

# SOUNDINGS

SUMMER 2020



## Centerline Logistics' JAMIE RENEAL to the Rescue

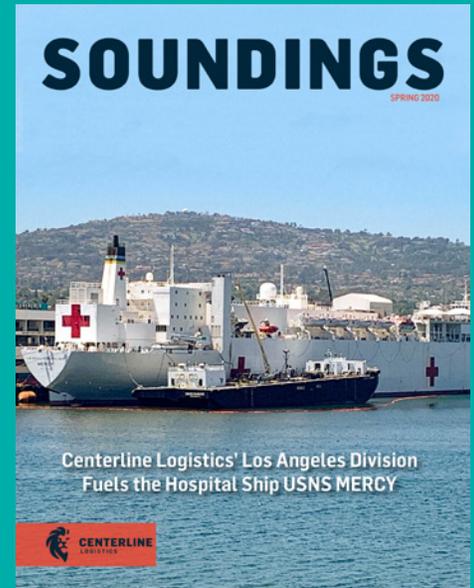


**CENTERLINE**  
LOGISTICS



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Read the Spring edition of Soundings by clicking on the image above. Spring edition cover photo courtesy of Matt Hathaway.



**CENTERLINE**  
LOGISTICS

Soundings is now published on a quarterly basis.

For questions, please contact us at [soundings@centerlinelogistics.com](mailto:soundings@centerlinelogistics.com).

**Soundings**  
A Centerline Logistics Publication

**Centerline Logistics**  
910 SW Spokane Street  
Seattle, WA 98134

1 (888) 628-0051  
[www.centerlinelogistics.com](http://www.centerlinelogistics.com)



Tug JAMIE RENE assisting with the USS BONHOMME RICHARD fire.

## JAMIE RENE to the Rescue

By Ryan Voci, *Captain*

Sunday, July 12<sup>th</sup>, Centerline Logistics received a call to **assist** in firefighting operations for a few days until the **USS BONHOMME RICHARD**'s fire was under control. Captain Bob Castagnola, Captain Ryan Voci, Engineer Edgar Esquivias, and Engineer Raymond Blakeslee responded and were off the dock in under two hours to head from Los Angeles to San Diego. The crew consisted of two captains and two engineers with one captain and one engineer firefighting at all times.

By 0800 on Monday the 13<sup>th</sup>, the crew was busy sweeping and spraying water on to the vessel. The JAMIE RENE has **state of the art firefighting equipment** on board. The fire monitor produces approximately 350 gallons



JAMIE RENE fighting a hot spot.

of water a minute by pulling straight raw seawater through the fire main. This system is what allowed for the flames to become smoke

and hotspot by 1700 on the 13<sup>th</sup>.

In order for the crew to be successful in fighting the fire, there was a landside San Diego Fire Fighting Captain on the pier taking **thermos images** of the USS BONHOMME and sending them to the JAMIE RENE A every hour.



JAMIE RENE A's state of the art firefighting equipment in use.

On Thursday, the 16<sup>th</sup>, the JAMIE RENE A crew received a cease all operations notice due to the ship being loaded with too much water. The whole ship listed to port about 10-12 degrees, so time was needed to figure out how to dewater the vessel.

Finally, on Friday, July 17<sup>th</sup> the **fire and hotspots were put out** and the JAMIE RENE A crew was given the all clear to go home to Los Angeles.

Thank you to the entire JAMIE RENE A crew for all the **hard work and continual effort!**

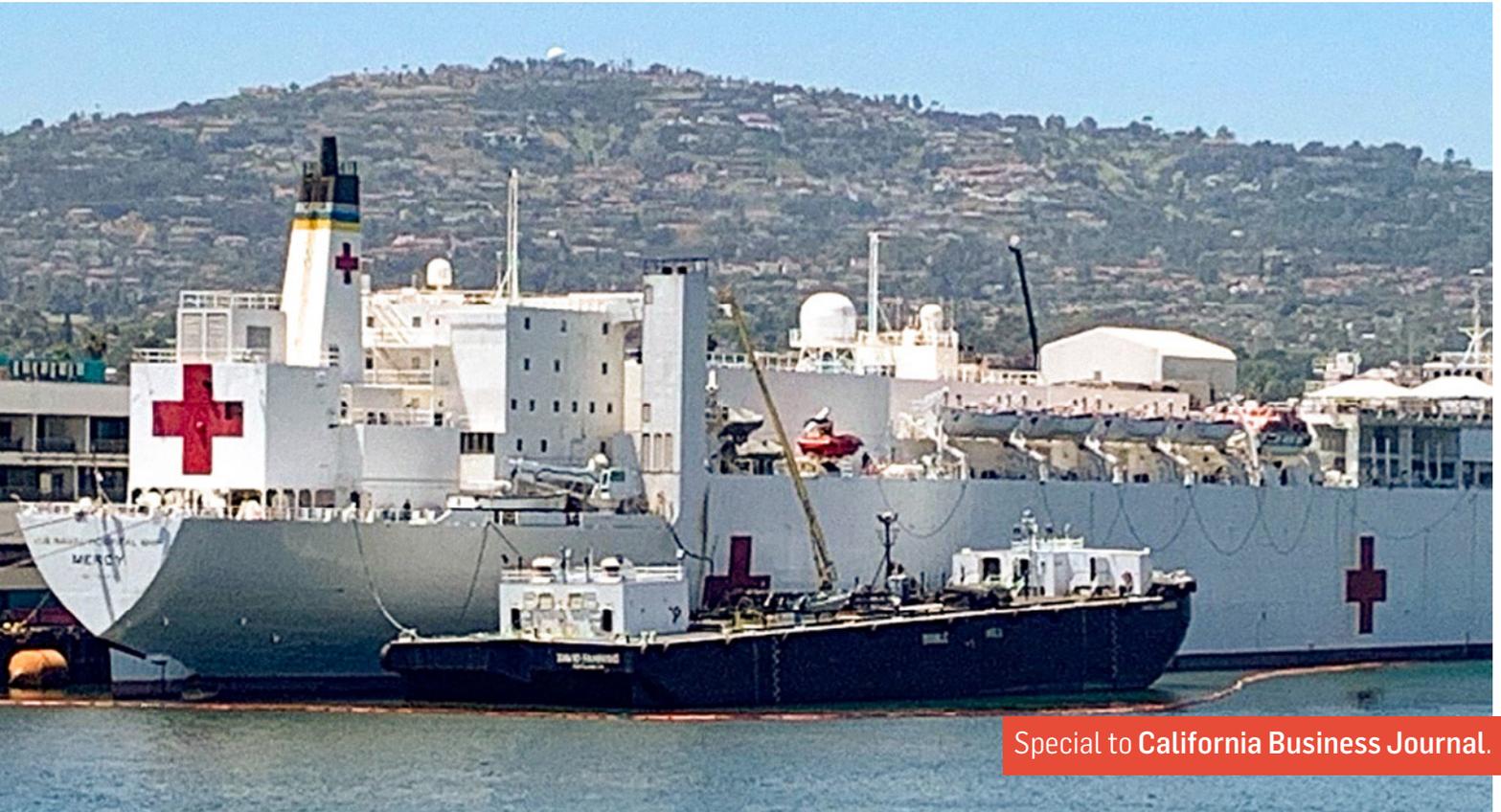
Read more about the USS BONHOMME RICHARD fire: [CNN](#), and [Maritime Executive](#)



