training of new crew members aboard the vessel. Jay is constantly going above and beyond his scope of duties to ensure the vessel and crew and working in the safest manner possible.

Jay started with Centerline as Cook/Deckhand and rapidly progressed through the ranks with hard work and great integrity and a strong moral fiber.

We are very pleased to have him as part of the Alaska team leading the barge operation, directing crew in a safe and efficient manner, dealing with weather, cancelled flights, and changes to the schedule is not always easy but he continuously does it with a smile and upbeat attitude.

Jeremy is very deserving of a well-earned thumbs up! Thanks for all you do Jeremy, keep up the good work!

CALIFORNIA AWARD: ERIC DISTEFANO

Tankerman and PIC, Eric Distefano, is a solid long term employee. He is very safety conscious, and is a team player who always looks out for the safety and well being of all crew members. What makes Eric such a safe worker is mainly his expert communication skills.

Eric is also a great mentor for our newer crew members as he helps display good seamanship and how to be a reliable PIC. He's very cost conscience and tries to do things in a very efficient and timely manner.

He always makes sure that the Westoil barges are well maintained and supplies are stocked and organized so the crews have everything the need to perform the job to our company's standard.

LMS-LA AWARD: JASON MUSGRAVE

We would like to recognize Jason Musgrave as our Safety Excellence Winner. He is a Tankerman PIC with a safety-first mentality.

You can always find Jason mentoring deckhands and training them to take their next step in their careers by becoming Tankermn PICs.

Jason has a positive attitude day in and day out. He comes to work early and stays late to make sure the job is always gets done. He is customer focused, always willing to lend an extra hand when needed, solution oriented, and a great team player.

When he is not at work, Jason is passionate about family and golf, he has a 6 handicap! We are excited to have Jason on the team!

PACIFIC NORTHWEST AWARD: MICHAEL COLEMAN

The Pacific Northwest would like to present *Port Captain*, Mike Coleman, with the Q1 Safety Excellence Award. Mike started with Centerline in 2004.

He can safely run any boat in any port that we operate in. He is an outstanding mentor and teacher.

Along with those attributes, Mike not only looks out for the crewmembers on the boat that he runs but he instills a safety culture throughout the fleet.

Mike Coleman has high safety expectations for the Centerline Fleet and he instills this through training and leadership. Thank you for helping keep or fleet safe Mike.



Working Port Captain, Michael Coleman, with his Safety Excellence Award placard.

**GULF AWARD:
STERLING KRAMER**

Captain Sterling Kramer is acknowledged for his superior performance while serving aboard the tug TRIGGER. His adaptability and leadership have been instrumental to the vessel and her crew's success. Sterling has played an important role in assisting management with his skill and flexibility serving as both tankerman and captain aboard the Trigger. As a tankerman, he completed over twenty transfers with zero incidents.

Since taking over as captain, he has led his crew to the completion of all required emergency drills, ensuring the safety of the vessel and crew. Moreover, he has shown strong participation in the Near Miss program by completing all requirements on each vessel he serves. His adherence to Centerline Logistics policies and procedures are to be commended.

**CALIFORNIA AWARD:
TYLER LUCAS**

Leo Marine Services would like to recognize Junior Captain, Tyler Lucas, for the Q2 Safety Excellence Award.

Tyler has been with Centerline Logistics since 2013, when he graduated from Pacific Maritime Institute with his 1600 Mate license. Over his years of service, he has manned both coastal and Harbor equipment and always put Safety, consistency and hard work first.

Tyler Lucas is prompt, professional, and a pleasure to work with. He brings 110% to work, every hitch. He is a problem solver with a can do attitude.

**EAST COAST AWARD:
MICHAEL PARKS**

Centerline Logistics Atlantic would gladly like to recognize Captain, Michael "Tiny" Parks, from the tug LIGHTNING for the Safety Excellence award. This Captain is a fantastic leader and sets a great example for both the crew and land side team here on the East Coast.

He is consistent and effective while identifying hazards and following SMS polices while operating. We've noticed that his overall diligence and attitude toward keeping his crew and vessel safe, healthy and clean is unprecedented. Captain Parks is an asset for us and deserves to be recognized as such and without doubt merits nomination for this award.

**PACIFIC NORTHWEST AWARD:
TROY GAGE**

Centerline Logistics would like to recognize Captain, Troy Gage, for the Q2 Safety Excellence Award. Troy has been on the Southeast Alaska run for many years.

He is well known for his attention to detail and work ethic. Troy's thorough reviews of the Safety Management System and feedback given through Masters Review submittals helps set our crewmembers up for success by publishing policies and procedures that keep CLL employees safe, protect the environment and prevent damage to our equipment.

Troy has developed a robust safety culture onboard the BILL GOBEL. He watches over his crewmembers like family and is always willing to lend a hand or offer suggestions to management. We greatly appreciate Troy and all he does.

ALASKA AWARD: ROBERT HARMELING

Centerline Logistics would like to recognize Mate Tankerman, Robert Harmeling, for the Safety Excellence Award. On the DALE R LINDSEY, we move product in a unique environment, which requires every crew member to constantly be on the ready for any situation that could arise without warning.

Our mate, Robert, excels in this challenging environment while keeping our safety culture at the forefront. He is not only the primary lead for our safety meetings and conversations, but inspires the crew to get involved during hands-on drills. He is a key contributor to assuring that our vessel is constantly in SIRE ready status.

After more than 20 years with the company, Robert not only recognizes safety as the foundation of his daily activities, but he consistently goes above and beyond to help his fellow crew members regardless of the situation or need. For these reasons, and so many more to count, Robert is an exemplary employee who should be recognized for all of his contributions and consistency in every aspect including the Safety Excellence Award.

PACIFIC NORTHWEST AWARD: JEFF HATALA

We would like to recognize Licensed Engineer, Jeff Hatala, as the PNW region's Safety Excellence Award winner.

Jeff has an exceptional sense of safety consciousness. He's used the Stop Work Authority several times and has never been wrong about when he saw something bad as a possible result.

PACIFIC NORTHWEST AWARD: SHANE ANDERSON

We would like to recognize Deckhand Tankerman, Shane Anderson, as the Pacific Northwest's Safety Excellence Award Winner. Shane proudly represents the safety culture of Olympic and Tug and Barge.

While not only leading as an example, he is constantly offering assistance and advice to other crew members. He is always ready to lend a helping hand and ensure the overall well-being of the crew and vessel.

He maintains excellent care of the barge, NATHAN SCHMIDT and is extremely proactive on barge maintenance, allowing for smooth transitions during day-to-day bunker operations. He has no problem speaking up in regards to a more efficient or safer manner of doing things. Clearly his time in the industry is an asset to our team at OTB. Shane is a phenomenal crew member, and an even better person.



Deckhand Tankerman, Shane Anderson, with his Safety Excellence Award placard.

**GULF COAST AWARD:
CLINT REED**

We would like to recognize Captain, Clint Reed, as Centerline Logistics Gulf's Safety Excellence Award winner.

Clint continually promoted and emphasized a safe working environment for the crew and vessel. His leadership has led to the completion of all required emergency drills, ensuring the vessels and crews safety.

Moreover, he has shown strong participation in the Near Miss program by completing or exceeding all requirements. His support of the crew has instilled confidence in them; allowing them to identify and correct safety issues.

He is also one of few captains I have seen cleaning not only the tug but the barge as well. His adherence to Centerline Logistics policies and procedures are to be commended.

**LMS-SF AWARD:
ANDREW BUTTERFIELD**

We would like to recognize Working Port Captain, Andrew 'Drew' Butterfield as our Excellence Award Winner.

Safety minded—drills are real time, Drew deserves this nomination on his recent drills alone. He has a man overboard dummy and has been doing actual man overboard drills with a life sling.

Drew is also the person in San Francisco that is sending out weather and tidal alerts to the crews when it gets inclement.

**EAST COAST AWARD:
MATT SHERMAN**

We would like to recognize Unlicensed Engineer, Matt Sherman, as Centerline Logistics Atlantic's Safety Excellence Award Winner.

Matt has good situational awareness. He was the one who caught the spill coming from a different ship. He was able to round up all vessel employees to safety and communicate with the office.

