

# HEADLINES

A CENTERLINE LOGISTICS PUBLICATION

WINTER-SPRING 2022



**35**  
CELEBRATING  
**YEARS**  
IN BUSINESS

**CENTERLINE LOGISTICS WELCOMES  
NEWLY ACQUIRED EQUIPMENT**



**CENTERLINE**

# BAYONNE

Tugs HMS JUSTICE and RUBIA standing by before going underway to RUBIA's first job after completing her drydock period.

Photo courtesy of Senior Port Captain, Lenny Baldassare.



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

## HEADLINES WINTER-SPRING 2022

Front cover photo courtesy of Ravi Sekhon; back cover photo courtesy of Eric Chisman.



## CENTERLINE

Headlines is published on a quarterly-basis. For questions, please contact the editors via email at [headlines@centerlinelogistics.com](mailto:headlines@centerlinelogistics.com).

### HEADLINES

A Centerline Logistics Publication

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ATB unit SUN SPIRIT and ALOHA SPIRIT outside our headquarters in Seattle, WA.

## CENTERLINE LOGISTICS WELCOMES NEWLY ACQUIRED EQUIPMENT

By Lenny Baldassare, *Senior Port Captain*

In a rapidly changing world filled with uncertainty and duress, the **Centerline Logistics fleet has managed to grow at an energetic rate.** Now we are proud and excited to promote our newly acquired Vessels/ATB Units.

The East Coast team led by Senior Vice President, East and Gulf Coast Operations, **Kelley Moore**, and Director, USEC Operations, Captain **Brian Moore**, have been ramping up efforts to seamlessly integrate these tug boats and barge units into the expanding

Centerline Logistics operation.

The addition of this many vessels to an already functioning fleet comes with its share of challenges. Senior Port Captain, **Lenny Baldassare**, Director of Engineering, **Sal Molino**, and Vessel Operations & Compliance Supervisors, **Mike Starr** and **Nick Trivolis**, have taken on the task of readying these units for operation with efficiency, compliance and, of course with safety at the forefront.

From the point of acquisition to present day we have put numerous units into service on numerous coasts wearing Centerline colors. This would include the approaching decorous launch of the William F. Fallon Jr. out of the East coast.

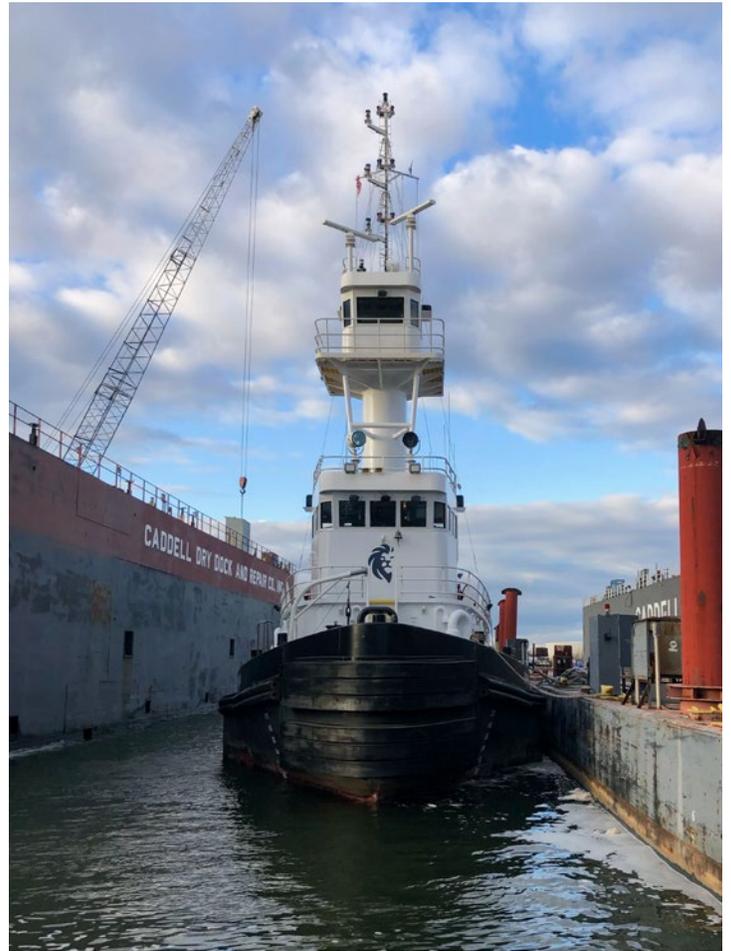
In 2022, there is much to look forward to as the sky is the limit for our supersizing fleet. While the road ahead is one full of hard work and learning, we are excited to see the transformation within the company. Opportunity spawned in an uncertain and fluctuating market is something not accomplished easily and we are proud of our Centerline team for making this a possibility.



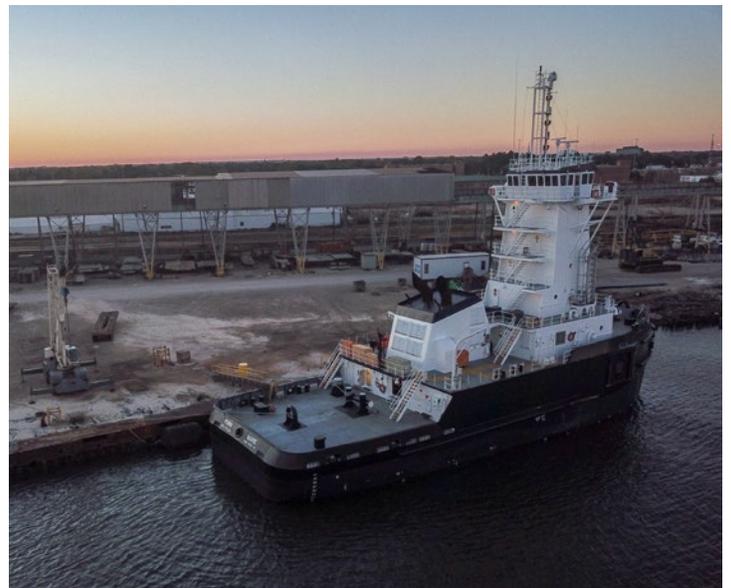
Tug FENDI D in Fort Lauderdale. Photo courtesy of Brandon Edwards.



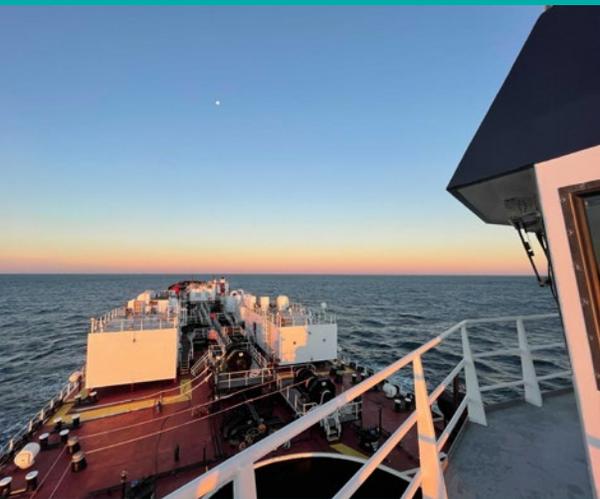
ATB unit ROBIN MARIE and JONI LEE outbound Tampa, Florida.



Tug RUBIA completing her drydock period at Caddell Dry Dock and Repair in New York. Photo courtesy of Captain, Brian Moore.



Tug ROBIN MARIE at Austal shipyard in Mobile, Alabama. Photo courtesy of Ravi Sekhon.



ATB unit, tug ROBIN MARIE and barge JONI LEE, underway from Tampa, Florida to Old Port, Maine.

Photos courtesy of Director of USEC Operations, Brian Moore.



ATB unit **ROBIN MARIE** and **JONI LEE**'s crew:

AB Deckhand, **Brad Johnston**, Second Mate, **Seth Owens**, AB Tankerman, **Todd Janiszewski**, Chief Engineer, **Burt King**, Assistant Engineer, **Ryan Dickert**, Captain, **Pete Codd**, AB Tankerman, **Eric Patzold**, Chief Mate, **Jason Smith**, 1st Assistant Engineer, **Mike Neimes**.



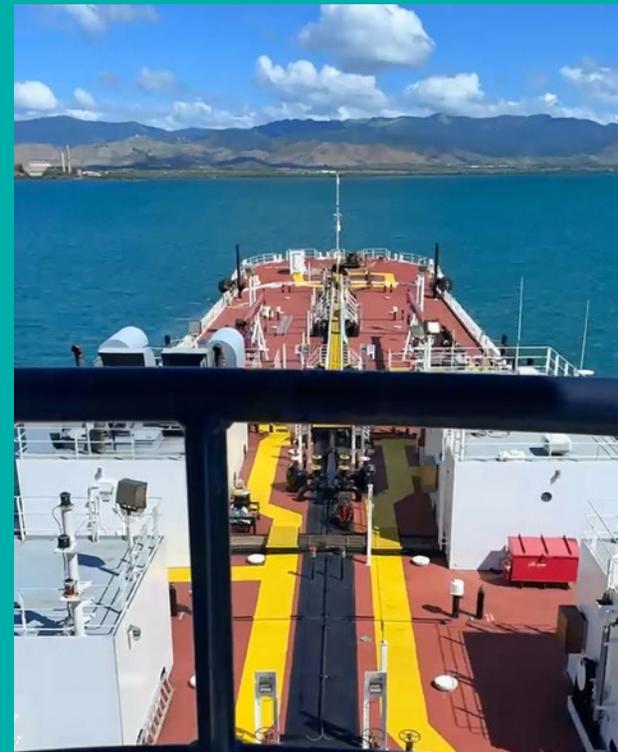
Tug C.F. CAMPBELL and her barge, FLACO working in Puerto Rico. Photos courtesy of Captain, Diego Hatch.



Left to right: Director of Engineering, Sal Molino, and AB/PIC, Miguel Ortiz, placing the Centerline Logistics lion decal on the barge FLACO prior to sailing for service in Puerto Rico. Watch the [video here](#).