Fire onboard USS BONHOMME RICHARD.



Tug JAMIE RENE A firefighting the USS BONHOMME RICHARD fire.



Special to California Business Journal.

With so much of global commerce and travel disrupted by the pandemic, the need for a thriving and fully functioning domestic maritime industry has never been more important.

## Op-Ed: 100 Years Later, Jones Act and the American Maritime Workforce

By Matt Godden, President & CEO

COVID-19 has brought into sharp focus the vital importance of a strong, reliable and resilient national logistics system. America's mariners, who help safely transport cargo through our nation's waterways – including California – are the linchpin in that system. As always, they have continued to work around the clock to keep critical deliveries moving.

The strong American maritime workforce that comes through each day for our nation is due in large part to a law enacted 100 years ago this month, the Jones Act. This landmark statute requires that vessels transporting cargo between U.S. ports must be operated by Americans. It also requires that these ships be built in the United States and be owned by Americans. Over 90 countries around the world

have similar rules regarding the movement of cargo by vessels in their waters.

### **“AMERICA FIRST” SHIPPING BILL.**

*Senator Jones has Merchant  
Marine Law Substitute.*

With so much of global commerce and travel disrupted by the pandemic, the need for a thriving and fully functioning domestic maritime industry has perhaps never been

more important. Americans depend on our nation's expert mariners to keep critically important shipments of medicine, food, groceries, and petroleum products on track. Today, and every day, these American mariners are on the job for their fellow citizens.

The packages you receive at home, the fuel you pump into your car's gas tank, and the energy that helps turn the lights on likely came to market with the help of skilled American mariners. Everyone from swine farmers in Hawaii, to petroleum producers in Alaska and the Gulf Coast, to wheat farmers in Kansas rely on mariners to help ensure their goods and products get to where they need to be. Without the dedication and commitment of U.S. mariners, store shelves would quickly empty and our nation's economy would grind to a halt.



Matt Godden is the President and CEO of Centerline Logistics, a leading provider of marine transportation services in the United States, with operations along the West Coast, New York Harbor and the Gulf Coast.

One of the crews at the company I lead, Centerline Logistics, helps illustrate the critically important role of American mariners in always being there for the American people. Each week, tug boat operators cross the Bering

Sea from Dutch Harbor, Alaska, to Akutan Island, towing a barge full of life-sustaining provisions. After offloading the cargo, containers full of fish products are loaded onto the barge for the return trip – a first step in the journey to consumers in the continental U.S.

Demonstrating our strong commitment as an American company to keeping the nation moving even in the midst of a pandemic, Centerline chartered air service to ensure our mariners could continue to report for duty even after commercial air service ceased in this remote part of the nation. Because our crew members come from as far away as Alabama, Idaho, and Las Vegas, we take seriously our role to ensure our essential workers can continue to work each day in service to their fellow citizens.

The Jones Act, which has endured now for a century, performs a critical role in ensuring that American marine transportation workers are in place when the nation needs them most. Moreover, this law provides a durable framework that enables American marine transportation companies to invest in an industry that is vitally important to the American people. These investments are substantial: the maritime industry helps drive 650,000 jobs and \$154 billion in economic activity.

100 years after the enactment of the Jones Act, our nation continues to reap the benefits of a robust American maritime industry. As we look back at a century of progress for American mariners, the Jones Act will help ensure that America's marine transportation sector remains an engine in the U.S. economy and a rock solid component of our nation's interconnected logistics system.



Tug LIGHTNING and barge LOREN EADES inbound for Portsmouth Marine Terminal in Portsmouth, VA to bunker three Norwegian cruise ships.