**ALASKA AWARD:
KENDRA BRANSON**

We would like to recognize AB Tankerman, Kendra Branson as the Alaska region's Safety Excellence Award winner.

Kendra places a high emphasis on safety, ensuring that all tasks are performed in accordance with industry regulations and company policies.

She actively participates in safety drills and contributes to the maintenance of a safe working environment. She is also an effective team player who communicates well with fellow crew members and superiors. She readily assists colleagues and adapts to changing work conditions, contributing to the overall efficiency of the vessel.

Kendra shows a strong work ethic by arriving on time and completing assigned tasks with diligence and enthusiasm. Often taking the initiative to identify and address issues, demonstration a proactive attitude towards improving vessel operations.

She also remains adaptable in challenging and dynamic situations, ensuring that operations continue smoothly even in adverse conditions.

ALASKA AWARD: JOSE CORTES

We would like to recognize Deckhand Tankerman, Jose Cortes, as Alaska's Safety Excellence Award Winner. Shane proudly represents the safety culture of Olympic and Tug and Barge.

Carlos has been with OTB since the start of the South Central Alaska run. Since that time, Carlos has helped OTB transition to the new run with excellent operational control and safety standards.

He has trained and continued to train all tankerman on run and has been very consistent with his performance and safety record during all of the distracted operations while instructing and guiding new tankerman with little to no experience on a clean multi product barge.

Carlos Should be recognized for his consistency and safety Record over the last two years. He is an Excellent shipmate and a pleasure to have onboard.



Deckhand Tankerman, Shane Anderson, with his Safety Excellence Award placard.



CANNED FRUIT CAKE

Feeds five to seven crew members.

Ingredients

1 cup of flour
1 cup of sugar
1 teaspoon of baking soda
1 teaspoon of salt
1 14.5 oz can of fruit with juices
1 egg

Instructions

Mix together the dry ingredients, then stir in the can of fruit and egg.

Bake in a 9x9 inch pan at 350 degrees for 30 minutes.

This is a quick and easy desert to make. It's just enough to feed the crew a slice each without the temptation of gorging on a larger cake.

Traditional cleanup rules apply. You're exempt from any obligation of washing the pan if you leave even the tiniest square of cake.

Recipe provided by *Captain, Dave Mountford*, aboard the tug **MILLENNIUM DAWN**.

THUMBS UP



SHANNON PATT

Mate Tankerman

I wanted to thank the **crew and managers** who made our Hawaiian shipyard project possible on the **SUN SPIRIT/ALOHA SPIRIT**.

The names are too many to list but you know who you are and thank you for all the long, hot, grueling days and nights to make it happen. It was a team effort with some of the toughest logistical issues I have ever encountered.

 100+



CARL FESSLER

General Manager

I would like to give a shoutout to **Dominique Rivera** on the **M/V FURY**. Dominique has only been with us for a short period in time as part of our deckhand training program.

He has demonstrated outstanding work ethic, ability to learn and adapt, and has been an excellent recruiting tool for the company. We look forward to watching his career develop over the coming years.

 100+



DISPATCH

CLL

Dispatch would like to recognize *Shoreside Tankerman*, **Branden Gregorius**, as being an MVP and major team player. He is always checking in for work and takes changes in stride with little to no frustration, including covering in Portland and California!

 100+



TIM HINMAN

Captain (MILLENNIUM DAWN)

Our engineer **Josh Ellestad** has been doing a fantastic job as the *Chief Engineer* for the **MILLENNIUM DAWN**. If he isn't working on some project in the engine room he is familiarizing himself with the tug's different complex systems.

He is proving to be a valuable asset to this vessel and more so with the company. I know if he doesn't have the immediate answer he won't stop until he finds it.

 100+



PETER CODD

Captain (ROBIN MARIE)

As we all know, it takes a crew to complete the job at hand. But you also need one or two crew members to make things happen! Between **Jared Galm** and **Robert Henson**, I am lucky to have two. They constantly go above their job duties.

Whether it is doing cargo, painting, or maintenance they both do it with great professionalism. On and off watch; there is no clock for them. I would like to give them a shoutout for their help in keeping this unit going.

 100+



BRAD KROON

Alaska Operations Manager

We would like to give a shout out of appreciation to *Chief Engineer*, **Mike Ennenga**, on the tug **KATE FRANCES**.

 100+



CLINT REED

Captain (STARDUST)

I would like to acknowledge the phenomenal job that **Sterling Kramer** has been doing.

He is the *Captain* on the **TRIGGER** but in these rough times of crewing vessels he has been working the deck as a tankerman, while ridding other vessels, and still keeping his boat in order.

He is a great person too work with and has a kind and generous personality wearing two hats may be common in these times but he does a good job doing it.

100+



NICK SANTILLO

General Manager

I would like to give a shoutout to Centerline's Barge Captain, **Corey Harris**, for all his hard work.

Corey is one of the first mariners that was hired by the New York Operations back in 2006, and he is still here. Thank you, Corey, for all your years of service!

100+



CHRIS BADOVIN

Operations Manager (LMS-SF)

I would to give a shout-out to the **Leo Marine SF crews**. Both on the vessels and shoreside.

You have all done a great job getting Leo SF through our current crewing issues. Thank you!

100+



To promote jobs at Centerline Logistics, managers from different ports have sailed out to career fairs across the country with career advancing pamphlets and other marketing materials.

Looking for a new career? Email us at jobs@centerlinelogistics.com.

MILESTONE ANNIVERSARIES

Centerline Logistics would like to commemorate the below individuals for their years of service.

Gregg Nelsen, 30 years

Paul Hanson, 30 years

Chris Iszler, 27 years

Brian Vartan, 25 years

Mark Hurst, 25 years

Carl Fessler, 21 years

David Hanshaw, 15 years

Eric Boardman, 15 years

Don Cairney, 10 years

Ernie Anderson, 10 years

Isaac Hodgson, 10 years

Jim Whitney, 10 years

Joey Beres, 10 years

Klaus Conrad, 10 years

Michael Ennenga, 10 years

Ryan Quintana, 10 years

Scott Pratt, 10 years

Aaron Anthony, 5 years

Andrew Autore, 5 years

Ben Price, 5 years

Bobby Morrison, 5 years

Brad Parks, 5 years

Burt King, 5 years

Callen Cooper, 5 years

Chris Gonyer, 5 years

David Spigolon, 5 years

Duke Parks, 5 years

Eric Hayes, 5 years

Greg Stanford, 5 years

James Giles, 5 years

JD Watson, 5 years

Travis Butler, 5 years

Jarrad Pellerin, 5 years

Jonathan New, 5 years

Keven Odorle-Ayala, 5 years

Lew Pierce, 5 years

Matthew Parks, 5 years

Matt Mimms, 5 years

Tiny Parks, 5 years

Michael Parker, 5 years

Nathaniel Fair, 5 years

Nainoa Gumapac-McGuire, 5 years

Phil Rosier, 5 years

Scott Parks, 5 years

Shane Crockett, 5 years

Shawn Sayers, 5 years

Stefan Sorenson, 5 years

Stephen Chambers, 5 years

Steve Alley, 5 years

Wayne Honeycutt, 5 years

Yosluyvy Baro Laza, 5 years

SHOUT-OUT**CHIEF ENGINEER, MIKE ENNENGA**

By Brad Kroon, *Alaska Operations Manager*

We would like to give a shout out of appreciation to *Chief Engineer, Mike Ennenga*, on the tug **KATE FRANCES**.