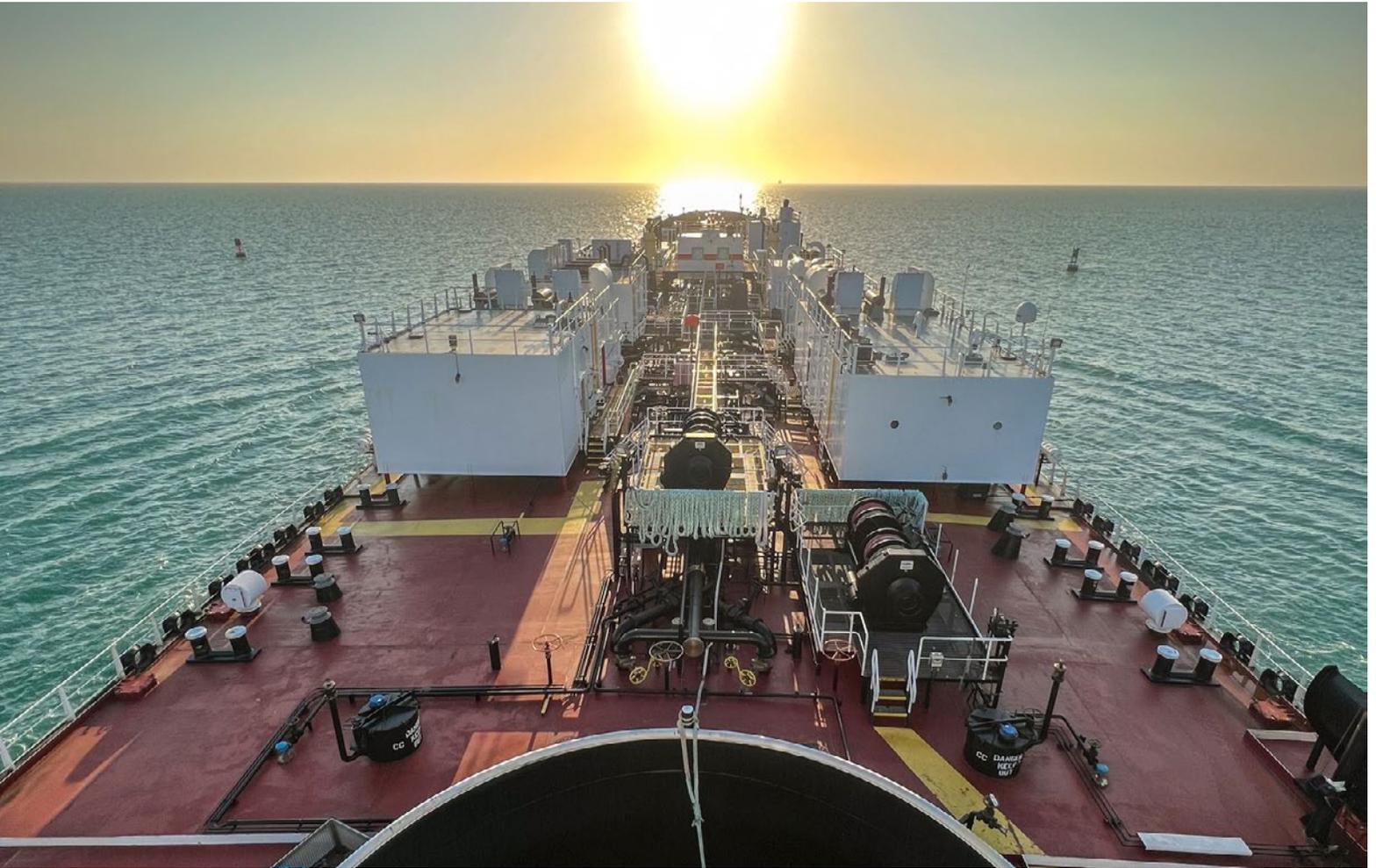


Barge FLACO coming out of dry dock at Caddell Dry Dock for service in Puerto Rico. Watch the [video here](#).



POV: You're a Captain working on Centerline Logistics' tug, C.F. CAMPBELL, and barge, FLACO, transiting through the Caribbean Sea, inbound Aguirre, Puerto Rico.

Watch the [video here](#).



ATB unit ROBIN MARIE and JONI LEE outbound Tampa, Florida.

## THE TUG LIFE

By Peter Codd, *Captain*

Was it the alarm that woke me up? Or was it the roll of the boat that stirred me out of bed? As I get dressed and ready to start my day, I begin to wonder about the ten personalities that I deal with on a daily basis--yes, including mine!

As I stroll into the galley to get my first cup of fuel, I run into a couple crew members who seem like they're in a decent mood, but you never know how the day might end up. Those coming on watch are groggy, and those knocking off are happy.

As I climb the seven flights of stairs to the wheel house, I wonder what kind of music the mate is listening to and what emails are awaiting me. Exchanging pleasantries in the wheelhouse, the mate tells me that the orders have been changed. Nothing unusual there.

As we've been trying to predict and plan for crew change, this has thrown a wrench in our plans. Some crewmembers will take this as tug life, some will complain.

The mate is charged with delivering the bad

news on the way down to the galley. As I await the inevitable onslaught of crew calling me and visiting the wheelhouse about the change, I try and think of how to put an optimistic spin on the altered plans.

I call the dispatcher to confirm the new orders, while hoping that the dock might not take us on arrival so that we might crew off on time.



ATB unit ROBIN MARIE and JONI LEE's wheelhouse.

Now I have to make the hardest call, the one to my wife to tell her I'll be late coming home. Getting off late, yet again. After getting these calls for 39 years, she's used to the tug life. As she says "you know when you know!"

Putting crew change aside, I continue plotting our position across the chart and focusing on the job at hand.

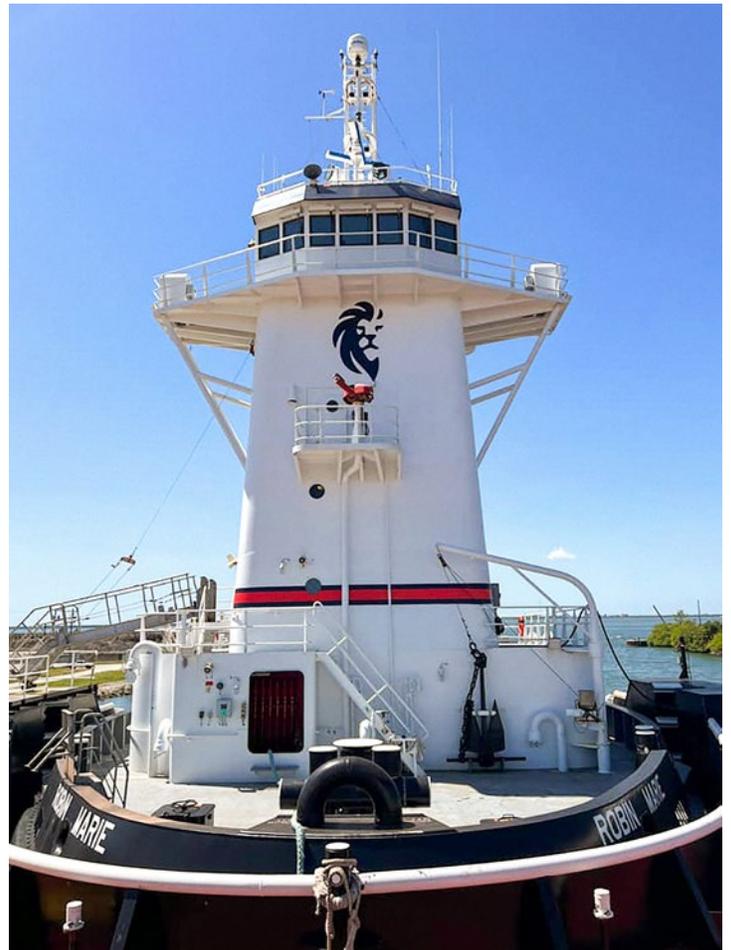
I call down to the galley and find the deckhand is idle; this close to crew change! I ask him to start tidying up the boat for the oncoming crew.

Around mid-morning, I receive a call from the pilots saying they will be unable to board us due to fog on the area. It looks like crew change is back on!

Since the mate was charged with giving the bad news, I have him go spread the good news at noon. Everyone is smiles again.

Every day is different on a boat dealing with the personalities. Some take their home life on the boat while others separate the two. Crewmembers attitudes can change as quickly as the wind and seas. Not only am I the captain, I'm also guidance counselor and therapist.

Between the pumping, loading, maintenance, drills and weather, the hitch has its normal course of ups and downs. But, that's what we've all signed up for, the Tug Life.



ATB tug ROBIN MARIE in Florida.



Barges JACKSON EADES and LOREN EADES covered in the first snow of 2021 in Philadelphia, PA.



Barges JACKSON EADES and LOREN EADES at Pier 80 in the Port of Philadelphia.



ATB tug ELLEN BOUCHARD's crew in Staten Island, NY.

## USEC SHIPYARD PROJECT

By Kelly Moore, *Senior VP, East & Gulf Coast Operations*

The Engineering, Operations, Crew, and HSE Teams are all on board the ELLEN BOUCHARD one of CLL's newly acquired vessels at Caddell Dry Dock in Staten Island, NY.

The joint efforts of the United States East Coast (USEC) shoreside team are working in unison to get the vessel through her shipyard period and rebranding campaign, so she can go to work in the Gulf of Mexico.

I would like to give a huge thumbs up to the USEC Team as they have done a fantastic job bringing the new vessels back to life, as well as ensuring all of our other equipment is fully operational and crewed properly.

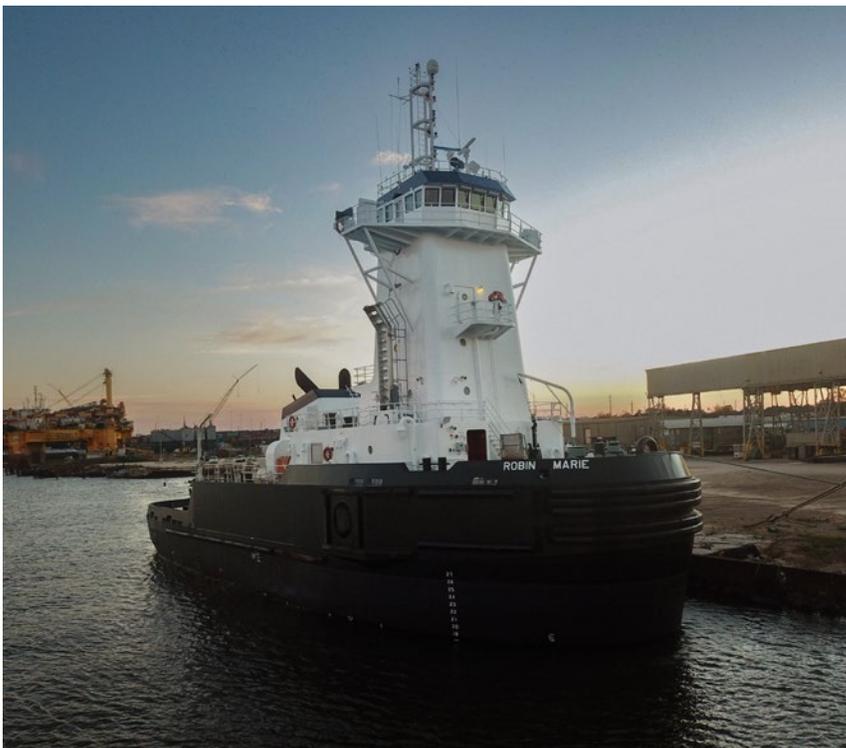
A thumbs up should also go to the United States Gulf Coast (USGC) Team, as they are helping out with oversight and logistics with the USEC vessels working in the GOM region. Thanks for all the help Team HMG.

Keep up the great work guys. Your efforts are much appreciated and does not go unnoticed. #FTL



Tug ANDREA with her barge RICHARDSON SEA working in New York.

Photo courtesy of Senior Port Captain, Lenny Baldassare.



ATB tug ROBIN MARIE waiting for her barge, JONI LEE, to finish a dry docking period at Austal shipyard in Mobile, Alabama before going into service as a unit.