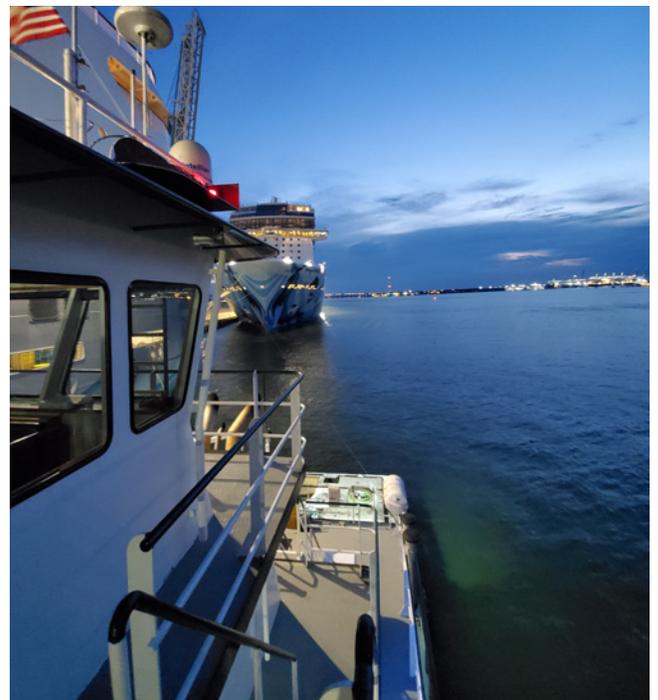
## LIGHTNING and LOREN EADES Bunker Three Norwegian Cruise Ships

By Michael "Tiny" Parks, *Captain*

On July 29<sup>th</sup>, the crew of the tug **LIGHTNING**, accompanied by her barge, **LOREN EADES**, sailed from our homeport of Philadelphia, PA to Norfolk, VA.

Our mission, **bunker three Norwegian Cruise liners** back to back to back. Our voyage totaled **220 nautical miles, 32 hours**, and covered the geographical areas of the Delaware River, C&D Canal (Chesapeake and Delaware Canal), and Chesapeake Bay.

As we all know, these are very **trying times**. In order to secure a job like this during a **pandemic**, shows the dedication of the

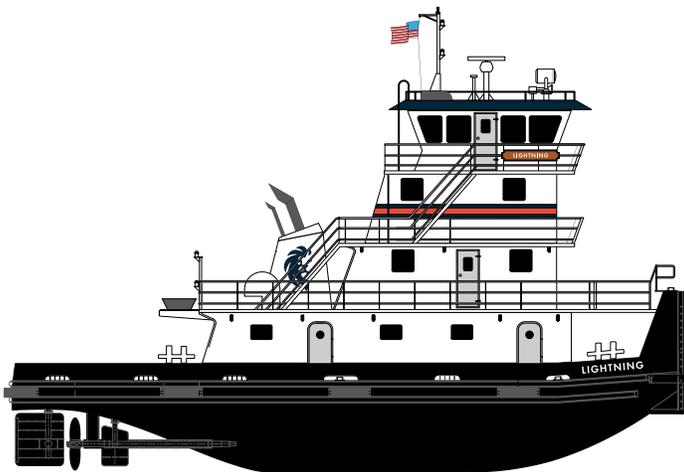


Tug LIGHTNING with cruise ship, Norwegian Bliss.

operations team, marketing, dispatchers, but most importantly, the crews of our USEC fleet.

Norwegian went with our equipment because of **our dedication to safety** and the work we do.

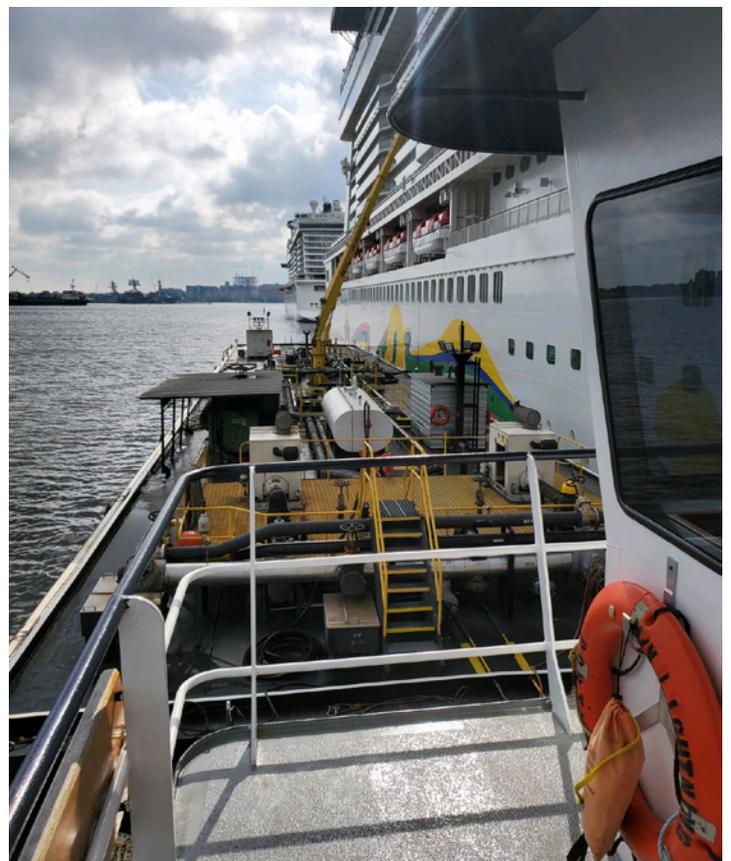
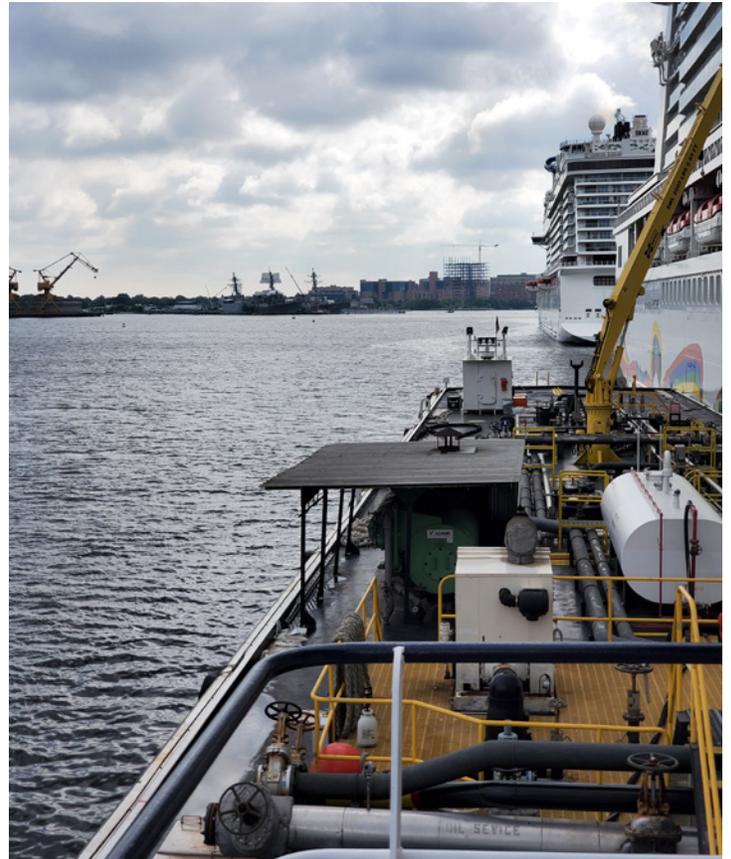
While I am on the subject of dedication, I would like my two **tankerman, Scott and Shane**, to be **recognized** for the **hard work** they put in to make this possible.