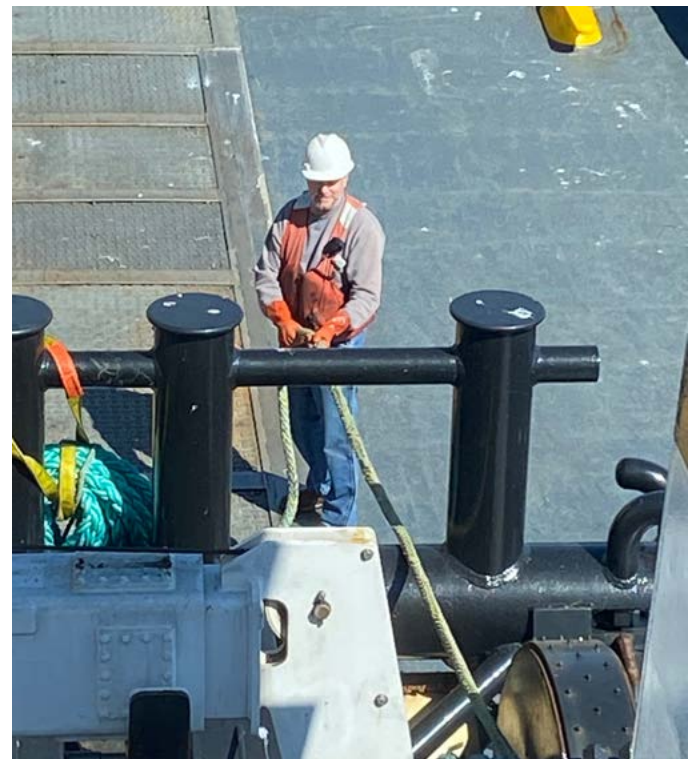
Mike has been with the company since 2013 and has primarily worked on the tug **KATE FRANCES** since she was new. Mike's background in fishing and engineering has brought extensive experience to the company and a unique perspective in vessel management.

Mike goes out of his way to teach new mariners and veterans alike basic to complicated systems, how they work and how they integrate. His unique style, calm demeanor and many seas stories make for an awesome crew mate that is more than willing to teach his trade and knowledge.

Mike's willingness to answer questions, even on his time off, makes him invaluable to the **KATE FRANCES** and Centerline Logistics as a whole.

One additional personality trait he gained from growing up in the Iowa farming community most admired by his crew mates is his ability to speak the truth and clear the air for differences of opinion or injustices. You always know where you stand with Mike and he operates from a strong Moral compass.

Thank you Mike, for all you've done and do for the **KATE FRANCES** and crew!



WELCOME TO THE CREW

JACK VANDERPOOL

Hi, my name is Jack Vanderpool and I work as an Accounting Specialist here at Centerline Logistics in Seattle, WA.

I assist the Centerline Accounts Receivable team with billing and managing of invoices.

I am a recent graduate of Seattle University, graduating in 2022 with a degree in Finance. I am excited to learn more about the maritime industry as I begin my professional career.

As a Seattle native, I am an avid follower of Seattle sports teams and am always up for conversations about any of the local franchises.

Outside of sports, my hobbies include learning about medieval history and becoming more experienced using computers.

I look forward to gaining more experience with a great company in Centerline and helping the company improve and grow.

JOEL CARLSON

Hello everyone! My name is Joel Carlson, and I am a new dispatcher for Centerline Logistics in our Seattle office.

I previously spent eight years working in mortgages but have now made the transition into the maritime/logistics industry. I am excited to learn a new industry and everything about it.

I just move to Seattle from Oklahoma and cannot wait to explore this city and state.

In my spare time, I enjoy doing extreme activities. Some of the past activities that I have done are BASE Jumping (the recreational sport of jumping from fixed objects, using a parachute to descend safely to the ground), running with bulls, and flying planes.

I am excited to be at Centerline Logistics and look forward to working with everyone.

NATALIE BRANDON

Howdy, I'm Natalie Brandon, the new Accounts Payable Manager here at Centerline Logistics in Seattle. I work closely with Joanna Cruse, who is transitioning to a new role in Finance and training me at the same time.

I'm originally from Dallas/Fort Worth but spent some time in Washington, D.C. before moving to beautiful Seattle in 2007. I love it here and enjoy getting out to the mountains and ocean every chance I get.

Most recently, I was the Accounts Payable Manager at Mary's Place, a network of family shelters in the Seattle metro area. It was a very rewarding job and I gained a lot of experience that I'm proud to bring to the Centerline team.

As an Accounts Payable Manager, I enjoy troubleshooting situations when it comes to paying vendors, and as you probably know we have MANY of those that we partner with across the Centerline companies. Please feel free to reach out to me directly with any questions or needs you have for paying our vendors and suppliers. It will be my pleasure to help you!

NAZREEN HAMID

Hello, my name's Nazreen Hamid. I currently work at Centerline's Seattle office as a Billing Specialist. I work primarily on accounts receivable for New York, Los Angeles and San Francisco.

I've worked in accounting for most of my career, but this is my first experience with Marine logistics. I've been here for almost six months, and it's been interesting learning about this industry. I am looking forward to learning more and working with everyone at Centerline.

Outside of work, I love to take long drives and enjoy the scenic vista in this beautiful Pacific Northwest. I also like to hike during the warmer months of the year. I'm from Fiji Islands and have lived here for over 20 years but still not used to the long cold winters! I also love to travel and have had the pleasure of visiting many different countries around the world.

Looking forward to the new experience in this industry and the growth opportunities within this company.

ROBYNN PATRICK

Hello All! My name is Robynn Patrick and I am very excited to join the Seattle shoreside office as the Office Assistant. I'm here to help everyone's day go smoother- stop by my desk for some candy, a listening ear, or just to say hi!

I am originally from Michigan and relocated to Seattle in 1998. I've most recently worked in the Community Association Management industry- think HOAs and Condominium Associations.

However, I have a diverse background

that includes customer service, food service as well as management. I'm a novice to maritime operations but eager to learn. I thrive helping people and problem solving.

My husband Robert and I have lived in our West Seattle house for 22 years. In our spare time we enjoy remodeling and renovating the money pit we call home. Our sweet dogs Zoltara Chalupa and Pepper Pepperoncini keep guard for us. We have a few cats just to keep us in check; they make sure we stay humble as their personal attendants.

STEPHANIE LAYAOEN

Hello, my name is Stephanie Layaoen and I am the Administrative Assistant in the HSE department here at Centerline Logistics in Seattle, WA.

Prior to Centerline, I worked for an insulation company as an Administrative Assistant doing a little of everything from payroll, to AR, to customer relations.

I have always been intrigued by the maritime industry due to having family work in it my whole life. I am very excited to have the opportunity to be here and learn more about the industry from an HSE perspective. So far, everyone is very welcoming, and I have learned a ton.

Outside of work I am a mom of two who is always on the go. We love going out and finding new things to do every weekend. Currently, we are teaching my five year old how to ride a quad!

I look forward to continuing to meet everyone and learn more about the industry!

 **NORTHERN CALIFORNIA**

ATB unit, BILL GOBEL and ALL ABOARD FOR A CURE, transiting through the serene waters of Northern California, off Point Arena, after a couple stormy days at sea.

Photo courtesy of Captain, Joe Miranda.





Centerline crew members aboard the ATB tug, AURORA, in Hilo, Hawaii.

ATB UNIT, AURORA & ALOHA SPIRIT CREW RESPONDS TO DISTRESS CALL IN HILO, HAWAII

By Ryan Obermire, *AB Tankerman*

At approximately 07:30 AM, Captain, **Curt Talley**, and Mate Tankerman, **Kurt Ammerman**, heard a call from the US Coast Guard about a man aboard a small vessel in distress. He happened to be on our track line, just a few miles ahead. Curt responded, informing them we were in position to help and would do so.

Once spotting him, we came along side his vessel, tossed him a tag line and helped him board our vessel. We then began towing his 19ft row boat toward Hilo Harbor, approximately seven miles away.

Helping him aboard was actually kind of tricky. Fortunately we had the manpower to make it happen. Myself (**Ryan Obermire**) as well as **Roman Mylus**, **Makana Jimenez DeSilva**, and **Zellard Lemon** were all on deck ready to help. There was about a 4ft chop and the guy could barely walk.

As it turns out he'd been at sea for 71 days from San Francisco, trying to break a record of 44 days underway to Hilo in a "vessel without any outside assistance" including wind. He was tired, hungry and very thirsty. His water maker hadn't been working properly for some time and he ate his final MRE that morning. He'd been trying to get into Hilo Harbor for several days but the current kept pushing him back out to sea.

We transited through the breakwater in Hilo Harbor and were met by the Hilo Fire Dept. boat. We passed over the passenger and the tag line and had them take over from there.