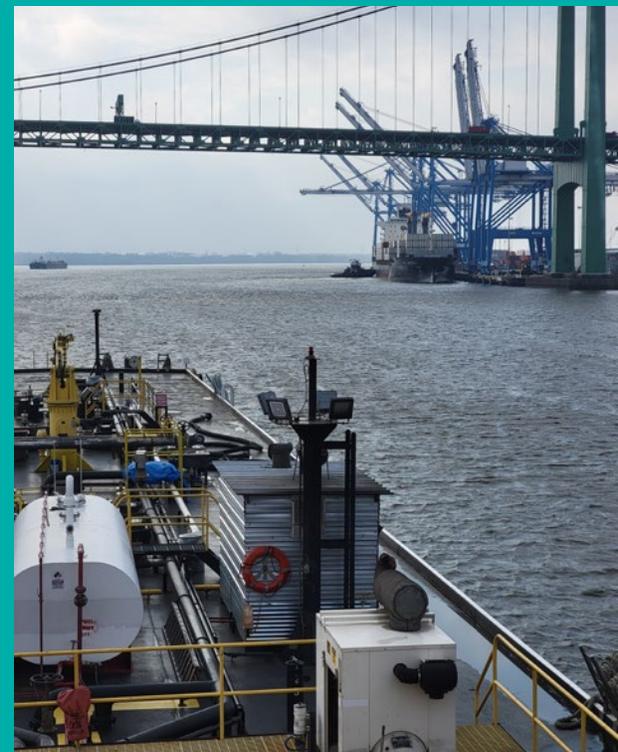
The ROBIN MARIE had previously been dry docked at Bollinger Algiers in New Orleans.

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



Tug ERNEST CAMPBELL and barge LONG ISLAND transiting on the Schuylkill River inbound for PBF Energy.

Photo courtesy of Captain, Michael Parks.



Barge LOREN EADES coming out of a job at Packer Avenue Marine Terminal in Philadelphia, PA.

Photo courtesy of Captain Michael Parks.



Tug STARDUST and her barge MGI 2721 outbound Texas City Ship Channel at sunrise.

Photo courtesy of Captain, Harley Smith.



Tug JACK SPERRY with her barge BRYANT SEA transiting through the Mississippi River, approaching the Crescent City Connection Bridge.

Photos courtesy of Port Captain, Michael Mayfield.



ATB unit, EMERY ZIDELL and DR. ROBERT J. BEALL, anchored in Bolivar Roads in Galveston, Texas.

Photo courtesy of Captain, Harley Smith.

# VALDEZ

ATB unit, tug TODD E. PROPHET and barge EDWARD ITTA, working in Valdez, Alaska as the sun begins to rise behind the mountains.

Photo courtesy of Brian Reed.





Spill Drill attendees conducting tabletop exercises in Juneau, Alaska.

## JUNEAU SPILL DRILL

By Bowman Harvey, *Director of Operational Logistics and Vessel Response*

Centerline Logistics held its triennial Worst Case Discharge exercise in Juneau, Alaska in December 2021. This represents the culmination of 6 months of planning with the United States Coast Guard, the state of Alaska, our Oil Spill Response Contractors, Witt O'Brien's, Resolve Marine, as well as many other 3<sup>rd</sup> party stakeholders.

Centerline Logistics personnel stepped up to the plate with many folks filling positions within the Incident Command System (ICS) that they previously had not exercised in. These exercises are an opportunity to prepare our company

to succeed and mitigate environmental damage in the event of an actual spill. I can say with confidence that the folks at Centerline have the grit it takes to respond.

The Scenario involved a spill within Southeast Alaska, the severity of which required the use of the ICS. The motto of the National Incident Management System is "Ordo Ex Chaos" or "Order out of Chaos". The use of ICS by Centerline provides a structured mechanism for all responders to communicate throughout an incident in an organized united front.

Much of what the state of Alaska was evaluating throughout the day-long exercise, is how well Centerline interacts with all the stakeholders within the context of ICS. I am happy to report that we exceeded all the state's objectives in executing a response!

The exercise took place in Juneau, Alaska with heavy support from the Olympic Tug & Barge (OTB) staff. Many of those from OTB who participated did so while simultaneously keeping up with their regular daily responsibilities as would be the case in a real incident. A training session was held prior for Centerline staff in preparation for the event to give a broad overview of ICS structure for new participants.

The real function of a Worst-Case Discharge exercise is not just to meet state and federal requirement for the transportation of petroleum, but to build a confident, and competent staff. The better trained and exercised we are as a company, the more prepared we become in the event of a spill. The strength of our internal exercise program is the roadwork we do for a real fight.

Centerline has a firm commitment to continually improve the waterways in which we operate. It is this spirit that has separated us from our competition and it is in this spirit that the company exercises in our Vessel Response Plan to respond to spills. To continually improve our process, we held a "hotwash" at the end of the exercise. This is an honest evaluation of what went well and what we can do as a company to improve.



The "Operations team" at the Spill Drill in Juneau, Alaska.



The Planning Section Chief conducting a spill drill exercise.



Planning Section Chief giving directions during the Spill Drill conducted in Juneau.



Tug BOB FRANCO off of Nikiski, underway for Anchorage, Alaska.  
Photos courtesy of Marine Operations Manager, Brad Kroon.



Tug BOB FRANCO approaching tanker ship, WEST VIRGINIA, in Cook Inlet, Alaska.  
Photo courtesy of Mate, Chuck Bowman.



Tug BOB FRANCO performing ice scout duties in from Nikiski to Anchorage, Alaska.  
Photos courtesy of Marine Operations Manager, Brad Kroon.  
Watch the [video here](#).



## **ATB DALE R. LINDSEY CREW RECEIVES LETTER OF RECOGNITION FROM DEPARTMENT OF HOMELAND SECURITY, UNITED STATES COAST GUARD**

### **LETTER FROM COMMANDER OF U.S. COAST GUARD, SECTOR JUNEAU:**

I would like to extend my sincerest appreciation for your rapid response to assist three Mariners in distress in the vicinity of Tenakee Inlet on the east side of Chichagof Island.

On the morning of 18 May 2021, the USCG sector Juneau Command Center received a notification from a 35 foot fishing vessel that after sustaining damage from their side tow in heavy seas, they were adrift, disabled and reported taking on water.

In response to the Coast Guard Urgent Marine Information Broadcast, you quickly diverted to the scene to provide assistance. You played a key role in the successful outcome of this case by launching your skiff to assess the situation, identifying that the damage to the vessel was above the waterline in confirming that the vessel was not taking on water, thus stabilizing the situation. Your crew was able to provide enough tow line to the fishing level to conduct a stern tow of their cabin cruiser for a 17-mile transit to Hawk Inlet. Additionally you selflessly halted your barge tow to help direct and oversee the safety of your fellow mariners.

Towing vessel Dale R Lindsey upheld the oldest and finest traditions of those who sail the seas - to render aid and assistance to mariners in distress. The selfless assistance that you provided directly contributed to safely securing two vessels and assisting three lives. I commend you and your crew's outstanding efforts during this case and your willingness to affect this rescue. On behalf of the United States Coast Guard and the United States government I think you and your crew for your unwavering commitment to safety of life at sea.

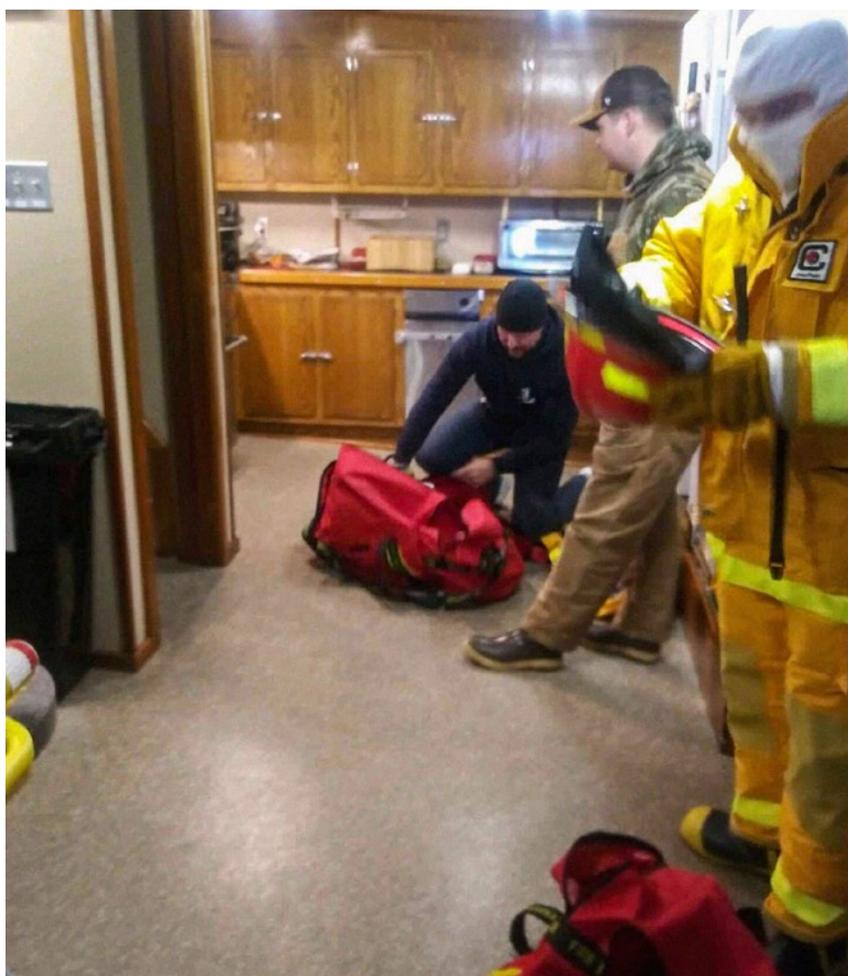
Read more about this story in the [Summer 2021 edition of Headlines](#).



ATB unit, tug ONECURE and barge EDWARD ITTA, delivering jet fuel in the Port of Anchorage, Alaska.  
Photo courtesy of Trent F.



Stunning view captured by Captain, Ivan Larson, from the ATB unit, ONECURE and EDWARD ITTA in Cook Inlet, underway for the Port of Alaska in Anchorage.



On Sunday, March 13<sup>th</sup>, Port Captain, **Mike Coleman**, led a drill exercise aboard the tug ANN T. CHERAMIE in Homer, Alaska. The crew members involved were AB Tankerman, **Austin Hinton**, Engineer, **Ben Collins**, Mate, **Brendan Standaert**, AB Tankerman, **Clint Williams**, Mate Tankerman, **Eric Chisman**, and Mate, **Jacob Ellistad**.

## CREWMEMBER SPOTLIGHT



 **COOK INLET, AK**

Tug BOB FRANCO in Alaska by Jamie Sandige.

### Centerline Logistics' Captain

# JIM WHITNEY

What boat are you on and where are you located? **I am on the tug BOB FRANCO in Cook Inlet, Alaska.**

What is your favorite part of working on the boat? **Not having to work in an office or shoreside, better schedule.**

What is the most beautiful place you have ever seen? **Fiji, Tasmania and parts of Western Alaska and Aleutian Chain.**

Coollest animal seen on a job? **Royal Wandering Albatross in the South Pacific near New Zealand. These Albatros have**

**almost 12' wing span and are very cool to watch when it is blowing 50-60 knots. And Walrus's up in the Arctic and Puffins when they are trying to get air born.**

What is your favorite place to visit while crewed up? **Fiji, I was there while in shipyard years ago - it was a lot of fun and beautiful.**

Did you have a hard time starting out in the industry? **My first real job on boats was pretty much handed to me though my good friend's father who owned some work boats and ended up working for him for 17 years.**

**Getting to sail all over the Pacific Ocean and worked in the Central Pacific for 8 years.**

Why did you choose the maritime industry?

