

HEADLINES

A CENTERLINE LOGISTICS PUBLICATION

SPRING 2021



Centerline Logistics Moves New Tugs on Heavy Lift Ship for West Coast Service



CENTERLINE
LOGISTICS

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

Photo courtesy of Captain, Joe Miranda.



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Read the Winter 2020 issue of Headlines by clicking on the cover image above.

Back cover photo courtesy of Brian Moore.



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For questions, please contact us at headlines@centerlinelogistics.com.

Headlines

A Centerline Logistics Publication

Centerline Logistics
910 SW Spokane Street
Seattle, WA 98134

1 (888) 628-0051
www.centerlinelogistics.com



Tug PAULA M SPERRY being loaded on heavy lift ship, DAISY, while tug DR RAY assists.

Centerline Logistics Moves New Tugs on Heavy Lift Ship for West Coast Service

By Austin Sperry, *Maritime Partners, LLC*

Over the course of February, Centerline Logistics and **Maritime Partners, LLC** worked in tandem to safely load three 2,600hp Tier III inland towboats aboard a heavy lift ship, the MV DAISY, bound for West Coast service. Each vessel measures 84' x 34' and tipping the scales at ~320-tons p/boat, provided numerous engineering challenges during the loadout of the MV DAISY.

The (3) vessels were loaded at the Chalmette Slip on the Lower Mississippi River, which is

located outside of New Orleans, LA. Maritime Partners, LLC, chartered these three "Sister Vessels" to Centerline Logistics, of Seattle, WA.

The three towing vessels, MV's **PAULA M. SPERRY**, **BROOKS M. HAMILTON**, and **MADLINE B. HAMILTON**, were recently completed at C&C Marine in New Orleans on behalf of Maritime Partners, LLC. Each vessel is powered by a pair of Cummins QSK38 Tier III engines with Reintjes 7:1 reduction gears supplied by Karl Senner, LLC. of New Orleans.



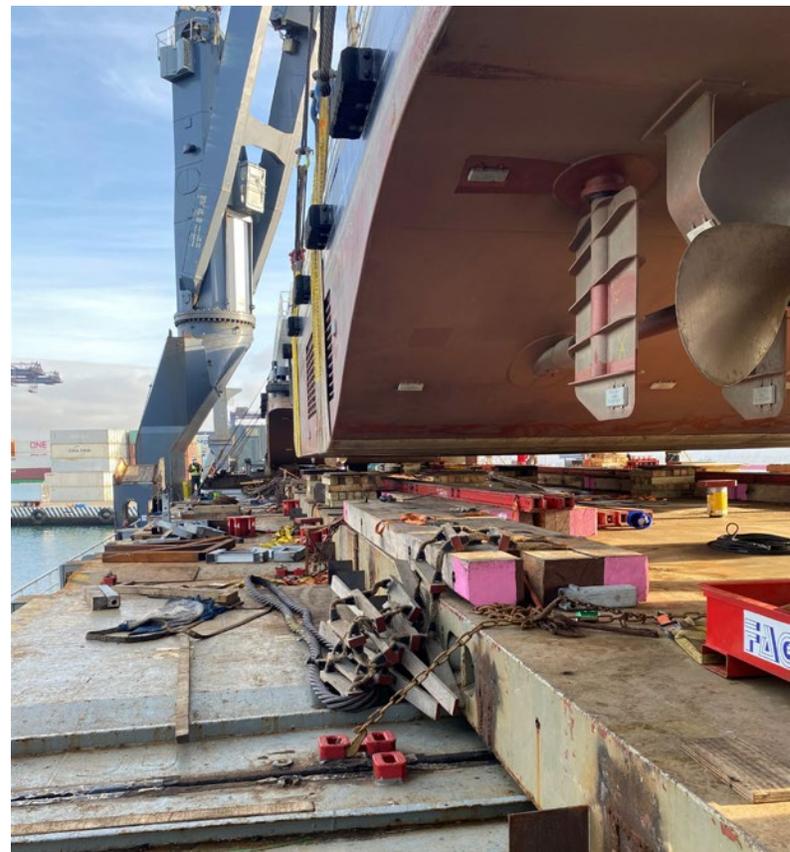
[...] While also outfitting, inspecting, and sea trialing the JACK SPERRY – another brand-new tug – to put in to service performing bunker work in place of the PAULA M. SPERRY on the Mississippi River.



Tug PAULA M SPERRY being safely lifted onto heavy lift ship, DAISY, for transportation to the West Coast.

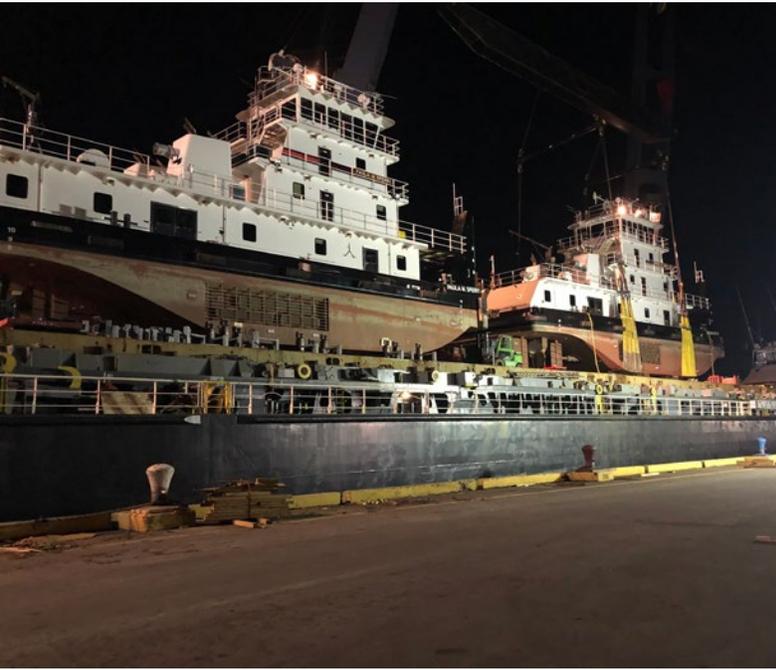
These “pushboats” have been modified to handle large offshore petroleum tank barges in the ship bunkering trade in the ports of Los Angeles and San Francisco harbors.

This project involved several logistical challenges as Centerline set out to transport these assets to the West Coast. A group led by Director of Tug Operations, **Jeff Harrison**, Director of Ops Logistics and Vessel Response **Bowman Harvey**, Senior Director of Engineering, **Gregg Nelsen**, and Shoreside Port Captain, **Mike Mayfield** worked countless hours getting the new tugs inspected, outfitting, sea-trialed and ready for Centerline service, while also outfitting, inspecting, and sea trialing the JACK SPERRY – another brand-new tug – to put in to service performing bunker work in place of the PAULA M. SPERRY on the Mississippi River.



Slings straps under the forward and aft portions of tug PAULA M. SPERRY’s hull as she was being safely lifted onto heavy lift ship, DAISY, for transportation to the West Coast.