From the second we got him aboard he was very grateful, but did express some disappointment that he couldn't finish his trip without outside help. He managed 2600 miles but the last handful were too much.



Ceterline Logistics Atlantic crew members with Coast Guardsmen from Sector New York.

BRAVO ZULU!

First and foremost, Bravo Zulu (naval signal meaning “well done”) to the crews of the **RICHARDSON SEA** and **CHABRIA SEA**! They were rafted up at our mooring in New York Harbor waiting on their next orders when they noticed police activity near the Statue of Liberty and the barges.

Upon walking on deck, they were able to speak to a nearby New York Police Department (NYPD) vessel and were informed that a jet ski had overturned and they were looking for a person in the water. The crews immediately did a deck walk to search around and, on the vessel, when a man was spotted in between the RICHARDSON SEA and CHABRIA SEA clinging on for life.

The immediate and professional seamanship actions of the crew is what ultimately saved this man. The crews notified the NYPD via VHF radio, all the while keeping an eye on him. They threw down a life ring to grasp onto and rigged up a mooring line to create

a loop around the victim. There was no more than 1-2 feet of space between the vessels for the victim to press up into the turbulent harbor. Within minutes of spotting him, they were hauling him in by hand, safely to the barges deck.

They checked on the responsive but exhausted man and waited with him for the NYPD vessel and team to get on board and assist. Without skipping a beat, the crew knew what they had to do and took immediate action to lend a hand and save a soul from New York Harbor.

On June 25th, the International Day of the Seafarer, Centerline wants to make sure everyone knows these names: *Barge Captain, Corey Harris*, and *Second Mate/Tankerman, Brad Parks* — when you see them, please tell them THANK YOU! Bravo Zulu!

Read the recognition the crew received from the United States Coast Guard, Sector New York [here](#).

RETIREMENTS

OAHU

Barge DALE FRANK JR. at Barbers Point in Oahu, Hawaii where she has been delivering clean fuels with the tug PACIFIC FALCON.

Photo courtesy of Mate Tankerman, Shannon Patt.



DALE FRANK JR.
PORTLAND OR



Guy Larsen at his retirement lunch at Centerline Logistics' headquarters in Seattle, Washington.

GUY LARSEN'S RETIREMENT

By Gregg Nelsen, *Sr VP of Engineering*

Monday, October 3rd, was a bittersweet day for myself and Olympic Tug & Barge; my friend, Guy Larsen worked his last day. I say it was bittersweet because the sweet part is he has decided to retire and is moving on to another chapter in his life and I wish him the best, the bitter part being we are losing a valued employee and an icon in the industry that will be impossible to replace.

Guy came to us some 19 years ago and started working on the boats as a vessel engineer, he did his job with dedication and years of knowledge. I very seldom heard from Guy when he was on shift, and when I did, I knew we were in trouble because if he couldn't fix it, we had a major failure that

likely meant down time.

He worked for us for a few years in this capacity and it became evident his value was better served shoreside than working on the equipment and keeping it up, so we didn't have breakdowns. His expertise was EMD's and Detroit Diesels however it became very apparent there wasn't anything Guy couldn't fix. He was well versed on all the systems and machinery throughout our fleet.

Guy could do everything from changing out power packs, in record time I must add, to fabricating and welding a bracket and wiring in a new generator. There wasn't much he couldn't, or wouldn't, do if requested. He was always my go to Guy, if I called Guy up, and he knew something was up if I called, his first response was, ok what now?

Over the years he was my last-ditch effort to get a task done, whether it was go down and get the LISSY TOO running when no one else could, or driving up to Tacoma to get on a boat to cover an engineer that had to get off for an injury or some other reason; I don't recall one time he turned me down.

When Guy was put on a project you could be assured it would get done, and get done right with little, and most of the time, no help from others. He was a quiet "Guy" and if he took you under his wing, you could be assured, you'd learn the right way to do your job. He has trained several vessel engineers and shop mechanics over the years.

I want to thank you, Guy, for your years of dedication and service to Olympic Tug & Barge; you will truly be missed.



JACK HUTCHINS RETIREMENT

By Dan Morrison, *VP of West Coast Marine Operations*,
and Chris Badouin, *Operations Manager*

Captain Jack Hutchins has been with the company for over eight years. During that time, Captain Jack brought his experience of local knowledge of San Francisco Bay, a great work ethic, and a can do attitude.

He was Master on multiple vessels for Leo Marine Services San Francisco (LMS-SF), but mainly on the **ROYAL MELBOURNE/BERNIE BRIERE** for a number of years.

Captain Jack was not just a co-worker, but also a friend. He is great mariner, we will miss his mastery for random knowledge, and his love for a good book.

As we move to a new age in our industry full of young bucks, it's a shame that another great mariner has decided to hit the "beach." Cap, we wish all the best in your next chapter. I wish Captain Jack, nickname High Tower, the best of luck in retirement.



Leo Marine Services Los Angeles (LMS-LA) did a voluntary participation day with the United States Coast Guard where they went on a tug ride-along and inspected our equipment for their training process.

LMS-LA thanks the USCG for a successful day.



(Left to right) *Regional General Manager, Sven Titland, Business Development Manager, Trent Newlon, Director USGC Operations, Matt Hammond, Manager West Coast Barge Operations, Byron Peterson, and VP of West Coast Marine Operations, Dan Morrison.*

MATT HAMMOND'S RETIREMENT

Matt Hammond retired from Centerline Logistics as the Director of our US Gulf Coast division after sixteen years with the company. He started as a Tankerman in 2006 and continued growing during his tenure with Centerline Logistics.

Matt then came shoreside to help lead the Barge Operations team while also providing mentorship and guidance to other departments within the Company. In 2019 Matt moved to Houston and took over the role of Director of Centerline Gulf, managing the entire Channelview operations.

We recently caught up with Matt to see

how his first year of retirement has been. Since retiring, Matt has been spending time with his daughter and her family in Texas. Matt spends some of his free time around the yard with his grandkids chasing grass burrs and weeds. "Watching my grandkids grow up is a beautiful thing," says Matt.

His grandkids are involved with 4-H, a non-profit organization whose mission is 'engaging youth to reach their fullest potential while advancing the field of youth development,' where they get to learn about agriculture and livestock, among other things. Matt's daughter and son-in-law welcomed 50 new baby cows this year, which keeps Matt and the grandkids busy!

“Waking up every morning and not having to go to work is still taking some getting used to, but I have lots of time to do that,” says Matt. He moved into a new neighborhood and has been enjoying meeting his neighbors and making new friends. “Texas folks are so friendly and open,” says Matt. “It is easy to make new friends!”

Aside from spending quality time with his family and their cows, Matt has also spent time exploring the San Antonio/ Corpus Christi area. “San Antonio is the home of the Alamo, one of my favorite historic landmarks,” says Matt. He enjoys visiting the interesting shops and eating establishments the San Antonio Riverwalk has to offer. “Corpus Christi is one of Texas’ most famous Gulf ports,” says Matt. “The beaches are breathtaking!”

While we miss Matt, we are thrilled to know he is enjoying retirement with family, happiness, and health.



President and CEO, Matt Godden, and Director USGC Operations, Matt Hammond.



Director USGC Operations, Matt Hammond, and Chief Operating Officer, Doug Houghton.



Vice President of Health, Safety, & Environmental, Bryon Fletcher, and Director USGC Operations, Matt Hammond.



Director USGC Operations, Matt Hammond, and Senior Vice President, Kelly Moore.

CENTERLINE HIGHLIGHTS

HOMER

Tug KATE FRANCES transiting through Kachemak Bay in Homer, Alaska.

Photo courtesy of Mate, Chuck Bowman.





Tug AJ drydocked at PacFish Shipyard.

TUG AJ'S FIVE-YEAR DRYDOCK

By Eli De los Santos, *Project Coordinator*

The tug AJ recently completed her five-year regulatory dry-docking period in Ballard, WA. She was docked at Pacific Fisherman 'PacFish' Shipyard, where she was lifted on a Syncrolift, which is a piece of equipment for lifting boats, ships, and vessels onto land and back at sea for maintenance work.