Tug LIGHTNING rendering.

They pumped a total of **3,350 M/T of oil** to three ships. That requires three moorings, sailings, and hose hookups. They pumped dual products for a total of **13 hours** in the intense summer heat. Thank you, Scott and Shane, for all your hard work!

Being able to secure work like this shows just how far our East Coast operations has come in the past two years that I have been with the company. I believe with the team we have assembled here; **the sky is the limit** for Centerline Logistics in all our regions.



Barge LOREN EADES bunkering cruise ship Norwegian Encore.



The Kestrel crew hosted a virtual tug tour with the AWO and Representative Kim Schrier M.D., Washington State's 8<sup>th</sup> Congressional District to U.S. House of Representatives.

KESTREL crew:

- Joel Russell, Captain
- Stephan Sorrenson, Mate
- Sam Stanton, Engineer
- Kendra Branson, AB Tankerman
- Brandon Starkovitch, AB

Topics discussed were the importance of the tugboat and marine industry to commerce for the region and the nation, onboard protections against infection with covid, the importance of the Jones Act, and how to attract and develop crews to the industry for the future.

We thank Representative Schrier for her time and support of our industry.



## Tug MILLENNIUM MAVERICK Repowered

By Ben Ostroff, *Operations Manager*

Recently, Centerline's tug, MILLENNIUM MAVERICK, went out of service so she could get repowered.

Some of the main projects that took place consisted of putting on blocks, cleaning the hull, removing stacks and putting them on shore, cutting a hole in the deck to remove the main—the old main engine was removed, along with an old aux engine. A new keel cooler addition was constructed, and a new EMD 710 main engine was installed, along with a new aux, and new piping for all needed fluids.

After all the installations were completed, the deck and stacks were reinstalled, and the MILLENNIUM MAVERICK was put back in the water. She is currently at Alameda Refer Dock, completing air/electrical/fire detection system installs.

All of this was made possible by the Carl Moyer grant to adhere to CARB (Cal Air Resource Board) regulations, bringing the MILLENNIUM MAVERICK to a Tier III vessel.



Tug JAMIE RENE assisting E. R. LONDON in Southern California. Photos courtesy of Captain Joe ([@captjoe619](https://www.instagram.com/captjoe619) on Instagram).



Fire drill for our crew in Portland.



First max safe fill barge load since operations restarted in Portland for the USNS Brittin; it will take two max safe fills of MGO to fulfill the USNS Brittin's fuel request.



Picture of Crowley 550-2 as a re supply of MGO to Portland's terminal.



Unloaded barge, KOLACHE, docked outside of our office in Channelview, Texas.



Barge JDRF 22 docked outside of our office in Channelview, Texas.

Centerline Logistics had an editorial coverage in the recently published July/August 2020 issue of **International Tug & OSV**, read it below:



Towboat *Paula M Sperry* is the first of a series of the same design being delivered to US marine financing company Maritime Partners by US shipyard, **C&C Marine and Repair** in Louisiana. The vessel has been leased to Centerline Logistics, formerly Harley Marine Services.

Measuring 84ft (25.6m) x 34ft (10.4m), the vessel was designed by Entech Design, based in Louisiana, and is powered by two Cummins QSK38-M1 main engines, delivering 2,600hp and paired to two Reintjes WAF 665 reduction gears.

Onboard equipment includes two Patterson 40-ton winches, along with Nabrico 12-in (300mm) roller-button chocks. There is accommodation for six people with the living areas benefiting from a soft-core joiner system for improved comfort and safety.

*Paula M Sperry* is named after the mother of Maritime Partners co-founder and COO Austin Sperry. The company was founded in 2015 and now has a fleet of more than 360 towboats and barges under charter on US inland waterways.

**John Oliver**



## CREWMEMBER SPOTLIGHT



Left to right: Pablo Ortiz, Jerome Anderson, and Josh Richert (not pictured crewmembers named below).

## Centerline Logistics' **STARDUST** Crew

How long has each member worked for the company?

**Robert "Beau" Wilson** 5 years,  
**Josh Richert** 3 years,  
**Shawn Hereden** 1.5 years,  
**Bryan Hyman** 1 year,  
**Jerome Anderson** 1 year,  
**Mario Williams** 8 months,  
**Pablo Ortiz** 3 months

What is your favorite part of working on the boat?