Loading them on the ship entailed slinging several sets of straps under the forward and aft portions of the hull and lifting them with the ship’s cranes. **This was a delicate maneuver that required knowing accurate weights and center of gravity of the tugs, as well as good weather with little wind, to safely hoist them onboard.**



Tugs PAULA M. SPERRY and BROOKS M. HAMILTON after being loaded on heavy lift ship, DAISY.



These barges are used to refuel larger ships (container, bulker, cruise ships, etc...) that are calling on the ports where the tug and barge pairs are operating.

The transportation aspect was unique, moving three large vessels of this size from New Orleans, through the Panama Canal, and offloading the boats in Ensenada, Mexico — due to non-Jones Act heavy-lift ship. **Once the vessels were safely unloaded in Ensenada, MX Centerline crews safely operated these vessels to their destinations** “on their own bottoms” through the Pacific Ocean, off the coast of California. **The trip aboard the DAISY took approximately 20 days and was uneventful.** The final leg of the trip took the inland boats two to four days to complete.

This project involved five tugs overall, with four of the tugs being shipped to the West Coast, and one tug replacing one of the 4 for use on the Mississippi River. **The fourth tug is the DR RAY — a newly acquired boat built in 2008.** The DR RAY was separately loaded on a heavy lift ship in Mobile, AL for transit through the Panama Canal to the West Coast.

All of the tugs are being used to move bunker barges in Los Angeles and San Francisco. These barges are used to refuel larger ships (container, bulker, cruise ships) that are calling on the ports where the tug and barge pairs are operating. **As part of this project, Centerline acquired 6 barges,** three for use in Los Angeles/Long Beach and three



New tugs, PAULA M. SPERRY, BROOKS M. HAMILTON, and MADELINE B. HAMILTON being transported on heavy lift ship, DAISY.



Tug PAULA M SPERRY entering the Golden Gate Bridge in San Francisco Bay on February 23, 2021.

for use in San Francisco Harbor. **All of the tugs with the exception of the DR RAY are in place and working now.**

In our opinion, **Centerline Logistics is a premier marine petroleum transportation operator** with one of the largest and most diverse fleets serving the West, East, and Gulf Coasts of the United States.

Maritime Partners, LLC is a team of financial and operational professionals which own and manage **a fleet of more than 500 barges and boats of all shapes and sizes** for charter to operators in both inland and offshore markets. **Maritime Partners, LLC has the skills and resources to evaluate projects of all sizes** with the ability to structure a potential solution that allows our clients to meet the demands of their clients.

Read more about M/V JACK SPERRY on page 5 of this issue.



Tug PAULA M SPERRY with tug DR. RAY in New Orleans, LA before she was loaded on heavy lift ship, DAISY.



Tug PAULA M SPERRY in New Orleans, LA.



Tug BROOKS M. HAMILTON at C&C Marine & Repair in New Orleans, LA.



Tug JACK SPERRY on the Mississippi River.

M/V JACK SPERRY

By Matt Hammond, *Director, USGC Operations*

Centerline Logistics, Gulf division, has welcomed their newest tug, **JACK SPERRY**. She can be found operating on the Mississippi River with the barge **BRYANT SEA**. This new addition comes after tugs **PAULA M. SPERRY** and **DR. MILTON WANER** were sent to the west coast to support our growing operations.

The crews love the tug JACK SPERRY and say it is one of the nicest tugs they have ever worked on. She has **state of the art technology, spacious state rooms**, and a galley that can whip up the best shrimp and sausage pastalaya.

Everyone who sees the tug agrees that it is one of the nicest vessels they have seen.

The Jack Sperry is 74 feet long, 34 feet wide and 10 feet deep. It is a **shallow draft tug** best suited for the shallow waters of the Gulf and Mississippi River.

Centerline Logistics has been providing services in New Orleans and Galveston since spring of 2020.

The Gulf team is extremely proud of this addition to the fleet and look forward to continued growth and expansion.

CREWMEMBER SPOTLIGHT



Left to right: John Collins, Starsky Naquin, Roy Laird, Joseph Jones

Centerline Logistics' **JACK SPERRY** Crew

How long has each member worked for the company?

Starsky Naquin 23 years,
John Collins 7.5 years,
Joseph Jones 2 years,
Roy Laird 1 year

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

Washing the boat as a crew gets the job done quicker.

What is your favorite part of working on the boat?

Cooking.

Would you rather be working on the boat during the summer or winter season?

Spring because of the cool breeze when you step outside.

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

Family time.

Coollest animal seen on a job?

A gator in Magnolia Fleet Boat Dock (Louisiana).

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

Magnolia Fleet after completing a job.

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

The morning news.

Who has the best singing voice?

No one aboard.

Best song to jam to on the boat?

A Country Boy Can Survive - Hank Williams, Jr.

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

Captain Starsky is the best cook, his best dish is his shrimp and sausage pastalaya.

Best breakfast on the boat?

Beignets.

Group dinner of choice?

Seafood Gumbo.

Best pizza topping?

Thin crust, three meats.

Bagels or muffins? **Muffins.**

Bacon or sausage? **Both.**

Hard or soft-shell taco? **Both.**

Coffee or tea? **Coffee.**

Pepsi or Coke? **Water.**

How has COVID impacted working on a vessel with a crew?

Worrying about who brings COVID on board. Thankfully, we have been great!

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

Pay attention and never stop learning.

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

Photo courtesy of Alaska Operations Manager, Brad Kroon.





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

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

Seattle, WA – Centerline Logistics, a leading national provider of marine petroleum transportation services, today announced the formation of its Alternative Fuels Working Group. The group consists of industry partners and internal representatives from within Centerline and will spearhead the cooperative project that will be known as “Visionary Fuels”.

The Visionary Fuels initiative will leverage Centerline's unique and diverse asset list and industry expertise to build future marine transportation equipment, standards, and technology targeted towards reducing the carbon footprint of vessels transiting within America's ports and harbors. This includes large containerships, tankers, and other large maritime vessels.

“Visionary Fuels is about modernizing the essential marine infrastructure required to deliver clean burning fuels with a reduced carbon footprint to the vessels that transit our ports and harbors,” said Doug Houghton, Senior Vice President. “We see the future in front of us and the need for modern marine technology is now.”

As part of the Visionary Fuels initiative, Centerline will leverage its network of industry contacts to expand the resources and assets required to deliver an expedited and practical application for next generation fuel technology.

“Centerline delivers hundreds of millions of gallons of oil safely on an annual basis and it is our responsibility to leverage our expertise for the good of the environment and communities we serve.” said Kelly Moore, Senior Vice President – East and Gulf Coast.

Centerline, one of the nation's largest marine petroleum transportation companies, operates a fleet of liquid petroleum transportation barges on all three coasts of the United States including Alaska and Hawaii and is an essential part of the U.S. domestic shipping market.

For additional questions or media inquiries, please contact Kimberly Cartagena at kcartagena@centerlinelogistics.com or (206) 470-0290.