**I just kind of fell into it; started working on boat at a young age and have always enjoyed it.**

**Started at the bottom and worked my way up doing pretty much every position on the boat on my way to Captain. I have been in the work boat part of the industry my whole career.**

What makes you unique from other captains? **I have a lot of experience, 46 years of sea time.**

If a deckhand wants to become a Captain, what advice would you give them? **Do the best you can, do not give up.**

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

**Listen to your older members who have been going to sea for a long time with years of experience. Pay attention to your surrounding.**



ATB tug DALE R LINDSEY northbound through Tongass Narrows to line up for the boat parade as the sun sets behind her.



ATB tug DALE R. LINDSEY decked out in Christmas lights for the 2021 Winter Boat Parade in Ketchikan, AK.

Watch the [video here](#).



ATB unit, ONECURE and EDWARD ITTA, transiting through the icy waters of Alaska, from Cook Inlet underway to Anchorage. Watch the [video here](#).



Crewmembers Clint Williams, Randall Reinders, and MJ Dolyle beating ice and shoveling snow for Metlakatla delivery.

Photo courtesy of Mike Coleman.



Tug MILLENNIUM STAR escorting container ship, MATSON HAWAII, outbound Dutch Harbor.

Photo courtesy of Luisito Sevilla.



Tug BOB FRANCO off of Nikiski, Alaska.

## COOK INLET OPERATIONS

By Jim Whitney, *Captain*

My name is Jim Whitney, I have been sailing as a Captain for OTB for the last 10 years on numerous tugs and barges. I am currently working on the BOB FRANCO up in Cook Inlet, assisting tankers and barges in and out of the KPL Dock. We recently assisted the BILL GOBLE into KPL and would like to give a shout out to both crews as their barge was in great condition and did a great job while at the dock. Luckily the ice has been getting pretty thin and going away. There are extreme tides here in Cook Inlet and the tankermen did an outstanding job maintaining their lines and tanking the barge.

It is a very short season up here to do any exterior maintain and painting in Alaska and

the barge was in real good shape. **Captain Ivan and Captain Derrick and their crews should be recognized for the work they do up here in Alaska;** it is a harsh environment they work in with extreme weather conditions. I know they have many crew members that all work well together as a team during cargo ops mooring and unmooring.

I have worked in Alaska on and off for years as well and know how hard it is to keep things in shape on a working unit like theirs; and their efforts should not be taken for granted. They have limited resources to do their jobs and the supply train set up for them can be trying at times.

# SEATTLE

Tug CE and her crew working in Elliott Bay in Seattle, Washington during golden hour with the Space Needle in the background.

Photo courtesy of Brandon Loeb sack.



## CREWMEMBER SPOTLIGHT



 SEATTLE, WA

Tug JAMES T. QUIGG coming down the Duwamish Waterway.

### Centerline Logistics' Captain **GARY ST. LUISE**

What boat are you on and where are you located? **I am on the tug JAMES T. QUIGG in Seattle, Washington.**

What is your favorite part of working on the boat? **The camaraderie you can have with your crew, challenge and diversity of the job, and the time off.**

What is the most beautiful place you have ever seen? **Port Angeles, Washington**

Coollest animal seen on a job? **A Sunfish off the Pacific Coast.**

What is your favorite place to visit while crewed up? **Coal Harbor in Vancouver, BC**

What is your favorite thing to do on your off time? **Hangout with my family.**

Why did you choose the maritime industry? **I grew up next to the water. There was a lot of opportunity on workboats where I lived. I enjoyed the challenge and diversity of the job.**

Did you have a hard time starting out in the industry? **I would not say I had a hard time starting in the industry,**

**but I would say the standards, and what is expected of you starting out, are a lot different today.**

If a deckhand wants to become a Captain, what advice would you give them? **Start planning your route to the wheelhouse from the day you step onboard. Keep a good log of your days crewed on, and start taking classes. Trying to do all your classes needed for your licensing at one time is overwhelming. Spread it out over a period. Probably the most important piece of advice I could give you is listen and take notes from the Veteran people you are working with. Having the ability to learn from others you are working with will help you progress at a faster pace than those that don't.**

What's one piece of advice you could pass on to a new crewmember? **Ask questions and learn as much as you can from the Veteran people you work with.**

**On-the-job training from veteran coworkers that have been doing this for years is better than any education you can receive while in school. Do not be afraid to ask questions!**

# THUMBS UP



## BEN KOTIN

*HSSQE Advisor*

I would like to give a thumbs up to the **SoCal shoreside crew**. They have shown great housekeeping this past quarter with the facility. The yard, shop, and office are looking pristine.

I would also like to recognize the **Engineering and Operations teams** in both Los Angeles and San Francisco ports, they continue to go above and beyond with helping out with special projects when CLL offshore units call on LA and SF.

100+



## DAVE MOUNTFORD

*Captain*

A thumbs-up for AB Tankerman, **Justin Pierpoint**, for driving on his time-off to where the ANN T. CHERAMIE was docked on Thanksgiving Day to deliver homemade fudge and pies to the crew working on the holiday.

100+



## PHIL JORDAN

*Regional General Manager*

Thumbs up to **Brad Kofstad** for always having the “can do” attitude. Brad is a key asset to the Portland operations whether its terminal related or vessel related. He has a wealth of knowledge and experience in many fields at Centerline and continues to expand his efforts any chance he gets!

100+



## JIM WHITNEY

*Captain*

I would like to give a thumbs up to the **BILL GOBEL crews** for maintaining their barge in great condition, and for doing an outstanding job maintaining their lines and tanking the barge even with how the tides are here in Cook Inlet.

100+



## RAVI SEKHON

*Director of Engineering & Sustainability*

Thumbs up to **Don Cairney** for going above and beyond by driving to San Francisco overnight on a weekend to pick up urgently needed parts that wouldn't have otherwise been delivered due to shipping issues.

100+



## TERI LUCERO

*Ops & Admin Coordinator*

Thumbs up to the LMS-SF Welder, **Marvin Ambrosia**, whom did an outstanding job in creating signage for our location that will help our vendors in finding our location, and improve delivery times. His passion for his craft is impeccable and most definitely appreciated.

100+



## STEPHEN PARRY

*VP of Accounting & Administration*

I would like to give a thumbs up to **every Centerline Logistics employee** for all their hard work in 2021!

100+

**SVEN TITLAND***Regional General Manager*

I would like to give a shoutout to **Kendall Kotchmer**. Kendall has a great attitude, is courteous, patient and kind to everyone he deals with.

There are a lot of moving parts and critical details to contend with concerning OTB crewing and Kendall works hard at hitting the mark week after week. Good job Kendall, keep it up!

100+

**DAN MORRISON***VP of West Coast Marine Operations*

I would like to give a shout out to **Ben Kotin** and the LA team for the quick turn around on the readying the tug **DARRELL HIATT** for LA bunker barge work.

100+

**NANCY XIONG***Accounts Receivable Manager*

I would like to give a shout out to **Trevor Lykstad** in Accounting. Trevor not only is responsive, but he is always willing to help when needed. I appreciate that Trevor is such a team player. It's people like Trevor who make it easier to come to work.

Thank you, Trevor for your help with the collections report, cash, and always having a positive attitude. You are an asset to the CLL accounting team!

100+

**CROCK-POT ROAST**

Feeds five crew members.

**Ingredients**

2 chuck roasts  
 2 packs of Au Jus mix  
 2 packs of ranch dressing mix  
 1 jar of whole pepperoncini peppers  
 2 sticks of butter  
 1 onion  
 'Season-All' spice

**Instructions**

Empty packs of Au Jus and ranch dressing mix into crock pot.

Add a little water to make paste.

Chop onion and add to mix.

Add both roasts and place butter on top of roasts.

Open jar of peppers and drain all but a little bit of juice, then add peppers and remaining juice to the pot.

Add season to taste.

Cook on high for about 4 hours, rotating meat about every hour.

Slice meat and return it to the pot. Put on low setting for another 2-3 hours.

Serve with mashed potatoes and enjoy.

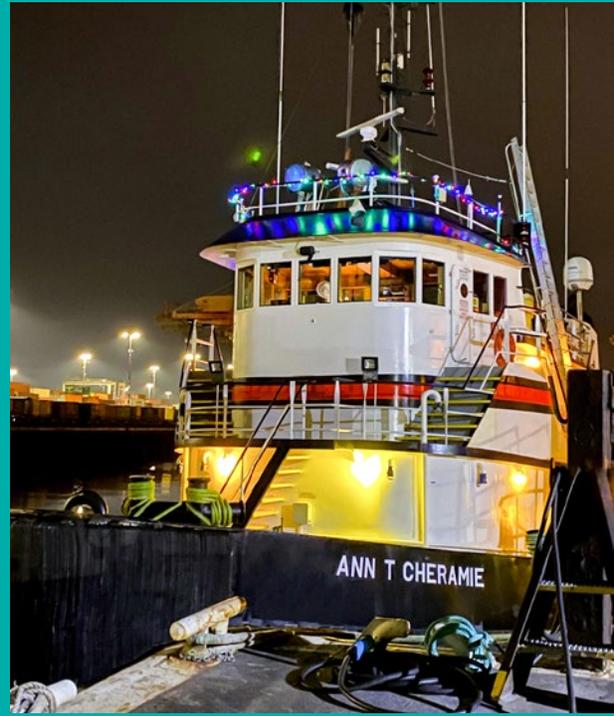
Recipe provided by **Jason Veillon** and the HMS JUSTICE crew.



# HELLO, SPRING!



ATB unit tug, ROBIN MARIE, and barge, JONI LEE illustration.



Tug ANN T. CHERAMIE decked out in Christmas lights in Seattle.



ATB unit, tug BILL GOBEL and barge ALL ABOARD FOR A CURE, anchored in Elliot Bay on New Year's Eve with front row seats of the firework show at the Seattle Space Needle.

Photos courtesy of Captain, Joe Miranda.



Captain Dave Mountford keeping watch aboard the tug ANN T. CHERAMIE on Christmas morning in his elf costume.

Both photos courtesy of Licensed Engineer, Tom Mason.



Tug TODD E. PROPHET outside Centerline Logistics' office as the engine is safely being lifted out of the tug.

## TODD E. PROPHET ENGINE LIFT

By Bart Samaduroff, *Director of Engineering*

Centerline Logistics' Seattle Engineering team recently had the opportunity to increase our shop capability to include major engine repairs outside of the vessel. We had to change out the main bearings on the ATB tug, TODD E. PROPHET, and due to the size of the engine and the design of the block, we were not able to lay the engine over in the confines of the engine room.

The decision was made to remove the engine from the boat and to overhaul it from top to bottom in our shop with new, upgraded Tier 4

parts. Using a Ness-Campbell 250-ton crane on a sunny Friday morning, with Port Engineer, Rick Saladin giving hand signals, and with a small crowd watching, the engine was safely lifted out of the TODD E. PROPHET, and placed in the doorway of our shop. Then, using our overhead shop crane and forklift, we were able to safely get the engine placed in the shop.