**The camaraderie and go home day.**

Best song to jam to on the boat?

**Huckleberry**

Coolest animal seen on a job?

**A shark in Freeport.**

Best breakfast on the boat?

**Uncrustables**

Group dinner of choice?

**Josh's crawfish spaghetti.**

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

**Winter because of the heat here in Texas.**

Which crewmember snores the loudest?

**Jerome**

Who is the best cook on the boat?

**It's a tie between Jerome, and his crawfish bites, and Josh, and his crawfish spaghetti.**

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

**Galveston**

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

**Shameless**

Who has the best singing voice?

**Beau**

Best pizza topping?

**Meat**

Bacon or sausage?

**Bacon**

Pepsi or Coke?

**Pepsi**

Hard shell taco or soft-shell taco?

**Soft-shell taco**

Coffee or tea?

**Coffee**

Bagels or muffins?

**Muffins**

Vanilla or chocolate?

**Chocolate**

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

**Family**

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

**Keep your eyes and ears open and aware. *Always* be aware of your surroundings.**



Centerline's tugs Z-THREE and Z-FOUR . Photo courtesy of Captain James Christian.

## Subchapter M and COI Compliance

By Rob Sortor, *HSSQE Manager*

As we move into the third year of Subchapter M requirements, **Centerline Logistics continues to lead the way in compliance.**

After the second-year due date, July 20<sup>th</sup>, 2020, came and went, Centerline Logistics has **surpassed the required 50%** of our tug boat fleet attaining COIs.

The process for which a tug boat is granted a COI takes quite a bit of coordination; **coordination that the HSSQE department facilitates.** Working with boat crews, Port Captains, Port Engineers, third party

inspectors, and of course, the **United States Coast Guard.** Scheduling the multiple inspections and documentation that are required to be completed, takes quite a bit of time and patience.

Fortunately, with the team members in place at Centerline Logistics, **the process continues to move a long** according to the schedule that was put together in early 2018.

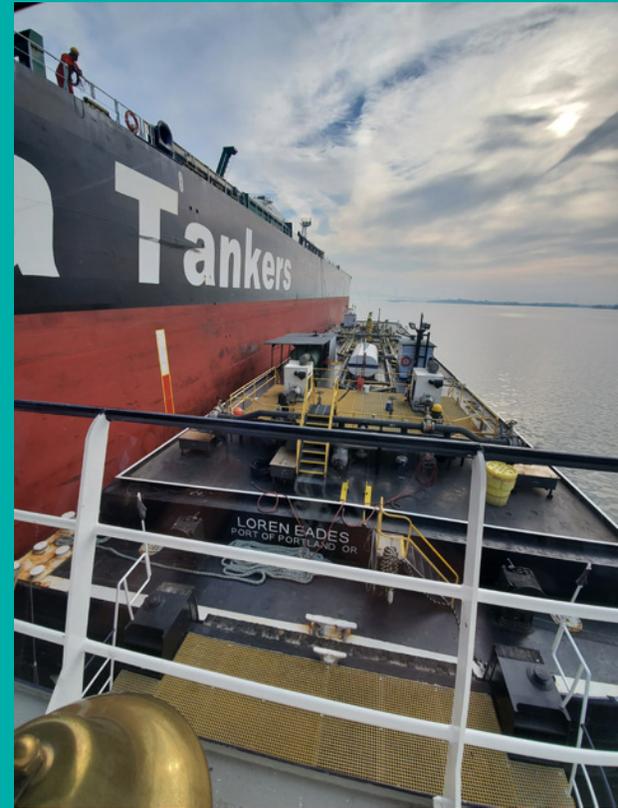
With **59% of our fleet already having a COI,** we are poised to be ahead of the July 20<sup>th</sup>, 2022 due date for our entire fleet having COIs.



Centerline's tug, BOB FRANCO, sporting her new fendering, docked in Homer, Alaska. Photo courtesy of Billy Fox.



Corey Verbeck and Robert Higa doing some maintenance on the barge, **HMS 2604**, at the PacTerm dock. Photo courtesy of Adam Churchill.



Tug LIGHTNING and her barge, LOREN EADES, mooring a/s Tankers at Marcus Hook Anchorage on the Delaware River. Photo courtesy of Captain Michael Parks.



Tug JOHN QUIGG sporting her new Centerline Logistics colors in Terminal Island. Photo courtesy of Andre Nault.

# Northern California



## CREWMEMBER SPOTLIGHT



Left to right: Brad K., Akin F., Kurt K., Parker H., Gordon W.

## Centerline Logistics' **BOB FRANCO** Crew

How long has each member worked for the company?

**Gordon Wunder** 6 years,  
**Brad Kroon** 5.5 years,  
**Akin Franciscone** 4 years,  
**Kurt Kramer** 4 years,  
**Parker Hilton** 3 years

What is your favorite part of working on the boat?

**(2) working with a great crew;**  
**(1) good laughs;** **(1) the smell of diesel in the morning;** **(1) being on deck.**

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

**(3) Homer Alaska;** **(1) pilothouse;** **(1) my bunk.**

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

**Family members, hiking, terra firma, and surfing.**

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

**4:1 say summer; winter ice season in Cook Inlet wasn't a favorite.**

Coolest animal seen on a job?

**Brad's favorite is the Beluga whale in Cook Inlet; Akin, polar bear in Kaktovik, AK; Kurt, a lantern fish he caught in 450 Fathoms; Parker, orca in Prince William Sound; Gordon, a white Grizzly Bear on the Inside passage.**

Best song to jam to on the boat?

**Brad says I'll take all things Bob Segar; Akin, *Going gets tough* by the Growlers; Kurt, *I'm still breathing* by Green Day; Parker, *Renegade* by Styx; Gordon, *Son of a Son of a Sailor* by Jimmy Buffett**

Who has the best singing voice?