Centerline Logistics is a leading provider of marine transportation services in the United States, with operations along the West Coast (including Alaska), New York Harbor and the U.S. Gulf Coast. Services provided include the transportation and storage of petroleum products, ship assist and escort, the transportation of general cargo and rescue towing. Centerline Logistics is dedicated to providing excellent customer service and maintaining our obligations to employees, shareholders, our community and the environment.



New hires completing online training on our Learning Management System at our Seattle, WA office.

New Hire Orientation

By Rob Sortor, *Director of HSQE*

Centerline Logistics has been hard at work training new recruits who are joining the company to support our new bunkering operations in both San Francisco and Los Angeles areas. Training content includes a detailed review of company policies and procedures related to safety, health, and environment, given by local HSE (Health, Safety, and Environment) staff.

New Hires also complete a robust complement of online training through the company Learning Management System, encompassing everything from Respiratory Protection to Permit to Work. Following classroom training, new hires will complete their vessel specific safety orientations and familiarization on board their assigned vessels.

Centerline's HSE department welcomes all new hires to the team!



New Hire orientation at our Los Angeles, CA office.

CREWMEMBER SPOTLIGHT



Left to right: Doug, Kyle, Nick, Steve, Dalton

Centerline Logistics' **ERNEST CAMPBELL** Crew

How long has each member worked for the company?

Kyle Jordan 7 years,
Douglas Pley 4.5 years,
Nickolas Olsen 3 years,
Dalton West 3 years,
Victor Caldera 1 year

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

Bunkering cruise ships.

What is your favorite part of working on the boat?

Not seeing our mother-in-laws every other day.

Would you rather be working on the boat during the summer or winter season?

Winter.

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

Being home with family.

Coollest animal seen on a job?

Coyotes on the frozen Hudson River.

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

The pizza shop.

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

The Perfect Storm.

Who has the best singing voice?

Victor.

Best song to jam to on the boat?

Shot Down in Flames - AC/DC

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

Nick is the best cook, his best dish is his shrimp curry over rice.

Best breakfast on the boat?

Biscuits and gravy.

Group dinner of choice?

Jerk chicken quarters.

Best pizza topping? **Peperoni.**

Bagels or muffins? **Bagels.**

Bacon or sausage? **Bacon, god's greatest creation.**

Hard or soft-shell taco? **Hard, got to have the crunch.**

Coffee or tea? **Coffee, the best part of waking up for watch.**

Pepsi or Coke? **Coke, pepsi is for the birds.**

How has COVID impacted working on a vessel with a crew?

Little to no interaction with other crews.

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

Make sure your family understands you will be gone from home often. Get all the credentials you can. Hard work and willingness to learn will be noticed and appreciated by the crew.



Tug BOB FRANCO awaiting the next vessel call in Nikiski, Alaska's icy waters. Photos courtesy of Alaska Operations Manager, Brad Kroon.



ATB Unit, tug TODD E PROPHET and barge EDWARD ITTA, transiting through the ice in Cook Inlet, bound for the Port of Alaska, in Anchorage. Photo courtesy of Alaska Operations Manager, Brad Kroon.



Tugs GYRFALCON and MILLENNIUM STAR assisting the Coast Guard from the USCG dock to Sea on Saturday, February 27th, 2021. Photo courtesy of Regional General Manager, Chris Iszler.



In Case You Missed It: Seattle Marine Transportation CEO Comments on National Jobs Reports in Wall Street Journal Seattle-based Centerline Logistics Is Hiring Workers

Seattle, WA – Matt Godden, President and CEO of Seattle-based Centerline Logistics, spoke with the Wall Street Journal today regarding the release of today's national jobs report. Godden provided his views on the direction of the nation's economy and discussed how Centerline is looking to hire around 70 workers.

Here are Godden's comments as reported by the Wall Street Journal:

"Centerline Logistics, a Seattle company that provides fuel to ships in U.S. ports, is hiring to keep up with better-than-expected demand. Volumes at ports where Centerline operates picked up last fall as the demand for consumer goods rose ahead of the holidays, and that demand has continued this year, Chief Executive Matt Godden said.

"Ships are stacked up at the port as far as the eye can see," he said.

Mr. Godden said he expects increased leisure travel later this year to result in more oil and fuel tankers arriving in ports. "We needed more workers and equipment," he added.

The company acquired six additional fuel barges late last year and is looking to add 70 workers to crew the larger fleet. The jobs start at \$45,000 a year and don't require college degrees but do require a willingness to work in the elements and the physical ability to work on a boat.

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Sunrise over Kenai, Alaska on Sunday March, 14th from tug BOB FRANCO. Photos courtesy of Alaska Operations Manager, Brad Kroon.



Tugs GYRFALCON and MILLENNIUM STAR assisting an export ship in Dutch Harbor, Alaska. Photo courtesy of Regional General Manager, Chris Iszler.



Tug BOB FRANCO at dusk off of Nikiski, Alaska. Photo courtesy of Alaska Operations Manager, Brad Kroon.

WELCOME TO THE CREW

Centerline Logistics would like to welcome our new shoreside employees to the crew. We invite you to read their introductions below to learn more about them.

Anna McMahon

Hi all! I am Anna McMahon and work as Centerline's **Human Resources Specialist** out of our Seattle location. Currently, **my focus is on getting all our new teammates hired on and through their onboarding experience.** Soon, I will be equipped to take on other aspects, help the people in my department, as well as becoming a point of contact for all employees.

I have several years of human resources experience but I have also done other things such as managing a medical office, serving as a school librarian, and even a (short) time in home-schooling. **Every experience has been rewarding in different ways and I have grown from it all.** Human Resources kept calling me back though so here I am.

I love to see things through to completion and to look at ways to get things better. I like to laugh and add humor in to make others get a chuckle. Why not try to enjoy your time?

There is so much to learn about Centerline – **every day brings different challenges and rewards.** It is a fascinating industry and I am excited to have this opportunity.

Teri Lucero

My name is Teri Lucero and I am the **Operations Administrative Assistant** at Leo Marine Services, Inc. (SF) based in Alameda, CA; ARD. My nickname in my professional workings is **Miss Teri.**

Prior to joining the Centerline Logistics Team/Leo Marine Service Inc., **I worked in the fast-paced fresh Produce Industry** (fruits and veggies) in various capacities for the past 25+ years. I have yearned for a new opportunity that allows me to utilize my skills and talents. **I am a friendly and personable gal** and an extrovert once I get to know people. I am motivated and excited to help Leo Marine Services — helping others motivates me as well.

Three words that describe me are: **diligent, loyal** and **reliable.** I am a hard-working and driven individual who is not afraid to face a challenge and overcome it. **I am passionate about my work** and I know how to get the job done. Give me some initial direction and I am all over it!