While in dry dock she had her propellers pressure washed to get all the marine growth off, and after getting her all cleaned up she received a fresh coat of paint. We also utilized this time to conduct other various regulatory inspections to ensure nothing is missed that may eventually require attention down the road.

Overall, everything went well and the shipyard workers did an amazing job on the AJ. Once everything was completed, the AJ was put back in the water so she could return to servicing our customers.



The AJ's propellers before (top) and after (bottom) being pressure washed cleaned, and receiving a fresh coat of paint.



Tug AJ being lifted out of the water on a Syncrolift for her five-year dry dock at PacFish Shipyard.



ATB unit **MIN ZIDELL** and **OneDREAM** working in Barbers Point Harbor in Oahu, Hawaii.

Photo courtesy of Mate Tankerman, Shannon Patt.



ATB unit **SUN SPIRIT** and **ALOHA SPIRIT** transiting through Honolulu Harbor.

Photo courtesy of Mate Tankerman, Shannon Patt.



ATB unit, tug **MIN ZIDELL** and barge **OneDREAM**, working in Nawiliwili, Kauai delivering clean fuels.

Photo courtesy of Mate Tankerman, Shannon Patt.



Engineering department working on the ATB tug ONECURE.

OTB SHOP

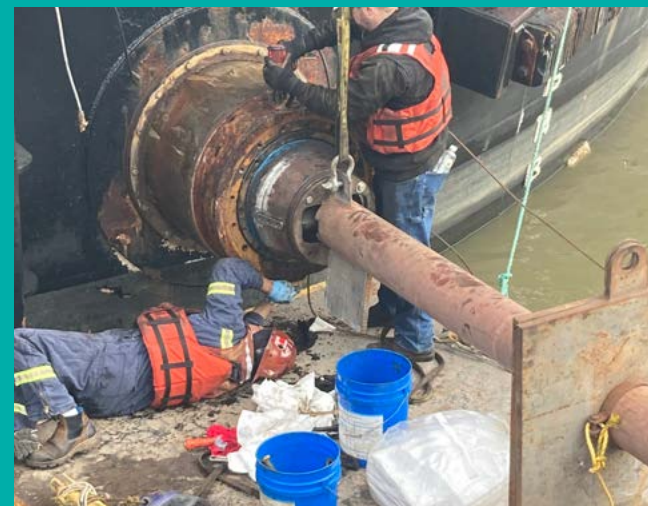
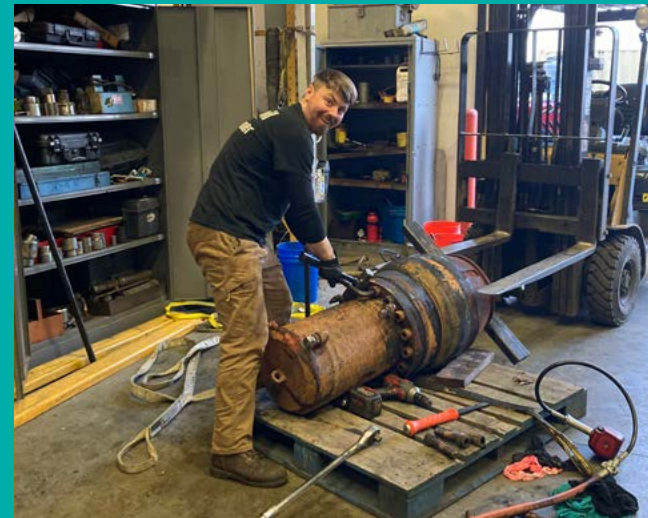
By Jaime Sandige, *Director of Engineering*

The Olympic Tug & Barge shop team has been putting in some long hours to keep up our Pacific Northwest fleet.

In particular, 2023 was a grueling year of preparations for shipyards for multiple barges and vessels, specifically articulated tug and barges (ATBs).

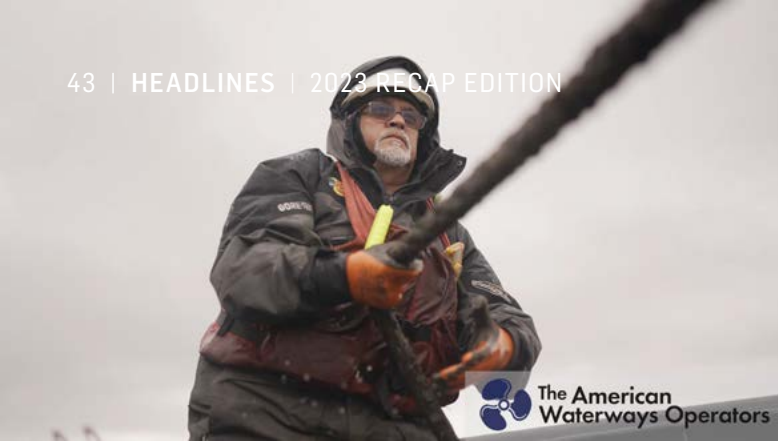
From removing R-pins and rebuilding them in the shop, to preparing vessels and barges for ABS and Coast Guard surveys, *Senior Port Engineer*, Adam Goodfellow, and his crew, can do it all within schedule.

With the dedication and pride in the work we do, we are able to maintain minimal downtimes and high quality work under strict schedules! Amazing job guys, thank you for all the hard work you put in.



Shop guys extraordinaire:

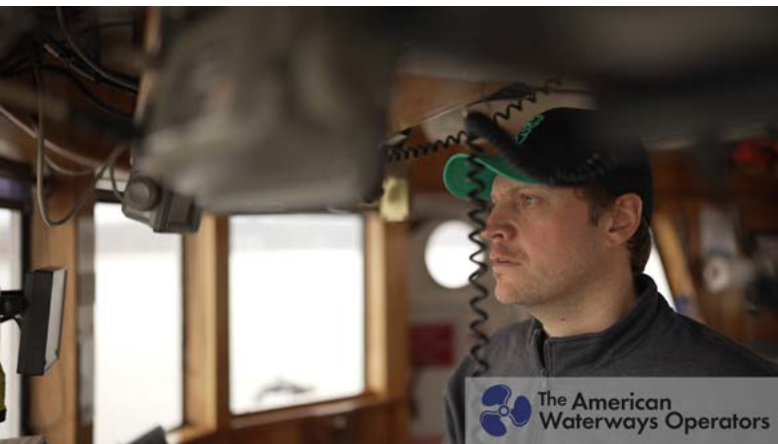
Sr. Port Mechanic, Adam Goodfellow, Assistant Port Engineer, Ryan Samaduroff, Port Mechanic II, Rommel Barrera, and retired Port Mechanic III, Guy Larsen. Rain or shine, barge or boat, they are there to “Git-R-Done!”



Raoul Ochoa, *Deckhand Engineer*



Roy Morris, *Barge Operations Supervisor*



Eric Boardman, *Captain*



AWO INDUSTRY VIDEO

Did you know that the maritime industry moves 700,000,000 tons of cargo across our country every year? Americans depend on our nation's expert mariners to keep critically important shipments of medicine, food, groceries, and petroleum products on track.

Centerline Logistics was able to partner with the American Waterways Operators (AWO) to participate in a video to showcase the importance of the maritime industry.

Filming on the tug AJ, out of our Seattle office, Captain Eric Boardman, AB Tankerman Raoul Ochoa, and Barge Operations Supervisor Roy Morris were all spotlighted during the making of this video.



To be part of the American tugboat, towboat and barge industry is to be part of an industry that matters – for our economy, security, environment and future.

View the [video here](#).

If you are interested in joining the maritime industry, visit centerlinelogistics.com/jobs to see all the available opportunities!



STARTING OUT IN A NEW INDUSTRY

By Dom Rivera, *Deckhand Tankerman*

Starting a new job can make anybody hesitant, especially coming into a completely new industry. Thankfully for me, I was given the opportunity to start my career in the maritime industry with Centerline Logistics Gulf. I was welcomed with open arms by management and my crew members as well.

The best advice I was given was to **be a sponge and absorb as much information as I could**, and learn from as many people as I could while training.

When it comes to work and everyday life I **always try to go above and beyond to do things to the best of my ability** which has helped me excel fairly quickly in the industry.