From there, crews from National Maintenance of Kentucky, GE (Wabtec) and both OTB Shop and Vessel personnel all worked diligently to strip the engine down to a bare block, and to

rebuild it to “as new” condition.

Once completed, the engine was placed back into the Todd Prophet , deck sealed up, and the boat is now back working in Southeast Alaska pushing its barge the “ZIDELL MARINE 277. Hats off to all that worked hard and long hours on the project!



Tug TODD E. PROPHET’s engine suspended in mid-air before safely being set in the doorway of the shop.



Shoreside personnel assisting at the tug TODD E. PROPHET’s engine is being placed inside the shop with a crane.



Inside the tug TODD E. PROPHET.



The TODD E. PROPHET’s engine placed inside Centerline Logistics’ shop.



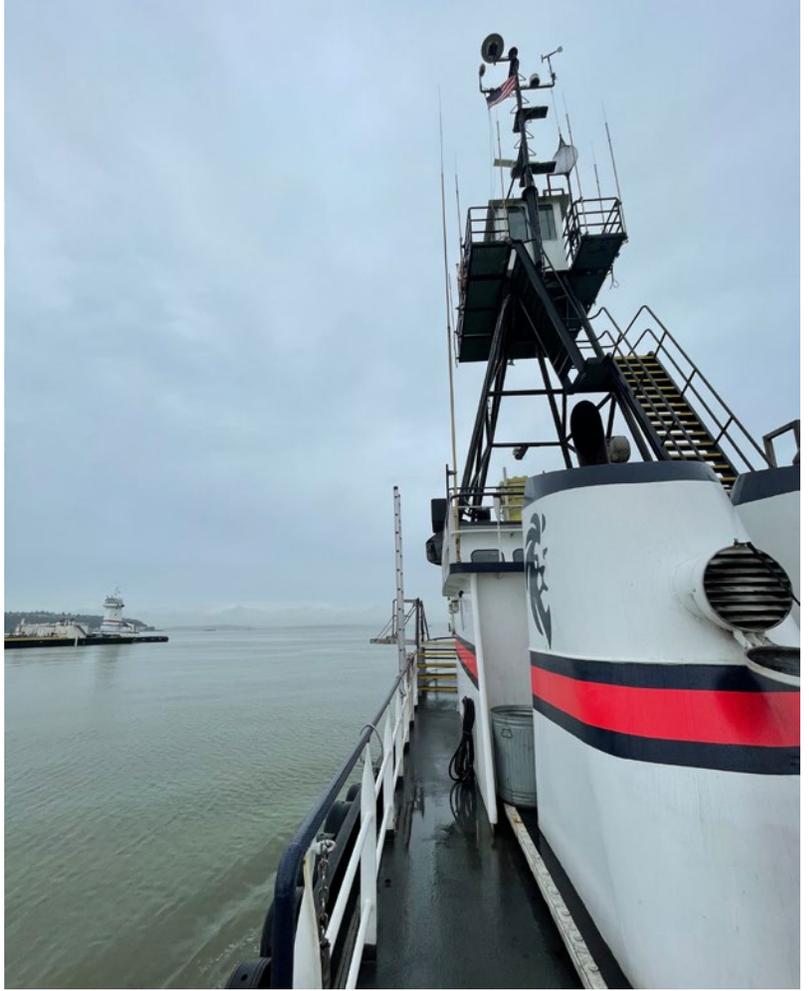
## AWO INDUSTRY VIDEO

On Wednesday, March 2, the Centerline Logistics' Marketing team along with some crew members and a camera crew of one went out on the tug **AJ** to film an industry video for The American Waterways Operators (AWO). We sailed through the Port of Seattle on the Duwamish Waterway, until we made it out to Elliot Bay.

Although it was a gloomy, semi-rainy day, we were still able to capture great, up-close footage of container ships being unloaded, and other vessels coming in and out of the port. While we were out in Elliot Bay, we crossed paths with the ATB unit (tug) **OneCURE** and (barge) **FIGHT FANCONI ANEMIA**, as they were waiting to proceed to their discharge terminal.

Towards the end of our filming day, we proceeded back to our home dock outside of our headquarters in Seattle, where our crewmembers were interviewed about their experience working in the maritime industry.

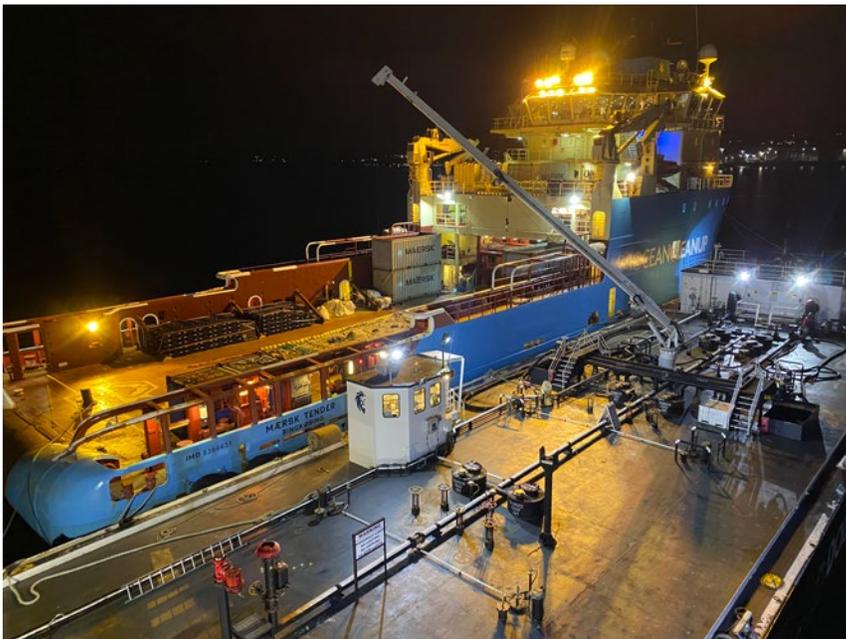
All in all, it was a successful filming day and we're excited to see the final product AWO puts together.



Photos courtesy of Eli De los Santos.



Tug DR. MILTON WANER and barge, NATHAN SCHMIDT, underway to berth in Seattle, Washington on Christmas Eve. Photo courtesy of Kjell Jacobson.



Barge HMS 26-1 bunkering the MAERSK TENDER, as well as the MAERSK TRADER (not pictured) in Port Angeles, WA. Both vessels are a part of The Ocean Cleanup, a non-profit organization developing “cleanup systems” that can clean up the floating plastic caught swirling in the Great Pacific Garbage Patch. Visit [theoceancleanup.com](https://theoceancleanup.com) to learn more about their initiative.

Photo courtesy of Kjell Jacobson.



## FROM THE GULF COAST TO THE WEST COAST

By Michael Vorholt, *HSQE Director*

The upcoming transfer from our division in the Gulf Coast (HMG) to our headquarters in Seattle, Washington is something that I greatly appreciate the opportunity to have.

All of the Management Team at HMG were instrumental in making sure that I had the knowledge and experience to assist other regions of the company, and Centerline Logistics (CLL) as a whole.

I look forward to this new challenge and to expanding my knowledge with a larger network of co-workers.

Thank you for the support and guidance that everyone at CLL has given me and for the opportunity to be a part of the continued growth and success of Centerline Logistics.

*Welcome to Seattle, Michael!*



## 2021 PROMOTIONS

Centerline Logistics is pleased to announce the promotions of some very well deserving individuals. Please join us in congratulating these hardworking team members.

### BART SAMADUROFF

Bart came to us from serving in the Gulf of Mexico and Worldwide as Unlimited Chief Engineer on supply and construction vessels in May of 2020. He has worked as port engineer previously for other companies and has had varying jobs in the maritime industry including running his own shipyard.

Bart brings with him an incredible amount of experience and resources and with his strong engineering background, has been vital in keeping Olympic Tug & Barge operational and safe.

In his new position as **Director of Engineering of the PNW**, he will oversee all the engineering for Oregon, Seattle, and Alaska and will assist with all regions whenever necessary. Thank you, Bart, for all you do and welcome to your new role.

### GREGG NELSEN

Over the course of the last 20+ years, we've had the privilege of working alongside Gregg Nelsen from projects small to big. His knowledge, hard work, energy, and constant patience are unmatched in this business or industry.

He has done more, seen more, and learned and forgotten more than most of us will throughout our careers. He is a hands-on, do-not-stop until you get-it-done guy and he embodies the spirit of the Centerline lion.

We have the pleasure of announcing that Gregg is being promoted to **Senior Vice President of Engineering**. Gregg will be leading our engineering team into this next exciting phase of growth for the company. There is not a single better person for this job in our industry.

### MICHAEL VORHOLT

Centerline is pleased to announce that Michael Vorholt has earned a well-deserved promotion to **Director of Health, Safety, Quality and Environmental**. Mike joined Centerline in 2020 following a very successful 25-year career in the Coast Guard. Over the course of his service, Mike both sailed extensively and excelled in various shoreside roles.

Centerline will continue to benefit from Mike's extensive knowledge and maritime experience. Mike possesses both an engineer's understanding of systems, as well as an auditor's grasp of complex processes and documentation.

Mike has relocated to Seattle to assume his new role, and will be providing HSE guidance and support to all regions.

## SALVATORE MOLINO

Sal started with Centerline in July of 2018 as a Chief Engineer on the tug BARRY SILVERTON. He left for active duty for our country and we thank him for his services. He returned to work in New York in October of 2020 as the Port Engineer and has been extremely focused on getting HMNY Engineering where it is today.

With his leadership, the improvement has been incredible and the lost time breakdowns have decreased significantly. His energy and willingness to “just get it done” has been a breath of fresh air.

He has been instrumental in getting several of the newly acquired vessels re-certified and back in operation despite the stigma and bad name of the previous regime. He brings with him a background that included working for Bouchard so he has intimate knowledge of what needs to be done on the new equipment. Sal will be **Director of Engineering for the USEC and the USGC** and will be in charge of all the engineering for those regions. We look forward to working with Sal in his new well-deserved position.

## TOM LARSEN

Tom who recently celebrated his 15<sup>th</sup> year anniversary with Centerline, has been instrumental in keeping the Northern California operation running successfully. His attention to detail and can-do attitude has been unsurpassed and he is there whenever called upon. He came to us from BayShip where he filled the position as their Technical Manager and has vast experience in his position as a Port Engineer.

He sailed as an engineer on tankers and container ships so is well aware of what

is needed to keep the operation running efficient and safely. In his new role as **Director of Engineering of California**, his responsibilities will include all of the California equipment, and any vessels that come into his area that are in need of assistance and attention.

Welcome to this new position, Tom, and thank you for all that you do to keep us running safe and efficiently.

## RAVI SEKHON

Ravi started with Centerline over 12 years ago and has excelled and done a tremendous job with the numerous and varied tasks that he has been assigned over the years.

In his position as **Director of Engineering** for CLL, he has been very involved with one of the largest cost centers for our company: our CapEx.

He has also excelled in keeping us compliant with Coast Guard, ABS and all authorities and agencies as required. He is the go-to individual for compliance and certificates and has developed many systems to help the Port Engineers do their jobs.

He will remain in his position as the **Director of Engineering** for CLL and take on an additional responsibility as the **Director of Sustainability** where he will continue to explore new alternate fuel sources for environmentally friendly propulsion along with its transportation. Thank you, Ravi, for your dedication and attention to detail.