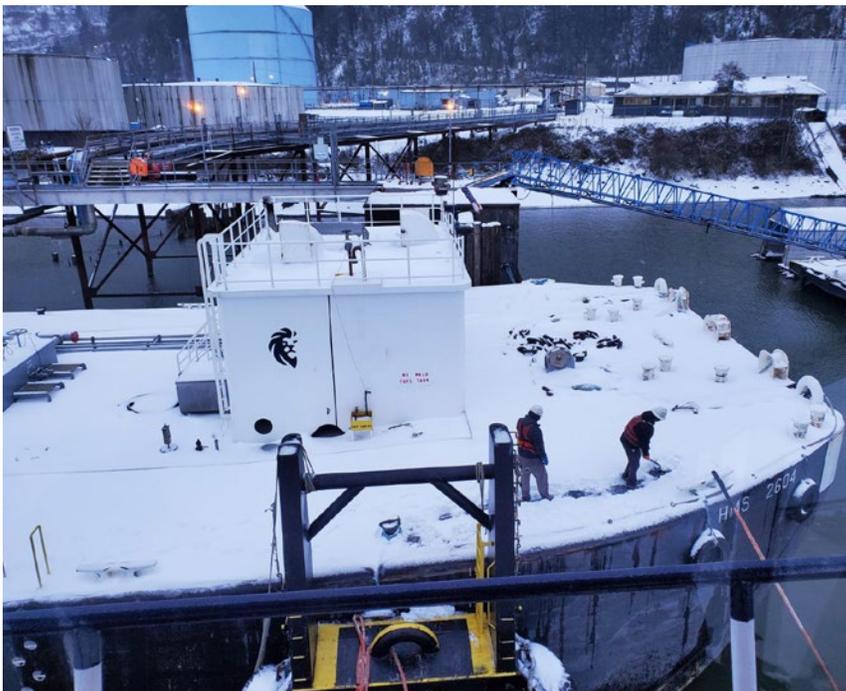
I would describe myself as an open-minded person who doesn't believe in misleading other people and tries to be fair in everything I do. I'm very much looking forward to being part of the Leo Marine team in the Bay Area.

Let it snow, let it snow, let it snow...



Centerline Logistics' Portland Tank Farm covered in snow after a recent snow storm. The crews that were on location helped clear out some of the snow for safe access to the facility.

Photo courtesy of Regional General Manager, Phil Jordan.



AB Tankerman, Rob Higa, and AB Tankerman, Cory Verbeck, shoveling snow off the barge HMS 2604 after a recent snow storm in Portland, Oregon.

Photo courtesy of Port Captain, Adam Churchill.



Tug GRIZZLY and barge HMS 2604 at sunrise transiting through Longview, Washington with Mount Saint Helens to the left. Photo courtesy of Port Captain, Adam Churchill.



Tug GRIZZLY and her barge HMS 2604 discharging to a ship in Astoria Anchorage on the Columbia River. Photo courtesy of Port Captain, Adam Churchill.



Tug GRIZZLY pushing her barge, HMS 2604, through Astoria Anchorage on the Columbia River in Oregon. Photo courtesy of Callen Cooper.

Telehealth with MDLIVE

Medical



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When you're not feeling well, making your way into a doctor's office can be a real pain...from missing work or getting off the couch, to getting stuck in the urgent care waiting room. With your telehealth benefit, you can save time and money by seeing an MDLIVE doctor for non-emergency conditions. MDLIVE can even send a prescription to your nearest pharmacy (if needed). Here are some of the things that MDLIVE doctors can treat:

Common conditions include:

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- Allergies
- Cold / Flu
- Constipation
- Cough
- Diarrhea
- Ear problems
- Fever
- Headache
- Insect bites
- Nausea / Vomiting
- Pink eye
- Rash
- Sore throats
- Urinary problems / UTI
- And more



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Answers available here:

Medical - Regence Group Administrators (RGA)

wa.accessrga.com 1 (866) 783-3924

Prescription Drugs - Express Scripts

www.express-scripts.com 1 (800) 334-8134

Telehealth - MDLIVE

www.MDLIVE.com/rga 1 (877) 596-8826

Dental - Delta Dental of Washington

www.deltadentalwa.com 1 (800) 554-1907

Vision - Ameritas via VSP or EyeMed

www.vsp.com 1 (800) 877-7195

www.eyemedvisioncare.com 1 (866) 289-0614

Flexible Spending Accounts (FSA) - Navia Benefit Solutions

www.naviabenefits.com 1 (800) 669-3539

EmployeeConnectSM EAP - ComPsych

www.GuidanceResources.com 1 (888) 628-4824

Username: LFGsupport

Password: LFGsupport1

Need more information or help with a claim?

Call or email the
Centerline Logistics Benefit Advocate at:

1 (844) 851-5973 or
centerline@truebenefits.net

Benefit Advocates are available
Monday - Friday, 8am - 4:30 pm PST



To All Leo Marine Services Newly Hired Employees:

Welcome!

We are very excited to have you on our team and to be working with you. You have joined an excellent company and a team of hard-working dedicated employees!

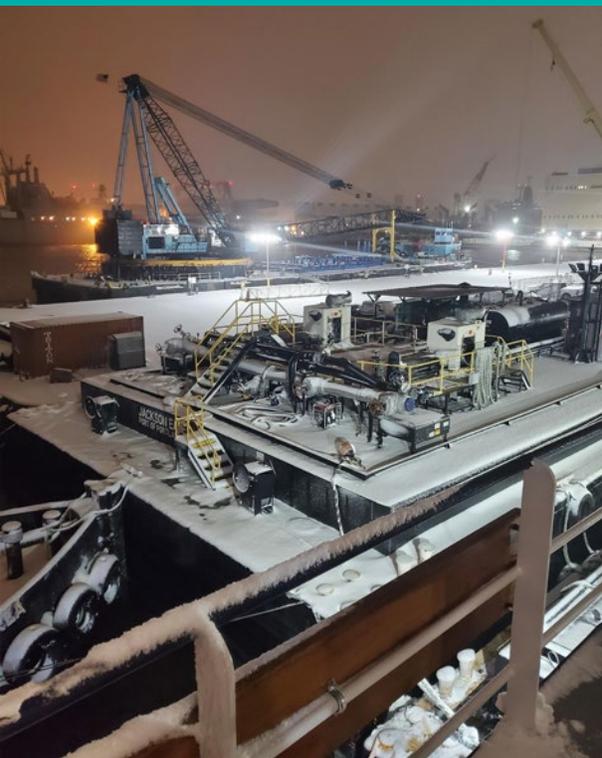
We look forward to the amazing and historic accomplishments you will bring to this division of Centerline Logistics!

Please never hesitate to contact us for anything at all! Our email is HR@centerlinelogistics.com. We are here to support you.

An extra special thank you to all the long term employees who are helping out to welcome our new hires and for setting the bar high!

Your dedication does not go unnoticed and we appreciate your commitment to the Company's success!

Sincerely,
Human Resources



Tug ANDREA with barges JACKSON EADES and LOREN EADES on a snowy evening in Philadelphia.

Photos courtesy of Captain Michael Parks.



Loaded ATB unit, tug BARRY SILVERTON and barge FIGHT ALS, transiting through Cape Cod Canal Railroad Bridge in Massachusetts.



Tug LIGHTNING doing a crew change in Philadelphia, photo taken from tug C.F. CAMPBELL. Photo courtesy of Captain Michael Parks.