Being with Centerline has sparked so many opportunities for myself and my career; I couldn't be more thankful. Even though I still have so much to learn as a Tankerman, my next goal to reach is obtaining my steersman credentials to be a pilot for the company.



Centerline Logistics Gulf's facility in Channelview, Texas.

Photo courtesy of Director of Engineering & Sustainability, Ravi Sekhon.



Tug ALAMO working in Channelview, Texas.



Starlink satellites in the sky.

CENTERLINE WELCOMES STARLINK ABOARD

By Ernie Marquez, *IT Manager*

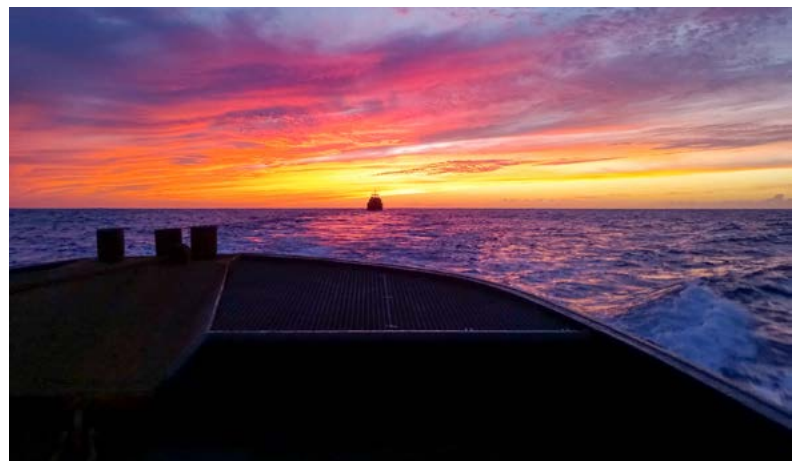
Centerline's IT team has been busy installing Starlink Internet on our ocean bound vessels in a concerted effort to immediately enhance communications. As the Starlink Internet offering matured last year, Centerline staff began using personal Starlink systems and praised the service.

In July 2023, the Centerline IT team began testing Starlink on tug MONTLAKE and we found immediate success with the system. Starlink has deployed over 4,000 satellites across the globe. You have likely seen video of the illuminating trains of Starlink satellites positioning themselves into orbit offering a drone show in the night sky.

Today, Centerline IT, with the assistance of Engineering teams nationwide, is preparing to install Starlink on our 20th vessel. Our current efforts are focused on tugs SUN

SPIRIT, BEATRICE, and JAKE SHEARER. We are working to outfit the remaining ocean fleet this quarter as docking schedules permit.

Most recently the tug PACIFIC FALCOLN enjoyed their Starlink service on their third voyage to and from Japan! Read more about the Japan voyage on the next page.



Tug PACIFIC FALCON on its voyage to Japan.



Tug PACIFIC FALCON in Yokohama, Japan with Mt. Fuji visible in the background.

TRIP TO JAPAN

By John Strong, *Captain*

Crossing the Pacific is no small feat. Traveling approximately 12,000nm did not come without adversity. Our safety was paramount, from monitoring the weather, to staying diligent on rounds, vessel maintenance, regular inspections and drills.

It was a real test on the crew's endurance. Preparing the vessel for a lengthy voyage was an adventure in itself, trying to make sure everything was ready for three months!

The crew that took on this expedition was composed of *Captains*, John Strong and Rosalio Castro, *Mate*, Michael Parker, *Chief Engineer*, German Navarro, and *ABs*, Stephen Johnson and Matthew Sutterer.

None of this could have been accomplished without the support that we received from the many people that helped us to make this happen. *Working Port Captain, Garri Ferguson*, our port engineering staff, *Hawaii Operations Manager, Shannon Patt*, our Agent in the Orient, Matsunaga, with many more at Centerline and other agencies that have not been mentioned but we are very thankful for. It is truly a team effort!

With some minor changes and refinements, we successfully set off on our second crossing to bring back another Landing Craft Utility (LCU) for Bayship and Yacht.



Crew members deploying the boom during the boom deployment drill in Los Angeles, California.

Photos courtesy of HSSQE Advisor, Ben Kotin.

BOOM DEPLOYMENT DRILLS

By Ben Kotin, *HSSQE Advisor*

Periodically, our California region conducts realistic boom deployment drills, and Leo Marine Services (LA) conducted one such drill.

A boom deployment drill is a **simulated vessel response to an incidental release to water**. The attending crew members first participated in a Safety Meeting to discuss the potential hazards and risks associated with the boom deployment drill.

Next, the boom was deployed using the bunker barge skiff. Some of the newer crew members took turns operating the skiff, and learned how to safely tow boom.

Lastly, the attending crew utilized the barge crane to retrieve the spill containment boom. Local Southern California regulators were notified in advance, and invited to participate in this drill. Great job on a successful drill, team!



ATB unit, tug EMERY ZIDELL and barge DR. ROBERT J. BEALL, working in Yabucoa, Puerto Rico.

Photo courtesy of @KARMA52.

TERMINAL CHRISTENING



Centerline Logistics' *President & CEO*, Matt Godden, joined a group of executives from Sunoco (Aloha Petroleum) and Costco in Maui, Hawaii to celebrate their terminal christening.

Centerline provides all of the marine petroleum transportation for Sunoco on the islands. Congratulations!



ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL, working in Puerto de Yabucoa (Port of Yabucoa) in Puerto Rico.

Photo courtesy of Captain, Matthew Parks.



ATB unit AURORA and ALOHA SPIRIT inbound Nawiliwili on the island of Kauai.

CENTERLINE ADDS LARGER CAPACITY 110,000 BBL ATB UNIT TO BETTER SERVE OUR INTER-ISLAND FUEL SUPPLY RUN

By Shannon Patt, *Mate Tankerman*

The ATB unit, tug SUN SPIRIT and barge ALOHA SPIRIT, left Seattle, WA on February 19th with overcast skies and temperatures in the low 40s bound for sunny Hawaii with a cargo of Ethanol to deliver at Kalaeloa Harbor on Oahu.

After catching a few fish on the two-week trip across the Pacific they arrived to sunny skies with temperatures in the 80s. Everybody is always happy to see land and get back in contact with family and friends after a long ocean crossing and the fair weather made it even better.

The ALOHA SPIRIT completed its discharge and then prepped for a six-week midterm dry dock project that made everybody involved understand the difficulties in completing such

a large project in the middle of the Pacific Ocean mostly involving logistics and supply issues. This took a huge effort from our team at Centerline from the crew, management, and everybody in between. You know who you are



ATB unit AURORA and ALOHA SPIRIT in the port of Hilo in Hawaii.
Photo courtesy of Patrick Price.

and we thank you for all the hard work it took to get completed.

On April 17th the barge was loaded with Gas, Diesel, and Ethanol to distribute around the islands to our port calls in Nawiliwili Kauai, Kahului Maui, and Hilo on the Big Island.

The SUN SPIRIT is a versatile unit that can withstand the dynamic sea conditions encountered around the Hawaiian Islands and the crew enjoys the ability to ballast the



Listen to the sound of the waves: [View Reel](#)

new barge for a better ride when crossing the channels between islands. A true workboat that doesn't sacrifice crew comforts.

Working in Hawaii has its challenges including hurricanes, tsunamis, and monster cockroaches and some of the benefits are mostly sunny skies, temperatures in the 80s year-round, and a small tide swing.

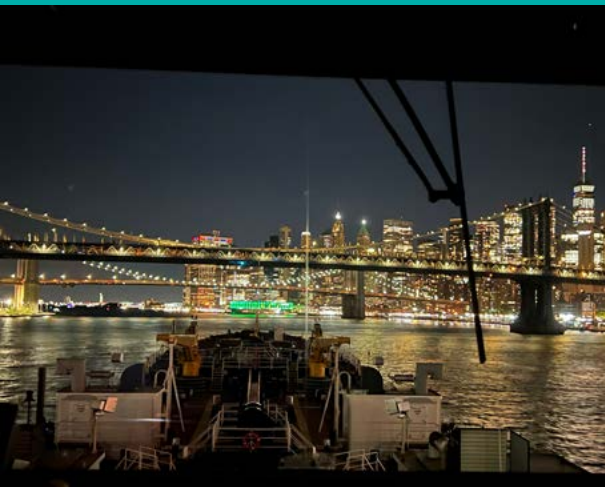
Just the other day I was securing some wheel chocks to our dumpster that has been getting blown around the port and as the cockroaches seemingly were parachuting down on me because I had disturbed their slumber I thought, this is paradise.