**Consensus was Kurt.**

Which crewmember snores the loudest?

**That one is tough as we all have our own rooms.**

Group dinner of choice?

**(2) Parker pizza night; (2) seafood; (1) fish taco night.**

Who is the best cook, and what's their best dish?

**Parker's best dishes are homemade pizza, Thai cold ground turkey with lime cilantro, and sea food pasta; Kurt's best dishes are fish tacos, and quiche.**

Best breakfast on the boat?

**Coffee; yogurt and granola; biscuits and gravy; Kurt's quiche.**

Best pizza topping?

**We didn't have a consensus on the pizza but we agreed pepperoni was a staple. Kurt liked smoked salmon with white sauce and spinach.**

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

**(2) Orville Hook training video; (2) *Step Brothers*; (1) *Yellowstone*.**

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

**Don't over eat, don't argue with the old guys and listen to them, don't wait to be asked to help and stay in school.**



Some of Centerline's USEC fleet. Photo taken from tug ANDREA.

## Pandemic Times Onboard the Tug ANDREA

By Tug ANDREA, *Crew Collaboration*

You would wonder if it would be nerve wracking to work in **New York City**, a major hotspot at one time, during the **coronavirus pandemic**, right? Well, we're here to tell you, for us at least, it hasn't been as bad as you might think.

Sure, there was an initial shock of **impending doom** when the virus first started picking up some major momentum in the **five boroughs**, but soon after that started, we came to some realizations.

Yes, we are working in New York, but as you all know, working on board a tug is the **epitome of isolation** and self-quarantine from the outside world. With proper **safety precautions** in place, we have been sleeping like babies right in the **eye of the storm**. As a crew, we surprisingly enough *do* care about each other

and have been doing our best to stay safe at home during our **two weeks off** the boat as well. Upon returning to work, as long as no one brings it with them we know we are relatively safe.



**Peace of mind in times like these are priceless and we know our families will be taken care of.**

Some things have changed, for example, we conduct our **pre-transfer** conferences on the barges over radio and pass paperwork between **fuel docks** and boats by buckets instead of face to face. Instead of grub shopping at our leisure, we have been doing the lions share at

home during off peak hours away from the city and getting enough food to last the two weeks, so we don't have to shop here, **limiting contact** from a majority of the public.

Other than that, not too much has changed. If you make an effort to turn off the news in the galley, you can almost forget about the world in a sense. It all depends what you want to focus your attention on. I'm not saying we keep our heads buried in the sand, but the constant overload of coverage could be **unnerving** to anyone.

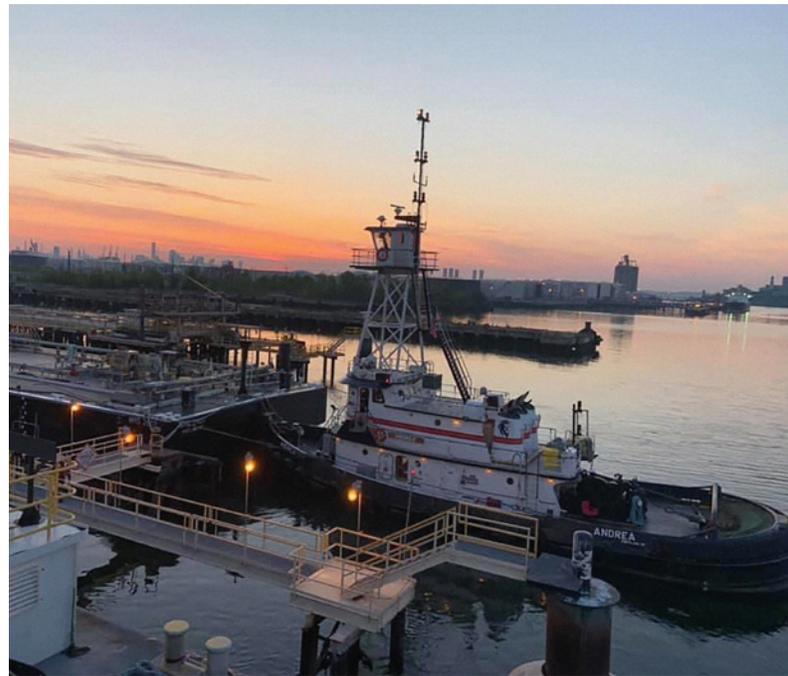


Centerline vessels working in the New York Harbor.

Things we have personally been focusing on is the fact that during these times of economic insecurity, we have the luxury of a job we can count on. With so many Americans out of work, it is reassuring to know the paychecks will be clearing on the 1st and 15th of every month, and there is no major lack of work in the harbor either. Peace of mind in times like these are priceless and we know our families will be taken care of.

The best (and worst) part of this job is the variety of people we have on the boats. We are

able to talk and work alongside guys coming from all different parts of the country, and get a feel of what life is like in their neck of the woods. Something we **do not lack** is a cast of colorful characters. We have learned to **appreciate** everyone we work with, even the sometimes-miserable ones. We are all

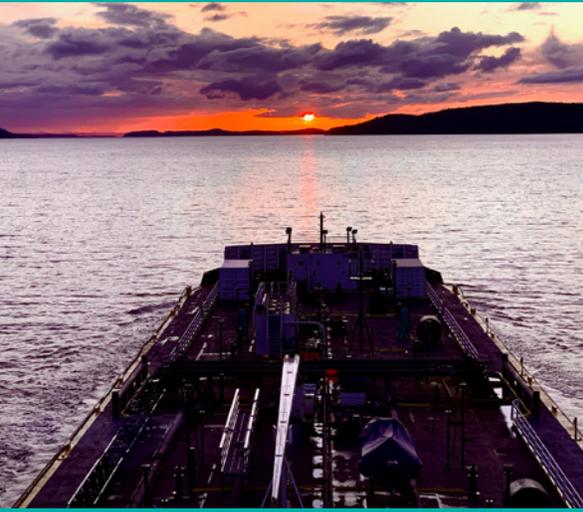


Tug ANDREA with her barge .