Tug FURY and barge MGI 2100 bunkering a ship in Texas.
Photos courtesy of Relief Captain, Daniel Davila.

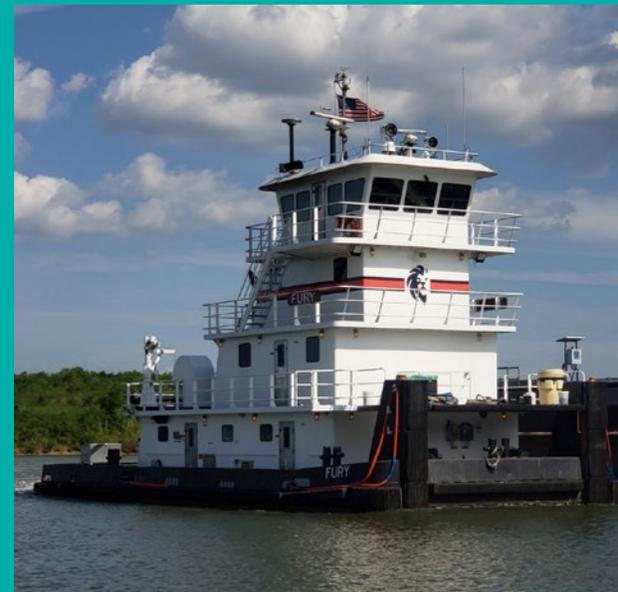


Team work and fleet work in the Gulf division. When everyone works together as a team, things get done safely and efficiently. Tugs TRIGGER, STARDUST and FURY waiting for the DARRELL HIATT to back out enough for the FURY to get a headline on to pull their bow around so they could get out of the fleet. Tug STARDUST assisted pushing the TRIGGER back in place once the DARRELL HIATT had moved.

Photo taken by Captain Harley Smith on the FURY.



Barge MGI 2720 sporting her fresh paint job in Channelview, Texas.



Tug FURY working in Channelview, Texas.
Photo courtesy of Captain, Harley Smith.

Leading the charge to reduce California carbon emissions through modern clean fuel engines and vessels.



Tug BROOKS M. HAMILTON close up.



Tugs BROOKS M. HAMILTON and MADELINE B. HAMILTON will transport bunker barges around Northern and Southern California to refuel ships that come in to port.

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

Photos courtesy of Andre Nault.



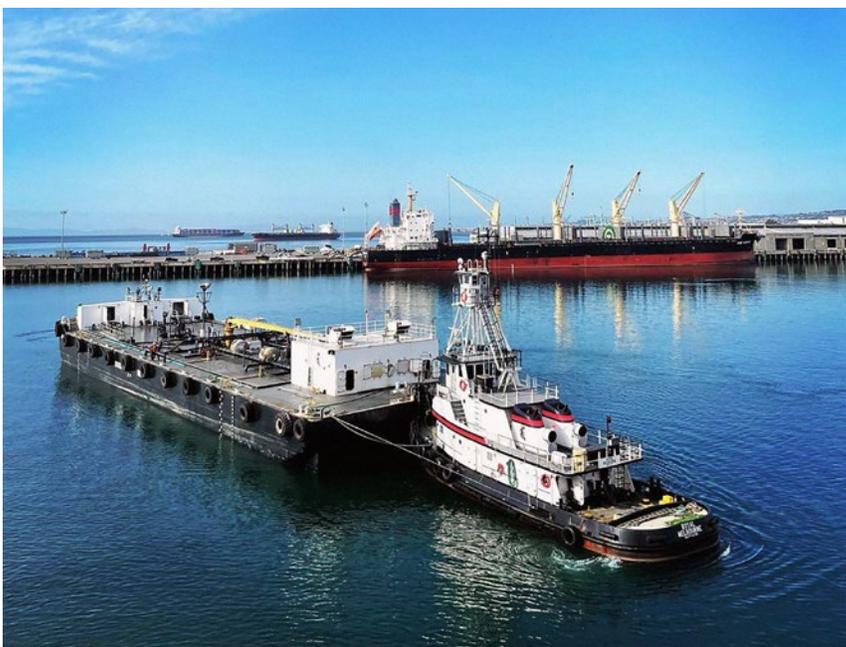
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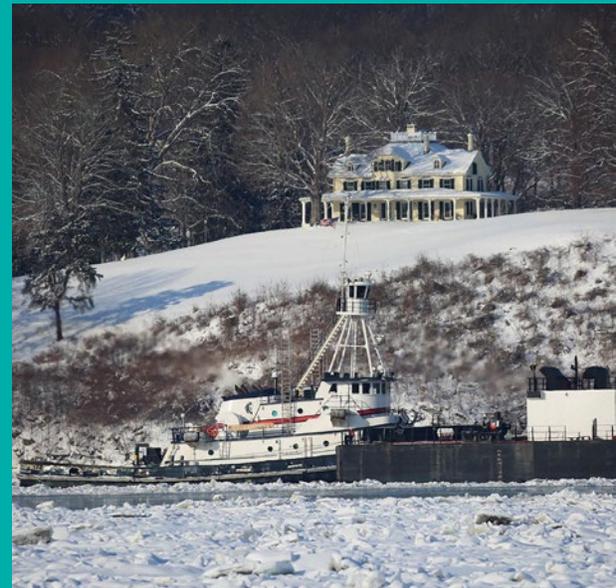


Since its inception, Centerline Logistics has always been a **safety-first focused company**. We are excited to announce our new **Safety Incentive Program!** This program was designed to continue crew members' diligence in looking out for one another and to continue our safety culture.

With the teamwork of crew members and shoreside personnel in various ports, we are proud to share our new safety logo and slogan: **Safety Is Our Business!**



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



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



Tug HMS LIBERTY and barge HMS 2605 northbound rounding Crumb Elbow in New York. Photos courtesy of Kevin Oldenburg.



Tug BOB FRANCO docked in Homer, Alaska. Photo courtesy of HSSQE Advisor, Casey Sodergren.

Visit to the Last Frontier

By Casey Sodergren, *HSSQE Advisor*

In January, I had the opportunity to fly to Homer, Alaska to get onboard the tug BOB FRANCO to complete their annual SMS Internal Audit. I was invited to stay onboard for a few days and join the crew for a ship assist job. The vessel would be leaving Homer for a 170 NM roundtrip voyage to Nikiski.

I flew in on crew change day and arrived at the airport to be met by crewmembers who had crewed off. I was met with a thermometer to ensure I would be arriving to the vessel with no COVID-19 symptoms. Taking precautions and

following Centerline Logistics mandates was priority for all crewmembers.

The crew on the BOB FRANCO are true advocates of the Centerline Logistics safety culture. I was provided with the proper PPE prior to accessing the vessel and once onboard was given a full Vessel Safety Orientation so I would be prepared in case of an emergency. I was able to observe a real-life scenario Fire Drill as well as participate in the weekly Safety Meeting.

The day after getting onboard, we shifted to the Homer Pioneer Dock to fuel. The Engineer, **Kurt**



Our crews strive to work safely, responsibly, reliably and efficiently resulting in getting the job done with no harm to people, the environment or equipment.