ATB tug, **ADELINE MARIE**, departing from the barge **MARC N**, in the New York Harbor.

Photo courtesy of *AB Tankerman*, Ray McDonald.



ATB unit, **ADELINE MARIE** and **MARC N**, westbound on the East River, approaching Manhattan and Brooklyn bridges.

Photo courtesy of *Captain*, Ryan Thigpen.



Leo Marine Services Los Angeles led a tugboat tour in LA during their AWO visit, followed by a meeting with the U.S. Coast Guard and port stakeholders.



Centerline Logistics' Los Angeles division has hit the ground running in 2024.



Tug MILLENNIUM STAR at JAG Alaska Shipyard for her dry dock period.
Photos courtesy of *Regional General Manager, Chris Iszler.*



MILLENNIUM STAR DRY DOCK

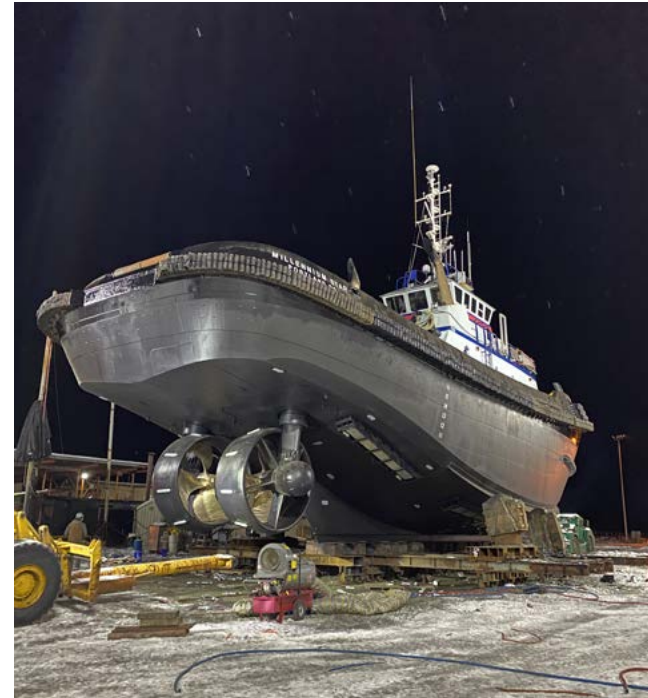
By Chris Iszler, *Regional General Manager*

The tug **MILLENNIUM STAR** arrived at **JAG Alaska Shipyard** in Seward, to complete a dry-docking period. The scheduled maintenance was part of a **five year haul out**, which included new bottom paint, z-drive seals, a few new electronics, and new rubber all around.

Centerline conducts these dry-docking periods on our tugs and barges on a regular interval in order to meet regulatory requirements. Dry docking vessels allows us to be able to look under the hull, recoat – which improves the life of the unit, and complete maintenance tasks.

The following couple days after the vessel was put back in the water, the vessel received fuel, completed sea trials, and made preparation for the trip back to Dutch Harbor. The **MILLENNIUM STAR** departed Seward, Alaska after a couple days of waiting on weather, and safely arrived in Dutch Harbor.

A big thumbs up to the crew for spending Christmas at sea and making the voyage without incident. Thank you all for your dedication in ensuring everything goes smoothly.





Alaska Operations Manager, Brad Kroon using the simulator at AVTEC Maritime School.

ICE WEEK IN SEWARD, ALASKA

By Brad Kroon, *Alaska Operations Manager*

As we begin to prepare our vessels for another winter season in South Central Alaska in the fall, we also prepare to attend the annual “Ice Week”. One of our key partners in Alaska puts together their pre-winter meetings in support of safe maritime operations, which they have been hosting each year since I started with Centerline Logistics (CLL) in 2015.

Our customer’s team has been investing in and supporting the mariners operating at their facility by getting us together for simulations and cross training. In addition to bringing together the regional pilots, vessel operators and crews, they have also invested in upgrading Alaska Vocational

Technical Center (AVTEC) Maritime School’s simulator. The simulator is equipped to simulate ships that frequent their facility and tugs that match the performance of the tug KATE FRANCES, formerly known as the BOB FRANCO.

Doug Houghton, *Chief Operating Officer*, and I were able to attend in support of their ongoing effort to promote safe operations in Alaska and to encourage their efforts by representing tug operations.

Due to the extreme conditions in Cook Inlet and new mariners operating in the area, it was a great opportunity to meet vessel operators and put a face to radio voices. Attendees were able to simulate different

aspects of operating in heavy ice, strong currents or other conditions designed in a simulator.

After two days of simulating various environmental and mechanical challenges, the third day typically entails meetings with local regulatory agencies including the USCG, NOAA, ship representatives, pilots and other interested parties to review the “Ice Guidelines” and upcoming winter predictions. These guidelines and predictions dictate best practices for



entering Cook Inlet which are supported by the Cook Inlet Harbor Safety Committee.

The ongoing investment in making not only their facility, but all of Cook Inlet a safe place to operate, should be applauded as an investment in the community and in their partners including CLL.

As we enter another ice season and all the challenges of winter operations in Alaska, we do so with stronger partnerships, shared knowledge and common goals for safety and efficient operations in the ice and tides of Cook Inlet.





Chief Engineers, Mike Ennenga and Steve Tucker, from the ATB tug BILL GOBEL.



ATB unit, tug BILL GOBEL and barge EDWARD ITTA, entering the Port of Alaska harbor. The ATB unit has been busy moving a variety of petroleum products to various terminals in Alaska.

Photo courtesy of Alaska Operations Manager, Brad Kroon.



Centerline's Deckhand Crane Operator, Peter Kuhnlein, doing some work in full PPE on the GYRFALCON's mast to kick off the painting season in Dutch Harbor, Alaska.

SUMMER INTERNSHIP

By Skyler Christy, *Cadet*

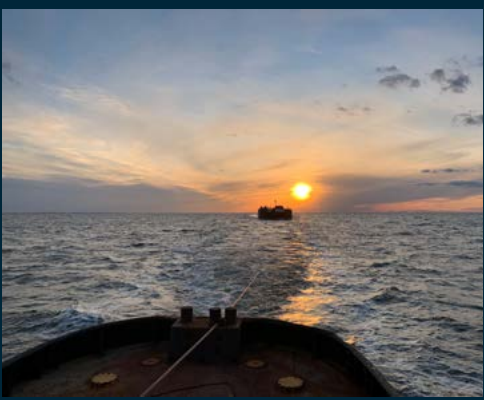
Thank you for allowing me to sail last summer on the **MILLENNIUM STAR** as a *Cadet* in Dutch Harbor, Alaska. I had an incredible time over the summer, and more importantly I learned so much and gained valuable information that I will use in my career. My internship has been beneficial to my future career and what lies ahead of me. I am going back to California State University Academy and expect to graduate May 2024.



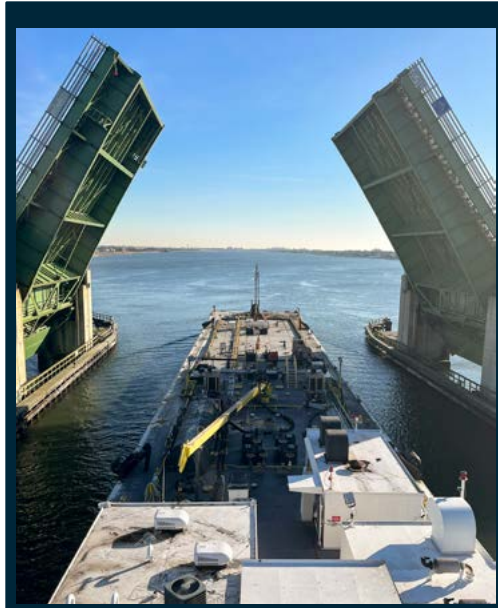
Skyler Christy, Regional General Manager, Chris Iszler.