# KAHULUI

ATB unit, MIN ZIDELL and ONEDREAM,  
outbound Kahului, Hawaii.

Photo courtesy of Mate, Patrick Price.





ATB unit ONEDREAM and MIN ZIDELL working in Hawaii.

# HAWAII OPERATIONS

By Shannon Patt, *Operations Manager Hawaii*

## Hau’oli Makahiki Hou → Happy New Year from Hawaii

I am very excited to be a part of the team that is expanding our footprint in Hawaii. Centerline Logistics has been doing charters with port calls in Hawaii since 2015 and now has one of its first long-term contracts with regular port calls to four of the Hawaiian Islands.

As Centerline’s first shoreside team member in Hawaii, it has been a challenging and rewarding experience setting up all the needed vendors as well as finding ways to make our operation run smoothly and efficiently here in the middle of the Pacific Ocean. Centerline has built a vast network of extremely talented team members throughout the entire country and I appreciate their continued support in Hawaii. Tugboat Teamwork makes the Dreamwork!

It is truly a joy to see our ATB sailing past my office window on its way to and from our terminals in the Hawaiian islands and I look forward to seeing more and more equipment here as we continue to expand our Hawaiian operation’s.



ATB barge ONEDREAM delivering clean fuels in Hawaii. Photo courtesy of HSSQE Manager, Casey Sodergren.

## 2021 HOLIDAY PARTIES



To end 2021, Centerline Logistics was able to hold in-person Holiday Party celebrations for our team members.

Each port held their own Holiday Party celebration where they were able to come together and recognize the hard work that every team member contributed throughout 2021.



Office Assistant, Patty Pulver, HR Specialist, Jenny Johnson, Sr. Manager Marketing and Public Relations, Kimberly Cartagena, Facilities Coordinator, Matt Cunningham, Dispatcher, Marcus Babani, and HR Specialist, Anna McMahon, – (back) Crewing Coordinator, Kenall Kochmer, Sr Billing Specialist, Corey Colbo, and Purchasing Agent, Daniel Heath.



Centerline Logistics shoreside personnel enjoying each other's company at the 2021 Holiday Party.



Purchasing Agent, Don Cairney, Office Assistant, Patty Pulver, HR Specialist, Anna McMahon, HR Specialist, Jenny Johnson, Staff Accountant, Collin Kong, and Executive Assistant, Lisa Hill



Controller, Jeff Mustonen, Accounts Payable Manager, Joanna Cruse, Accounts Receivable Manager, Nancy Xiong, VP of Accounting and Administration, Stephen Parry, Financial Reporting Manager, Vlad Godunok, and Facilities Coordinator, Matt Cunningham.



Senior Vice President, West Coast Operations, Doug Houghton, and Executive Assistant, Lisa Hill.



Centerline Logistics team members and customers at the Los Angeles Holiday Party.



Custom latte art, and ROBIN MARIE tree ornaments at the Los Angeles Holiday Party.



More custom latte art including the Centerline Logistics lion at the Los Angeles Holiday Party.



Chocolate cake at the Los Angeles Holiday Party.



Christmas tree with the ROBIN MARIE tree ornament put up in Hawaii by Operations Manager, Shannon Patt.

## CREWMEMBER SPOTLIGHT



Tug TRIGGER.

### Centerline Logistics' Pilot

# JUSTIN COOPER

What boat are you on and where are you located? **I am currently on the M/V TRIGGER, working in Old River in Channelview, Texas.**

What is your favorite part of working on the boat? **The wonderful views of places I get to see and visit that most people never get the opportunity to see from the water.**

What is the most beautiful place you have ever seen? **The sun rising through the mist covered hills on the banks of the Ohio River.**

Coollest animal seen on a job? **That's a tough question to answer. I've seen a lot of interesting creatures in my marine travels including dolphins, alligators, bald eagles, foxes, wild hogs, and deer.**

However, my favorite was a family of otters below the head of the passes in the Mississippi River.

What is your favorite place to visit while crewed up? **The Galley! Chow Time!!!**

What makes you unique from other Pilots? **Green eyes.**

What is your favorite thing to do on your off time? **Spend time with my wife and kids travelling.**

Why did you choose the maritime industry? **Completely by chance, no particular reason I just happened upon it and stuck with it, and turned out to enjoy it.**

Did you have a hard time starting out in the industry? **I didn't, I was motivated to be a success from day one.**

If a deckhand wants to become a Captain, what advice would you give them? **Observe your surroundings, know your location just by looking out of the window.**

What's one piece of advice you could pass on to a new crewmember? **Pay attention to your surroundings. This is a unique vocation and it can be wonderfully enriching if you allow yourself to truly enjoy it.**

**On-the-job training from veteran coworkers that have been doing this for years is better than any education you can receive while in school. Do not be afraid to ask questions!**

# When the unexpected happens... Urgent Care or Emergency Room?

Health Plan Basics

More than half of visits to the emergency room are for non-emergencies. For minor illnesses and injuries, you can **save time and money** by heading to your nearest Urgent Care Center.

## Urgent Care Centers

...treat illnesses and injuries that are non-life-threatening or do not appear to pose a serious health hazard. They have similar resources to primary care centers, provide quality care on a walk-in basis, and offer extended and weekend hours. In general, seek Urgent Care for the following conditions:

- Allergic reactions
- Animal or insect bites
- Asthma attack (minor)
- Cold and flu symptoms
- Dehydration
- Earaches
- Migraines
- Mild fevers
- Minor burns
- Minor cuts/lacerations/stitches
- Minor head injury
- Nausea, vomiting, diarrhea
- Pink eye
- Rashes and other skin conditions
- Sore throat
- Sprains and Strains
- Urinary tract infection



## Emergency Rooms

...should be used for severe trauma and life-threatening conditions with serious symptoms that put your health at serious risk. ER physicians have access to a wider array of medical resources as well as inpatient care. In general, seek an Emergency Room for the following conditions:

- Altered mental state
- Bleeding that can't be stopped
- Chest pain
- Choking
- Coughing up or vomiting blood
- Electrical shock
- Sudden shortness of breath
- High fevers
- Head injuries
- Major trauma
- Open wounds
- Poisoning or drug overdose
- Pregnancy-related problems
- Seizures
- Severe burns
- Severe abdominal (stomach) pain
- Unconsciousness

## Retail Walk-in Clinics

...are a third option. These are walk-in clinics set up inside of larger retail stores and pharmacies. They offer limited services but can typically provide basic care for:

- Colds and flu symptoms
- Mild fever
- Minor cuts
- Skin conditions
- Sore throat

## Your Urgent Care Benefit with RGA

When accidents and illnesses arise, you do not need to be concerned whether the Urgent Care Center (or the doctor you see) is part of your network. Urgent care services received from an out-of-network provider have the same co-insurance and co-pay as an in-network provider. You and your family can focus on getting the care you need to start feeling better.

[www.accessrga.com](http://www.accessrga.com) | 1-866-738-3924



Regence

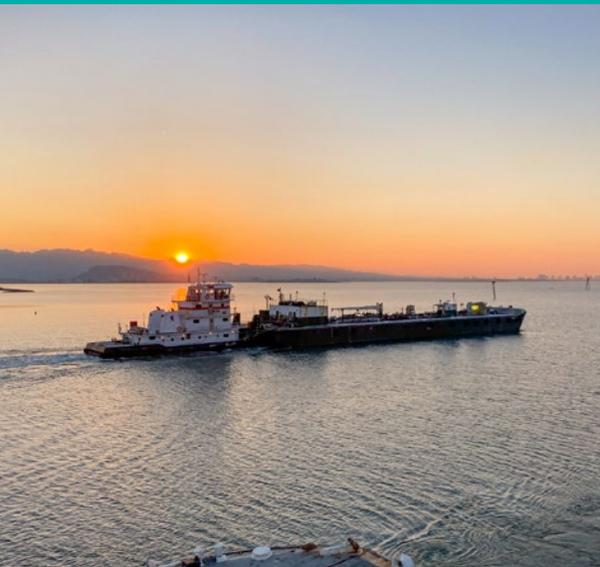
Group Administrators

An Independent Licensee of the Blue Cross and Blue Shield Association



Tug KESTREL and barge FDH 26-2 transiting through Richmond Inner Harbor in San Francisco, California at sunrise.

Photo courtesy of Port Captain, Ryan Buckhalter.



Tug DR. RAY and her barge transiting through Richmond Inner Harbor in San Francisco, California at sunrise

Photo courtesy of Captain, Todd Johnston.



Pictured left to right; Rick Sanchez, Vince Perazzola, Victor Guzman, Johnny Doolin, Robert Carranza and Kevin Revolorio.

## LMS-LA ONE YEAR ANNIVERSARY

By Brian Vartan, *Operations Manager*

March 1<sup>st</sup> 2022, marked the one year anniversary of Leo Marine Services Los Angeles (LMS-LA) servicing the Ports of Los Angeles and Long Beach. It's been quite a year and it would not have been possible without the long hours, professional conduct and work ethic of the work force we have put together.

From the Captains and Engineers that safely navigate our harbors, to the Tankerman and Deckhands who efficiently transfer cargoes for the customers, we have assembled a crew of Rock stars who focus on the safety of the crew, the equipment and the environment.

It's been an honor and a privilege to have worked alongside each and every one of you this past year and I am full of gratitude for the opportunity to assemble these mariners here and watch as the experienced tradesmen mentor our entry level seamen and watch as they transition to captain, engineers and Tankerman. Looking forward to the upcoming growth in the next year!



After two successful years providing bunker services with the barge GRUBER SEA in the Gulf, the tug DARRELL HIATT is switching coasts! The tugboat was lifted onto a heavy lift ship and transported from Tampa Bay, Florida through the Panama Canal to Ensenada, Mexico.

From Ensenada, the DARRELL HIATT sailed to the Port of Los Angeles where she will continue supporting Centerline Logistics' bunkering operations.

Photos courtesy of Captain, Josiah Layfield.



Tug DR. RAY swapping ends of the barge FDH 35-1, during a morning drill in Richmond Inner Harbor, CA.

Photo courtesy of Mate, Cody Systad.



Leo Marine Services San Francisco's new sign made by Welder, Marvin Ambrosia which is helping vendors in finding our location, and improve delivery times.

Marivn's passion for his craft is impeccable and most definitely appreciated.

## WELCOME TO THE CREW

### CHRISTOPHER COYLE

My name is Christopher Coyle and I work as a Material Handler out of our Seattle headquarters.

My duties consist of picking up or dropping off orders and assisting with our purchasing agent by ensuring all offshore crew members and boats coming into the harbor have the gear and supplies they need for safe travels along with any materials needed for our shoreside crew members.

I've had previous experience in the maritime/logistics industry and knew I wanted to stay in this line of work. I saw Centerline as being a great opportunity in continuing to do so and further expand my skills and knowledge in this industry.

Since day one on the job, everybody I've met and worked with has been very friendly and helpful, which has made getting settled into the company an enjoyable experience. I'm looking forward to continuing to work alongside everybody and learn as much as I can and take advantage of the many opportunities Centerline has to offer.