Kramer, ensured that all safety measures were followed including reviewing the appropriate JSA, holding a pre-ops briefing with the involved crew and fueling personnel, and completing the proper paperwork.



Tug BOB FRANCO working in the ice at night in lower Cook Inlet, Alaska.

Captain **Conrad Shinn** and his Mates, **Billy Fox** and **Ramos Lotscher**, were well prepared for the transit having completed the Voyage Plan, ensuring chart corrections were up-to-date and holding their pre-arrival/departure conferences. As always, this included checking the weather forecast. Luckily, Mother Nature was kind to us during our ten-hour voyage; the weather throughout our trip stayed around 20-knot winds with 7 ft. seas. Not too bad for that time of year!

Safety starts with everyone, there is no doubt about that. The training and mentoring that **AB Parker Hinton** has received has been nothing but

the best. He was diligent in completing rounds throughout his watch as well as keeping up with the housekeeping and providing top-notch meals for the crew.

In the winter months, after assisting ships to the dock, the tug jogs up and down the middle of Cook Inlet while waiting to assist the ship off the dock. For this particular job, the ship was loading for twenty-three hours. A monotonous task such as this can easily lead crews down a path of complacency. Captain Conrad Shinn has high expectations when it comes to his crew and



Tug BOB FRANCO working in the ice at night in lower Cook Inlet, Alaska.

safety. Each crewmember completed their job tasks according to SMS policy and with safety being their #1 priority.

I have had many opportunities to observe crews at work throughout the Centerline Logistics fleet. These observations have taken place from spending a few hours on the boat to a few days living onboard watching crewmembers complete their daily tasks. Our crews strive to work safely, responsibly, reliably and efficiently resulting in getting the job done with no harm to people, the environment or equipment.

THUMBS UP



John Saltsman

Vice President of Finance, CPA

I would like to give the entire **Accounting and Finance** group a thumbs up for the continued hard work and effort. The team has spent countless hours pressing through year end and helping to push the California growth past the finish line. We couldn't have done it without the entire team working together!

100+



Eli De los Santos

Project Coordinator

I would like to give a thumbs up to Senior Manager, Marketing and PR, **Kimberly Cartagena**, Senior HR Generalist, **Sally Halfon**, and HR Specialist, **Anna McMahon** for all their hard work these last few months. They have been working early mornings and late evenings to process the high volume of incoming applications for our new operations, as well as making sure everything is ready for new hire orientation. Thank you ladies for all you do!

100+



Phil Jordan

Regional General Manager

I would like to give a thumbs up and shout out to the **PTSI** and **GRIZZLY crew** who continued to maintain operation throughout the wintery weather — shoveling snow from decks and tank tops in order to maintain safe access for all.

Special thanks to GRIZZLY Captain, **Adam Churchill**, for isolating frozen steam piping and storm water piping after hours so nobody had to commute in bad weather. Adam was crewed on the GRIZZLY and happened to be on site in the coldest days of the year, going out of his way to help out wherever help was needed.

100+



Parker Hinton with his stromboli.



Brad Kroon

Alaska Operations Manager

A special shout out from the BOB FRANCO crew to AB Deckhand, **Parker Hinton**, for his exceptional cuisine, especially his Stromboli!

Parker has worked on the TODD E PROPHET with barge EDWARD ITTA and did some Tankerman training in Portland. Parker lives in Anchorage and has worked for the company since 2017.

100+



Stephen Parry

Vice President of Accounting and Administration

I would like to give Senior HR Generalist, **Sally Halfon**, HR Specialist, **Anna McMahon**, and Payroll Manager, **Bobbie Garneau** two thumbs up for the hard work and dedication for working a lot of hours on the California restructure.

100+



Jennifer Beckman
Sales and Chartering Manager

I would like to give a thumbs up to Accounting Specialist, **Katlyn Prophet**. She is very detailed oriented, always willing to help out, eager to get involved/do more and goes above and beyond. She is a great team member!

100+



Marvin Ambrocio cutting a hole in the block of an engine.



Dan Morrison
Vice President of West Coast Marine Operations

I would like to share a picture, and nominate Welder, **Marvin Ambrocio**, for a thumbs up, for going above and beyond on the Z-THREE repower shipyard project. The last of the project involves destroying the engines that were removed from the vessel. Marvin is burning/cutting a hole in the block of both engines.

100+



Don Cairney
Purchasing

I would like to give a thumbs up to Assistant Barge Superintendent, **Mikel Plahn**, for always getting the job done, each and every day. Thank you, Mikel!

100+



Jeremy Roberts with his giant burger.



Seth Chase
Captain

I'd like to acknowledge Chief Mate, **Jeremy Roberts**, for his dedication and hard work aboard the tug, GYRFALCON. In addition to his daily duties, he has been taking over many of my responsibilities as he trains to become Captain. In addition to all this, he is now covering the cook position while we are shorthanded. All with a smile on his face and a can-do attitude. Employees like Jay make Centerline successful every day.