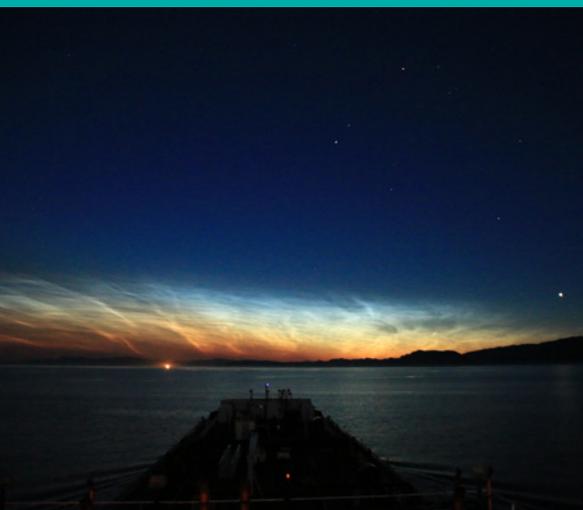
pieces of a puzzle, and somehow, somehow, guys from all over the country with different backgrounds, beliefs, and ideas **come together** in these two week increments and make it work.

Is our mind at peace 100% of the time? No. Would we still be working here if we won the Powerball? Also, no, but we are doing the best we can with the cards we have been dealt, and in the end, we will look back and be able to proudly say **we did everything we could to stay safe**, and make the best of it.

ANDREA Crew: Guy Spletstoesser, John Kenyon, Sheldon Hice, Anthony Hart, and Richard Brockway



ATB unit OneCure and ZIDELL MARINE 277, Northbound in Taiya Inlet, just to the south of Skagway.



Photos from the OneCure, courtesy of Captain Tim Rosenberg.



Left to right: Tim Rosenberg, David Dearman, Mike Mena, and Dan Johnson

## Aboard Tug OneCure

By Clint Williams, *AB Tankerman*

The tug OneCure is comprised of geographically diverse sailors who bring **decades of experience** and expertise to the Centerline family. The mariners aboard this articulated tug and barge, reside as close as Whidbey Island, and as far as North Carolina.

Currently, the OneCure is on a charter that hauls a variety of **petroleum products** from Canada, to resupply Ketchikan and various other ports. When asked what the best thing about the resupply run is, our crew members from the southern reaches of the country replied “the **mild summers** and scenery of the PNW.”

Pictured above we have several members that make up the OneCure crew, sporting their new Centerline Logistics apparel. In the picture, we have Captain **Tim Rosenberg**, Engineer **David Dearman**, Mate Tankerman **Mike Mena**, and AB Tankerman **Dan Johnson**. The crew members not pictured here are Engineer Joe Heard, Mate Tankerman Jason Lee, and AB Tankerman Irvin Sadler.

# Coping with the ups and downs of the market



Are you bothered by the ups and downs of the market, or market volatility, as it is often called? Don't panic. Market volatility is a natural part of investing, and history tells us that over time the market generally bounces back. You can't control market volatility, but you can help lessen its impact on your retirement.

## Don't let emotions get in the way

When the market is down, some people give in to fear and change their investing strategy. Remember, no one can time the market perfectly. If you move your savings to less risky investments or take money out of the market, then you will lose out on any gains if the value of those investments goes back up.

## Steps to help you cope

### Stay your course

During volatile times, it can be tempting to change how you invest in hopes of a better return. In the long run, you're generally better off staying the course rather than trying to jump out, then back into, the market.

### Decide if you're comfortable with your investments

Make sure you have the right mix based on how comfortable you are with risk and how long you have until you retire. Take our Investor Profile Quiz at [principal.com/InvestorProfileQuiz](https://principal.com/InvestorProfileQuiz) to see if the risk level of your investments fit your investing profile.

### Talk to your financial professional

Your financial professional can help you plan and deal with the ups and downs of the market. If you need to find a financial professional, we can help. **Just call 800.547.7754.**

Who we partner with on our Milestones program has a great site with tons of short articles on multiple financial topics. The following link will take you to the main page for Covid-19 related items, but you can find other articles under the "Topics" tab or by using the search feature if you have something specific in mind.

<https://principal.enrich.org/start/coronavirus-and-your-financial-health-pfg>

## History is on your side

Even the worst market declines have generally been followed by a significant recovery. A year after the 2008/2009 market drop, it rebounded by 53.6%.\*

Instances of high double-digit returns were achieved primarily during favorable market conditions and may not be sustainable over time. Past performance is not a guarantee of future results.



### Get more insight.

Watch a replay of our Coping with Market Volatility webinar at [principal.com/LearnNow](https://principal.com/LearnNow) at any time.

## In Case You Missed Them on Instagram:



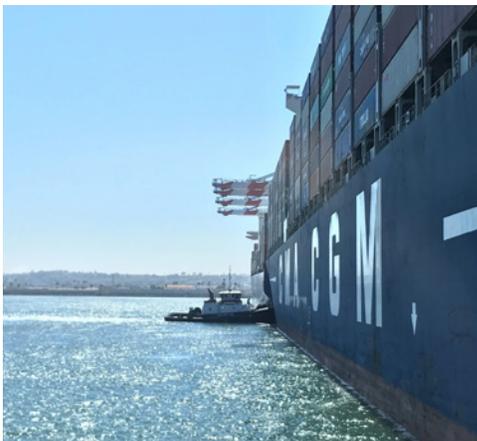
Loaded ATB unit, **MIN ZIDELL** and **OneDREAM**, navigating through the Columbia River, delivering petroleum to fuel ships with essential goods.