Some hobbies of mine consist of skiing as many mountains as possible in the winter, getting as many rounds of golf as I can in the summer, and volunteer coaching

for youth baseball in the spring. I'd like to consider myself a listener, I tend to stay quieter and listen to my fellow employees and take in as much advice and tips as possible which I feel is a necessity when being someone who's younger and recently starting out in the workforce.

### COLLIN KONG

Hi, I'm Collin Kong and I work as a Staff Accountant for Centerline in Seattle, WA.

In a nutshell, I pretty much look at excel sheets and assist with the financial statement every month.

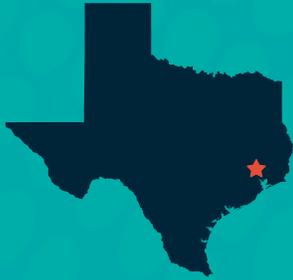
I have about a year of accounting experience with a construction company, but prior to settling down with accounting I primarily did sales/cold call jobs and that was a grind. I'm 25 by the way.

Outside of work I'm currently pursuing a masters in accounting at Seattle University. I also used to play a lot of video games but now it's pretty much replaced by exercise and meditation because it helps with the headaches of responsibility and adulthood.

I tend to be pretty quiet and primarily focus on my work, but when the occasion is right it's nice to let loose and have fun. Anyways, I'm happy to be here and want to do my best when it comes to my work.

## FRED SAYERS

Hi my name is Fred Sayers. I am the Regional HSE Manager for Centerline Logistics in Houston, TX.



Prior to joining Centerline Logistics, I worked for the United States Coast Guard for 20 years. I spent 16 years working in the Marine Industry as Marine Safety Technician; conducting safety/security exams on Foreign Flagged Ocean-going Vessels, U.S. Towing Vessels, and Waterfront Facilities.

Now I get the chance to work for the same industry, that I used to regulate. New systems to learn and ways to complete daily task.

How to prepare vessels and their crews for inspections rather than telling them what needs to be fixed. Being the one responsible for correcting deficiencies, instead of issuing them.

I look forward to the challenges this job will present. I have no doubt this job will yield many new experiences. I can't wait to take them on.

## JENNY JOHNSON

Hello Everyone! I am supporting the Human Resources department from our Seattle office. I joined Centerline Logistics in October 2021.

Originally from South Carolina, I relocated to Washington in 2017 after receiving my Bachelors in History and Public Affairs.

Having worked in staffing and as an HR Generalist, I will be helping with many HR processes. It is exciting to see so many new hires come aboard, and I hope to be of great use to my department in handling this complex accomplishment – particularly in the face of the pandemic. I am eager to learn and take direction from Sally Halfon who has been a part of the company for so long.

I excel at Human Resources work because I understand the responsibility in both enhancing the lives of workers and the business at the same time. I am always the one to speak up and ask a question if needed, and I like to make sure processes are efficient and updated.

In my free time, I spend a lot of time playing with my three-year old son and dog, bake, and play music.

I am happy to be here, and look forward to working with everyone further.

## YOSUF KUSHAN

My name is Yosuf Kushan and I work as Centerline's Billing Specialist out of our Seattle location. I am currently focusing on the Accounts Receivable duties primarily for New York, Los Angeles, and Alaska.

With a diverse career background ranging from proprietorship as a small business owner to financial analytics, I believe adaptability and new transitions have been key to my character growth.

As a recent graduate from the University of Washington in Business Administration, it has been a great pleasure working with Centerline Logistics because of my passion in accounting and the experiences gained in a professional work setting.

Three words I would describe myself with would be dedicated, adventurous, and personable. I enjoy trying new things and growing in all aspects of life. Part of wanting to see growth in what I do is by fully dedicating my time and focus. However, I find it most important to be kind to others by getting to know people better.

Being born and raised in Washington, it is with great pleasure to be working with a company so ingrained into the local community. I look forward to my experiences working with the Centerline Logistics Team.

## WILLIAM GARDNER

Hello my name is William Gardner, I am currently the new Port Captain over at Centerline Logistics' New York Division.



I have been at Centerline Logistics since 2016 and am super excited to be joining the shoreside office. I was the Chief Mate on board the BARRY SILVERTON and the FENDI D.

After graduating from the State University of New York (SUNY) Maritime College, my goal was to always work my way up in the tug and barge industry and feel very grateful for this new opportunity. I have been very impressed by Centerline since I joined, and the growth that we have all undertaken.

I feel like Centerline will continue to grow, as will I in this continuing expansion. I am looking forward to what will come next and what obstacles we will conquer.

## Tips

# HOW TO PERSONALIZE YOUR SLACK ACCOUNT

Centerline Logistics operates out of different ports throughout the United States, with a mix of shoreside staff and crew members working in regions that have never spoken in person, and some that have never met at all.

Updating your Slack profile is a good idea because it will help your coworkers working in a different port “put a face to the name.” Below are steps on how to update your information on Slack, including your profile photo.

(1) With Slack open, in the upper right-hand corner, click on the User icon next to the circled question mark—a window will open up with your name, current status (Active/Away), and a few other options.

(1a) Select **Profile**, here you will see your current profile photo expand, with your name and title right below it.

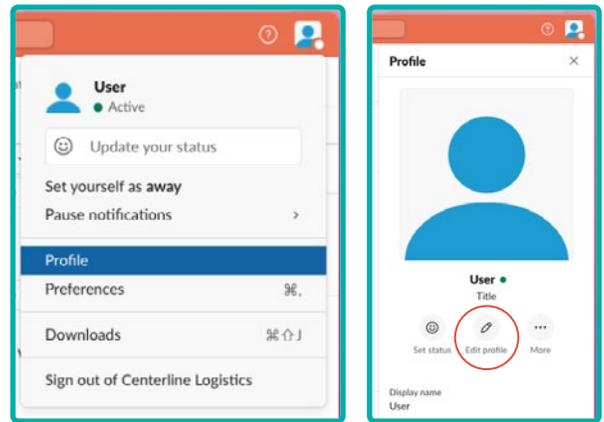
(1b) Select **Edit profile**, here you will see all your information, with your profile photo to the right side.

(2) Click on **Upload Photo**, a new window will open up with all your files.

(3) Navigate to where your desired image is stored, select the image, and click on **Open**.

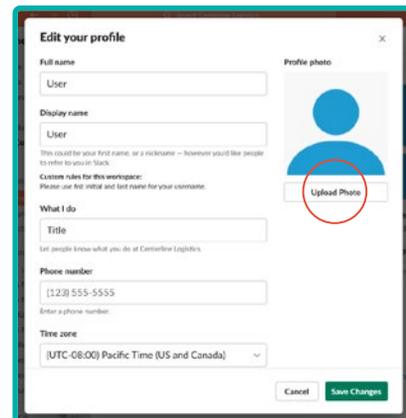
(3a) You will be asked to crop your photo to fit a square dimension, click on **Save**.

(4) On this page, you can update your position, but if you're done making changes, hit **Save Changes**. You have now successfully updated your profile photo.

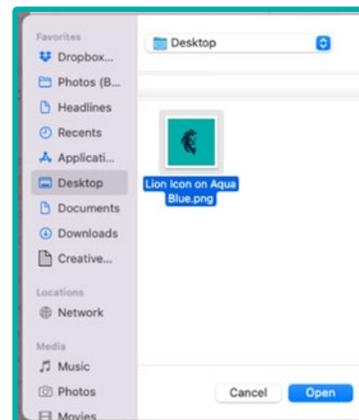


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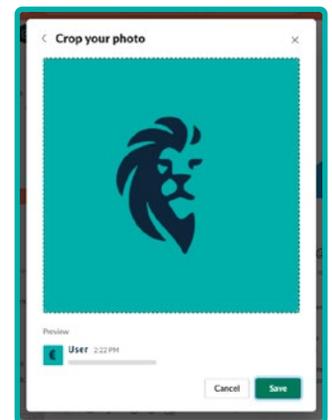
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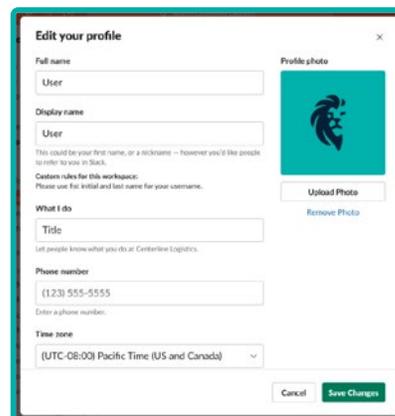
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## Q4 2021

# SAFETY EXCELLENCE AWARD WINNERS

The purpose of the Safety Incentive Program is to incentivize preventative safety practices and 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.

### Alaska Award: Clint Williams

Clint habitually excels at SIRE Inspections regardless of the vessel he is placed upon.

Clint's attention to detail and ability to focus on solutions instead of problems are some of the reasons Clint was recently asked to be Operations Section Chief during an Alaskan spill exercise involving numerous local and governmental agencies.

From site surveys to standing up new runs, Clint greets all of that is asked of him with an unmatched fervor.

Clint's positive "can do" attitude, exceptional customer service, and dedication to the success of CLL has made him a crucial member of team Alaska and provides an inspiring role model for up-and-coming mariners within the Centerline team.

### California Award: George Dick

George Dick started as a Captain with Centerline Logistics in February 2021 and has been nothing but amazing.

He was nominated for consistently going above and beyond in preventative maintenance, thorough, consistent and valuable near miss reporting; as well as prompt and conclusive follow-up to incidents and near misses.

In addition to running his boat professionally, he has a can-do attitude regardless of the situation. Thank you, George, your hard work does not go unnoticed.

### Gulf Award: Daniel Davila

Daniel Davila promotes safety on a daily basis on the vessel, as well as around the fleet. He mentors his crewmembers and others around the fleet when the opportunities arise.

He participates and conducts hands-on safety meetings and drills and he goes above and beyond on the vessel to make things easier for the crew, such as labeling different types of vessels on Rose Point to make it easier to distinguish between the vessels. He also makes notes and sets alarms so that when something is due it will get done and will not be forgotten about.

Daniel follows the captains lead and makes sure that things are done in a safe but productive manner. He always asks questions if he is unsure of something and when it comes to the safety of the crew, boat, and tow, safety is number one!

## PNW Award: Greg Horton

Greg Horton has been a part of the Olympic Tug & Barge shoreside PIC group for nearly a decade and has been employed with the company for longer than that. While a shoreside tankerman, Mr. Horton has spent many of his work hours at the major oil refinery docks such as Holly Frontier, Phillips 66, PSR and BP Cherry Point in the North Puget Sound.

The heightened safety culture surrounding major oil refineries results in numerous Marine Safety Advisors regularly attending Olympics' port call visits to these refineries.

Resultantly, Mr. Horton's name has been mentioned to Olympic Management via these Marine Safety Advisors as an individual they appreciate working with in operating tank vessels while at their respective refinery docks because of his safety ethic and most importantly its consistency.

## East Coast Award: Yosluvy Baro Laza

Yosluvy Baro Laza has been with Centerline for nearly three years now and has been nothing but professional, and leads by example when it comes to safety standards. He understands the core values of Centerline and how safety is a top priority in this industry and fleet.

Baro is not only an excellent engineer, but is well liked throughout the fleet and you will never see him without a smile on his face. He is willing to help out anyway possible and is a problem solver when it comes to daily engineering operations.