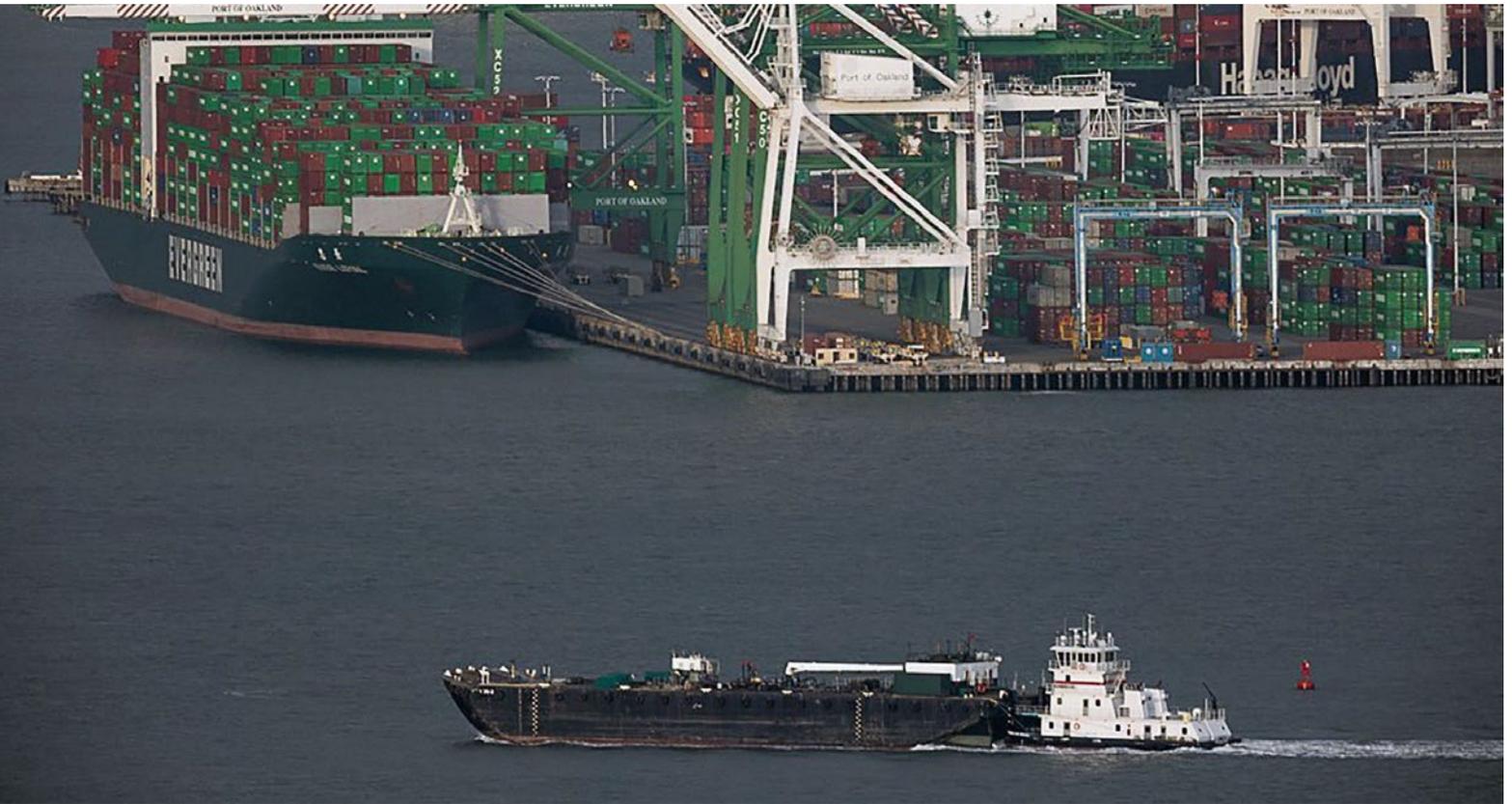
100+



Chris Iszler
Regional General Manager

Chief Mate, **Jeremy Roberts**, has been training on ship work and barge handling for the past 18 months and has proven to be a great asset to Centerline. Jay is a great ship mate, team player, and always leads by example.

100+



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

Update from Dispatch

By Nathan Goode, *Dispatch Manager PNW*

Despite not being able to have the full team in the office because of the COVID pandemic, **Centerline's Seattle Dispatch team has continued to diligently run our operations to a high standard.** We have successfully readjusted our workflow with dispatchers on the same shifts split between working from home, and working in the office.

Our Southern California Dispatch/Customer Service Manager, **Matt Hathaway**, and Barge Logistics Manager, **Anthony Lobro**, have been handling the dispatch duties for **Leo Marine Services** and **Westoil Tug Service** — **two of Centerline Logistics' new operations in California** — during their rollout in early March 2021.

Learning new customers and procedures is

no simple task, but these two gentlemen are taking it on and doing a fantastic job.

We have been working closely with our two new California divisions to develop an updated assist tug and general vessel support communication process for Centerline vessels that call California ports.

It has been heartening to watch our west coast operations, from shoreside personnel to crewmembers, work together to ensure no disruptions to our operations during this exciting growth.

Centerline Logistics has available career opportunities in Northern and Southern California. Visit us online at centerlinelogistics.com to apply.

CENTERLINE IN THE NEWS

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

BUNKERSPOT

Americas: Centerline Logistics Announces Clean Fuels Initiative

March 23rd, 2021



Centerline Announces Clean Fuels Initiative

March 22nd, 2021



Centerline Finalizes Acquisition of Saltchuk's Bunkering Business

March 9th, 2021

THE WALL STREET JOURNAL

February Hiring Sets Up Stronger Spring Recovery

March 5th, 2021



U.S. Economy Added 379,000 Jobs in February

March 5th, 2021

CALIFORNIA BUSINESS JOURNAL

From Washington, DC: Good News for California's Mariners

February 6th, 2021



Did you catch Centerline Logistics' equipment in CBS's show *Tough As Nails* Season 2 Episode 2: *Keep on Baitin'*? If you didn't, check them out online. Thank you CBS for including our Los Angeles boats!

Do you like us?

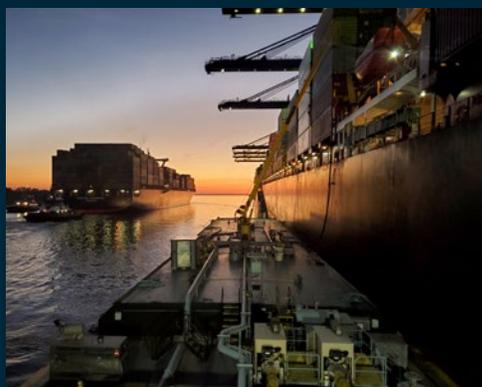
Click on any of the social icons below to follow us.



IN CASE YOU MISSED THEM



ATB unit, tug **BILL GOBEL** and barge **ALL ABOARD FOR A CURE**, working in the Port of Seattle with a view of the Seattle Waterfront. Photo courtesy of Jason Mosley.



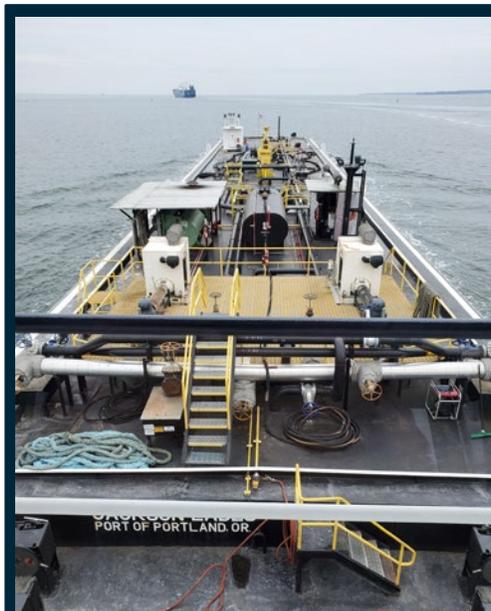
Tug **FURY** and barge **KOLACHE** bunkering a container ship at sunrise at Bayport Container Terminal in Seabrook, Texas. Photo courtesy of Relief Captain, Daniel Davila



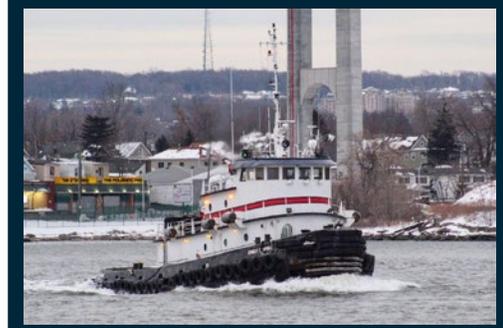
Tug **PAULA M. SPERRY** and barge **FDH 35-1** transiting near the Bay Bridge on their first day of operations in San Francisco!