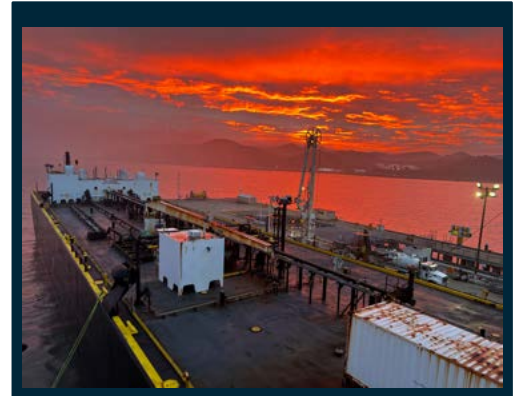
IN CASE YOU MISSED THEM



Tug CF CAMPBELL pulling her barge, LONG ISLAND, through the Long Island Sound.



The ANDREA and her barge, CHABRIA SEA, underway to Barrett Station in Long Island.



The barge OLYMPIC SPIRIT in Rodeo, California at sunrise, taken from the tug SUN SPIRIT.



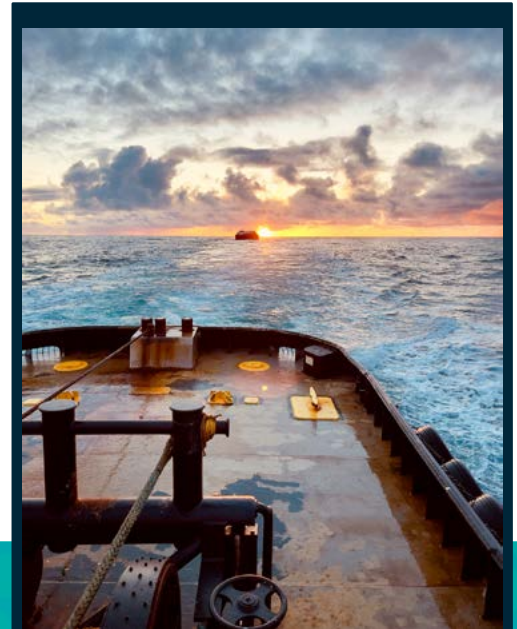
Tug BRIANNA MARIE and her barge, JDRF 22, underway to their next job.



Happy holidays from your family and friends at Centerline Logistics.



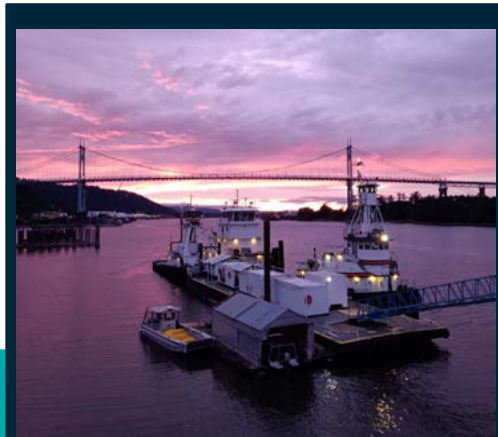
Tug PACIFIC FALCON in Yokohama, Japan with Mt. Fuji visible in the background.



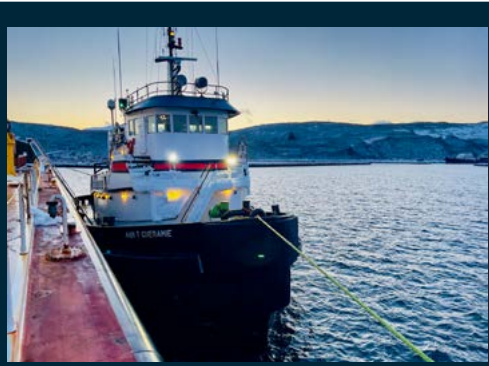
Tug ANN T. CHERAMIE and her barge, PETRO ALASKAN, transiting through the North Pacific Ocean off Lake And Peninsula Borough in Alaska

Follow us on Instagram so you never miss a post.

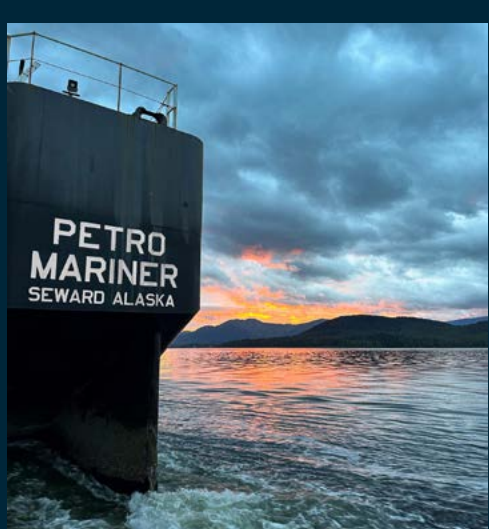
 centerlinelogistics



ATB unit, tug MIN ZIDELL and barge OneDREAM, working in Nawiliwili, Kauai delivering clean fuels.



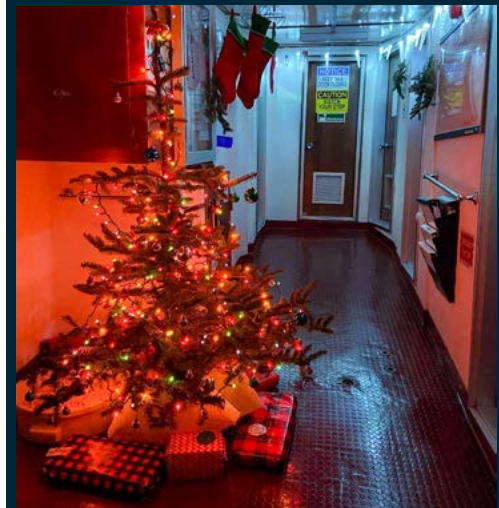
Tug ANN T CHERAMIE and her barge, PETRO ALASKAN in Sand Point, Alaska.



ATB unit, tug MIN ZIDELL and barge OneDREAM, working in Nawiliwili, Kauai delivering clean fuels.



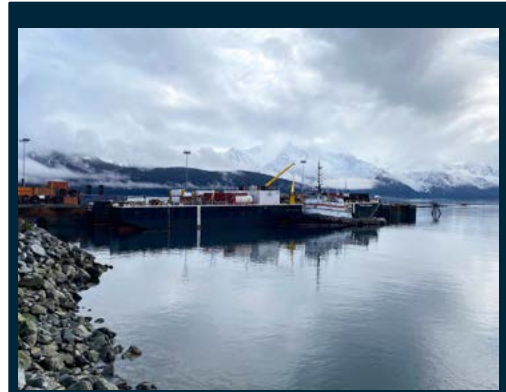
ATB unit JAKE SHEARER and FIGHT FANCONI ANEMIA transiting through Ferndale at sunset.



Centerline's tug AJ decked out in Christmas lights, fully ready for the holiday festivities



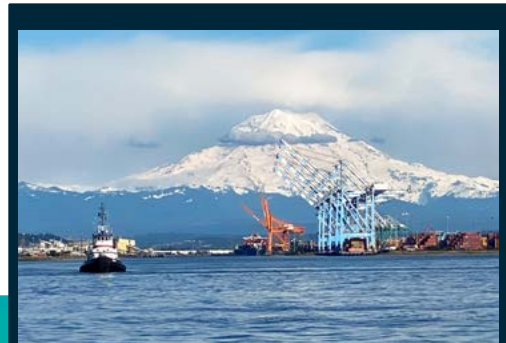
Tug MOUNT HOOD and her barge, PROFESSOR KAREN ANN BROWN, at dock in Pasco, WA.



Tug ANN T CHERAMIE and her barge discharging cargo in Seward, Alaska before heading to Nikiski.



Centerline's tug AJ decked out in Christmas lights, fully ready for the holiday festivities



POV: On our way to assist the tug DR. MILTON WANER and barge NATHAN SCHMIDT into port.



HEADLINES

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