The USEC Centerline team would like to give a huge "Thank You" to Baro for everything he does!



Tankerman, Sal Manzella, with his Safety Incentive Program (SIP) Q3 2021 reward.



Deckhand Engineer, Dillan Mickel, with his Safety Incentive Program (SIP) Q2 2021 reward.



## VETERANS DAY 2021

Every Veterans Day, we celebrate all the brave women and men who have stepped up to serve in our military. We extend a special thank you to Centerline's very own veterans – we salute you!



### BURT KING

First up is Burt King, who served over 20 years in the U.S. Army – including four tours in Iraq and Afghanistan. After retiring from the Army as a Chief Warrant Officer 3, he started as a deckhand working on the Gulf Coast. During his time in the oil patch, he earned his chief engineering license.

Today, Burt is a Chief Engineer in New York. With experience from the military ensuring the mission capability of vital equipment, today he is responsible for the repair and maintenance of Centerline vessels – helping them stay in service and on track. Burt says his military service helped him learn important skills for the maritime industry – including teamwork, perseverance & leadership.



### MICHAEL VORHOLT

After proudly serving over 28 years in the U.S. Coast Guard, Michael Vorholt retired from as a marine inspector/investigator. His service involved him providing engineering expertise on six ships and two land stations, four years of serving as a marine inspector for commercial shipping, both international and domestic, and four years as a marine accident and injuries investigator.

Today he works as a Health, Safety, Security, Quality & Environment advisor based in Houston. His critically important job involves keeping marine vessels and mariners safe, preventing accidents and injuries. Michael says that, "Being in the military for over 25 years has given me the strong foundation for teamwork with the ability to have effective listening and planning skills to complete any task at hand."



## SAL MOLINO

After Sal Molino graduated from the U.S. Merchant Marine Academy, he was commissioned as an Ensign in the U.S. Navy Reserves. Through his military service, Sal has provided operational and logistical support to active-duty commands throughout the world – including in Bahrain and Singapore. He has also provided emergency crewing and shoreside support to Military Sealift Command.

Sal is now a Senior Port Engineer based in New York with responsibility for the East Coast – from Maine to Puerto Rico to Houston. Sal's day to day job involves supporting Centerline tugs and barges with shoreside support – using many of the skills he strengthened through his military service. His work also includes helping to integrate new vessels into Centerline's growing fleet.



Centerline's Portland division (PTSI) is currently working on expanding our Railcar offloading efficiency by hiring night shift steam operators to heat railcars after hours to make offload times faster in order to meet the needs required by World Fuels; as we often sell more product than we can produce through the colder, winter months.

PTSI is also looking into upgrading the pumps at our RailSpur, which could greatly improve offloading efficiency as well.



At the end of every rainbow there's a pot of gold. Happy St. Patrick's Day from the barge, SHAUNA KAY.

## MILESTONE ANNIVERSARIES

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

Adam Goodfellow, 25 years

Chris Iszler, 25 years

Brent Ralph, 15 years

Corey Harris, 15 years

Derrick Hobbs, 15 years

Jess Canterbury, 15 years

Johnny Parckys, 15 years

Joseph Miranda, 15 years

Josiah Layfield, 15 years

Tom Larsen, 15 years

Clem Mabile, 10 years

Clint Reed, 10 years

Dan Shankle, 10 years

Jim Chierichetti, 10 years

Jason Mosley, 10 years

Julian Bijelic, 10 years

Luke Beck, 10 years

Matt Stotts, 10 years

Raul Gomez, 10 years

Robert Ehmman, 10 years

Seth Johnson, 10 years

Sven Titland, 10 years

Bethani Johnson, 5 years

Bryan Hanson, 5 years

Cody Brown, 5 years

Cory Verbeck, 5 years

David Jakubowski, 5 years

Dylan Galm, 5 years

Harley Smith, 5 years

Heath Hulin, 5 years

John Huggins, 5 years

John-Michael Snyder, 5 years

John Sorenson, 5 years

Radoslaw Sokolowski, 5 years

Sean Smith, 5 years

Seth Warner, 5 years

Timothy Wilder, 5 years

Todd Ritchie, 5 years

Tomas Bonilla, 5 years

Troy Gage, 5 years

Tyler Michaelson, 5 years

William Howes, 5 years

Will Ward, 5 years

Alex Dixon, 1 year

Andrew Ryan, 1 year

Anthony Marabella, 1 year

Benjamin Castillo, 1 year

You have been an essential part of Centerline's journey and success, thank you for being with us!

Ben Masick, 1 year  
Brad Sarachman, 1 year  
Branden Kroon, 1 year  
Brandon Loeb sack, 1 year  
Calvin Cliff, 1 year  
Christopher Chavez, 1 year  
Clinton Engel, 1 year  
Cody Systad, 1 year  
Daniel Zufferey, 1 year  
Dillan Mickel, 1 year  
Eric Pierce, 1 year  
George Dick, 1 year  
James Hawk, 1 year  
Jacob Ellestad, 1 year  
James Minick, 1 year  
Jaroid Washington, 1 year  
Jason Grosshans, 1 year  
Jason Jabuka, 1 year  
Jeffrey Hatala, 1 year  
Jerome Anderson, 1 year  
John Carlin, 1 year  
John Evans, 1 year  
Johnny Doolin, 1 year  
JP Russo, 1 year  
Johnny Real, 1 year  
Kelly Johnson, 1 year  
Kristin Guzman, 1 year

Kurt Ammerman, 1 year  
Mark Schumacher, 1 year  
Matthew N. Parks, 1 year  
Michael Pruitt, 1 year  
Nicholas Graham, 1 year  
Patrick Mulcahy, 1 year  
Peter Kuhnlein, 1 year  
Raoul Ochoa, 1 year  
Reef Larwood, 1 year  
Richard Haynes, 1 year  
Rick Sanchez, 1 year  
Ronald Stevens Jr., 1 year  
Ryan Gill, 1 year  
Scot St. Clair, 1 year  
Scott Yura, 1 year  
Sid Jameson, 1 year  
Stephen Saunders, 1 year  
Steven Martin, 1 year  
Troy Thompson, 1 year  
Victor Guzman, 1 year



# IN CASE YOU MISSED THEM

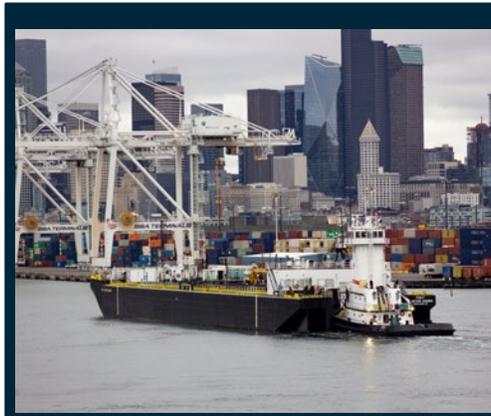


FOR IMMEDIATE RELEASE:

## Centerline Logistics and Vard Marine Announce Joint Effort to Design LNG Bunker Barge



Read the full press release [here](#).



Tug AJ assisting ATB unit FIGHT FANCONI ANEMIA and JAKE SHEARER out of the Port of Seattle as they are underway to the North Sound to load the barge. Watch [footage here](#).



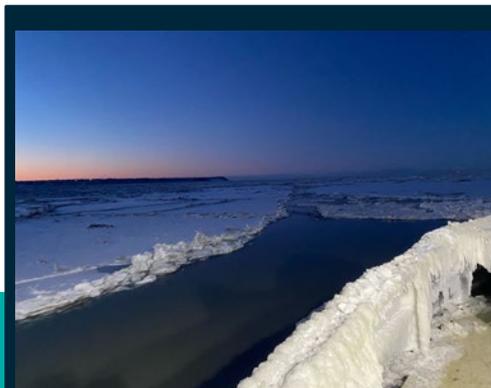
Two tugs, two barges, two bunkering jobs in the Port of Seattle. Happy 2/22/22 day! #Twosday



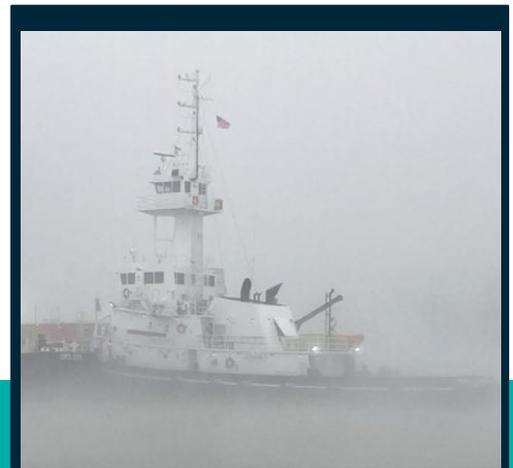
Tug ERNEST CAMPBELL and her crew heading home from the New York mooring at sunset with Intl-Matex Tank Terminals in Bayonne, NJ in the distance.



Tug HMS JUSTICE with her barge, JACKSON EADES, transiting through Hyde Park, New York on the Hudson River with a beautiful fall backdrop.



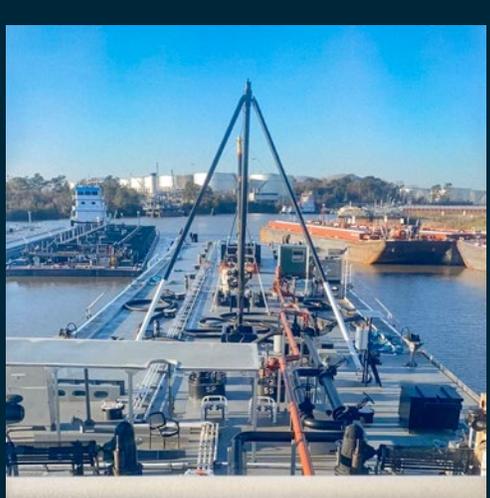
Beautiful winter views from the tug BOB FRANCO on their way from Nikiski to Anchorage, Alaska. Watch [footage here](#).



Tug FENDI D and barge, BATTLE AMY anchored on the Mississippi River surrounded by thick fog.

Follow us on Instagram so you never miss a post.

[centerlinelogistics](#)



Tug STARDUST and barge MGI 2721 transiting Carpenters Bayou to Houston Fuel Oil Terminal in Houston, Texas. Watch footage [here](#).



Tug ANN T CHERAMIE and her crew were joined by a pod of dolphins as they were outbound San Francisco.



Tug GYRFALCON assisting the Matson KODIAK from sea to the Unalaska Marine Center (UMC) dock.



Tug MILLENNIUM STAR standing by in Iliuliuk Bay before assisting the USCG Cutter WAESCHE (751) to sea.



The fall 2021 edition of Headlines is now available on our website: [centerlinelogistics.com/news](https://centerlinelogistics.com/news).



Tug STARDUST and her barge outbound Texas City Ship Channel at sunrise.



Barge FLACO transiting through the Carribean Sea, underway to her next job.



Tug HMS JUSTICE and barge RICHARDSON SEA bunkering tanker RIDGEBURY APOLLO in Stapleton Anchorage in Brooklyn, New York.



Happy New Year's Eve! Thank you for all the likes this year. May you have a healthy, and prosperous 2022! Here's [Centerline Logistics' 2021 RECAP](#) – try not to blink.



# HEADLINES

A Centerline Logistics Publication  
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