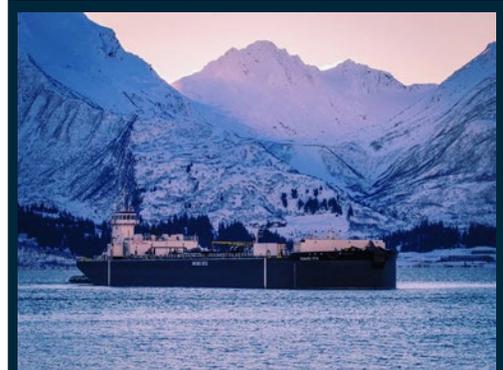
Tug **BOB FRANCO** awaiting the next vessel call in Nikiski, Alaska's icy waters. Video courtesy of Brad Kroon.



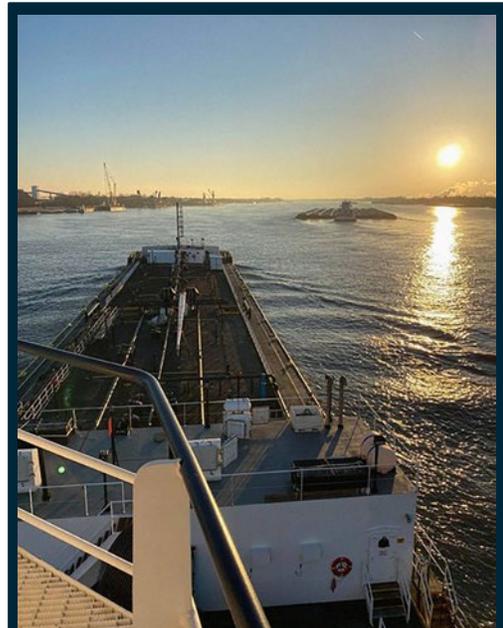
Tug **LIGHTNING** pushing barge **JACKSON EADES** outbound Baltimore Harbor in Maryland. Photo courtesy of Captain Michael Parks.



Tug **ERNEST CAMPBELL** rounding Bergen Point West Reach to go sail a fuel barge from a container ship in Port Elizabeth, New Jersey. Photo courtesy of Northeast Ship Spotting.



ATB unit, tug **TODD E PROPHET** and barge **EDWARD ITTA**, on a beautiful winter morning as the sun rises behind the mountains in Valdez, Alaska. Photo courtesy of Brian Reed.



ATB unit, tug **EMERY ZIDELL** and barge **DR. ROBERT J BEALL**, leaving the Mississippi River bound for New York Harbor. Photo courtesy of Captain Matthew Parks.

Follow us on Instagram so you never miss a post.

 [centerlinelogistics](https://www.instagram.com/centerlinelogistics)



Barge HMS 2604 loading in Port of Portland at sunrise; taken from tug GRIZZLY, courtesy of Adam Churchill.

Messages from our crew members



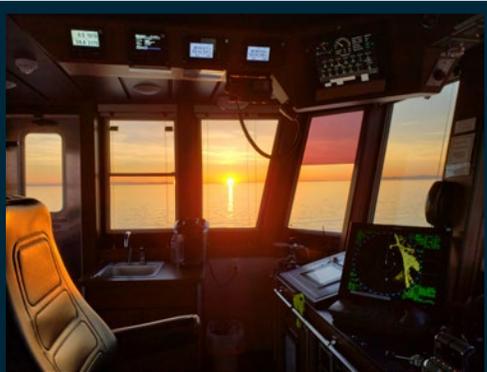
Gulf Division



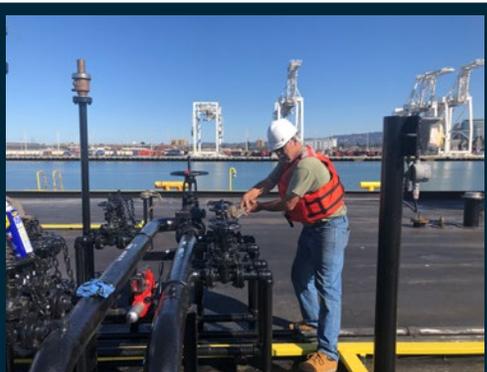
January 23, marks Centerline Logistics' one-year anniversary since our launch. Watch the full video on our YouTube channel by following [this link](#).



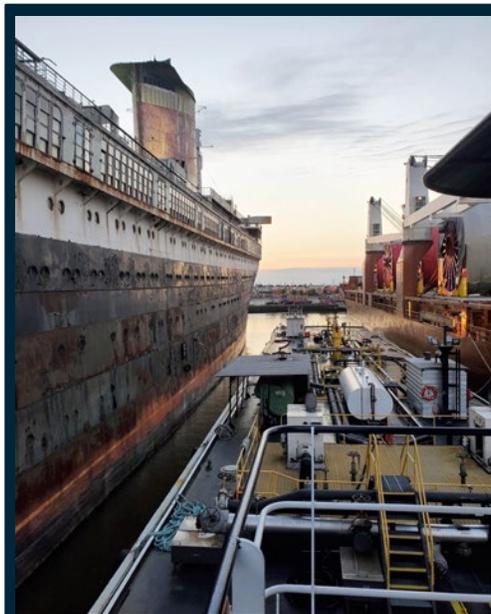
Barge ANNE ELIZABETH being docked at Lind Marine Inc. for her five-year ABS Load Line renewal. All daylight is being blocked by a smoky orange sky due to the smoke from recent wildfires.



Can you see yourself as a Captain in Los Angeles with views like this? Centerline Logistics has Captain positions available on our website. Visit us online to apply.



Centerline Logistics is hiring for all major West Coast Ports. Seagoing and shoreside positions available.



Tank barge, LOREN EADES, threading the needle as she bunkers cargo ship, SAIMAAGRACHT, next to the S.S. UNITED STATES. Photo courtesy of Captain Michael Parks.

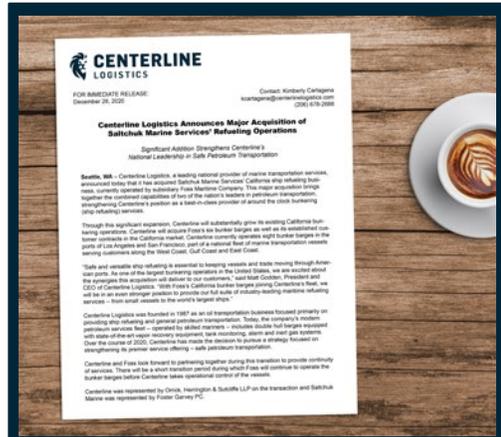


“Being able to grow into an existing market that we operate in California, and expand in what we do well, in what we’ve been doing well for 30+ years, it’s something we’re very excited about.”

Link: [CEO Matt Godden Discusses Centerline Logistics' Recent Asset Swap with Saltchuk](#)



Tugs GYRFALCON, MILLENNIUM STAR in Dutch Harbor, Alaska escorting Alaska Reefer's WELLINGTON STAR to sea. Photo courtesy of Captain Seth Chase.



PRESS RELEASE: Centerline Logistics Announces Major Acquisition of Saltchuk Marine Services' Refueling Operations



HEADLINES

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