ATB unit **JAKE SHEARER** and **FIGHT FANCONI ANEMIA**, transiting through the Puget Sound from Tacoma to Ferndale, WA.



Close up photo of our tug, **Z-FIVE**, at Alameda Reefer Dock down in Alameda, California.



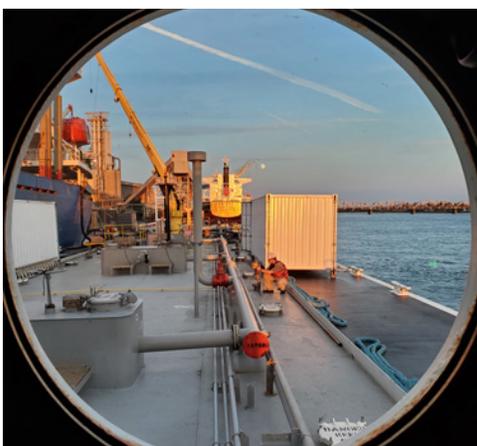
Tug **JAMIE RENE** assisting a CMA CGM container ship with goods for our local store shelves.



Since the beginning of COVID-19, **Centerline's USGC fleet** has been working around the clock delivering fuel to ships with essential cargoes. Thank you to our crews for all their hard work.



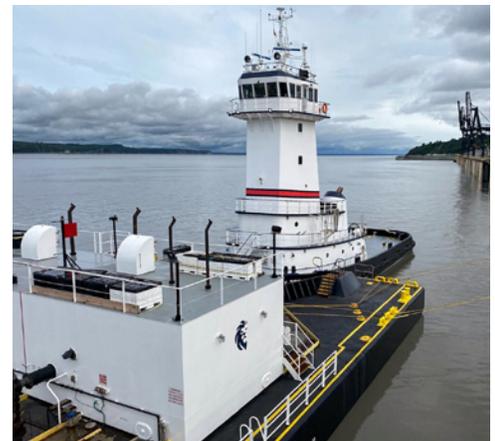
Tug **ALAMO** and barge **MGI 2720** from our USGC fleet, bunkering in Bolivar Roads, Texas.



Tankerman Cory Verbeck working on the barge **HMS 2604** in Vancouver, WA with the moon beginning to rise behind him.



Barge **LOREN EADES** inbound for Portsmouth Marine Terminal to bunker three Norwegian cruise ships.



Our ATB unit, **EMERY ZIDELL** and **DR. ROBERT J. BEALL**, anchored in Anchorage, Alaska.

@centerlinelogisticscorp



Our ATB unit **MIN ZIDELL**, and **OneDream**, at anchor in Jack Island in Anacortes, WA.

**Happy Day of the Seafarer** to everyone, specially those at the frontline of the COVID-19 pandemic. Thank you for all you do everyday, from our Centerline family to yours.



Some of Centerline Logistics' USEC fleet in the New York Harbor.



Photo taken from the bridge of the **OneCure** tug, heading northbound up Lynn Canal between Juneau and Skagway, Alaska. These are two of Centerline's ATB unit **OneCure** and **ZIDELL MARINE 277**'s stops on their route.



Centerline's ATB unit, **OneCure** and **ZIDELL MARINE 277**, in the Port of Seattle before heading up to Alaska, where they have been working nonstop delivering product.



Centerline's ATB unit, **OneCure** and **ZIDELL MARINE 277**, in the Port of Seattle before heading up to Alaska, where they have been working nonstop delivering product.



Photo courtesy of Nick Gardener

## Centerline in the News

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

### KETCHIKAN DAILY NEWS

#### PoV: Mariners perform essential work amid pandemic

May 30, 2020

### The Seattle Times

#### New unemployment claims in Washington state fall to the lowest level since March

August 6, 2020

### CALIFORNIA BUSINESS JOURNAL

#### New unemployment claims in Washington state fall to the lowest level since March

August 6, 2020



#### America's Mariners Perform Essential Work During COVID-19 Crisis

Commentary

May 29, 2020

### THE WALL STREET JOURNAL

#### U.S. Economy Contracted at Record Rate Last Quarter; Jobless Claims Rise to 1.43 Million

July 30, 2020

## Recipes From Our Crews



Recipe provided by Joel Coffey

### Mrs. Robbins' World Famous Oven Pancake (easy and quick)

½ stick butter (1/4 cup)  
 ½ cup flour  
 ½ c milk  
 2 eggs  
 1/4 tsp nutmeg – optional  
 Powdered sugar  
 Lemon juice

Pre-heat oven to 400 degrees. Melt butter in 10 or 12" cast iron skillet or oven safe pan. Wisk eggs in milk, fold in flour and nutmeg. Don't overmix, just until moist.

Pour batter into pan that has melted butter in it and bake uncovered for 15 minutes. Take out and sprinkle with powdered sugar (approx. ¼ cup) then drizzle with 3 tbs. of lemon juice.

Slice like a pizza and eat warm. You can also top with fruit or whatever you like.

## From Tug BRAIN S:

Summer brings the fresh fruits we've been missing all year. The juicier, sweeter taste of fresh fruit may excite one enough to go for a bowl of berries over the Oreo cookie, but maybe you need a little bit more to make that choice easier, here are a few spruced up fruit dishes.

### Spiced Watermelon

1 cup fresh squeezed lime juice  
 2-3 bs of chili powder or tamarind  
 Sea salt to taste  
 Sprinkle a few fresh blueberries for texture & color)

### Fresh Fruit Salad Dressing

Mix:  
 2 Tbs honey  
 1 lime juice  
 1 half fresh orange juice  
 1/2 cup of coconut cream if you like a richer flavor

### Pour mixture over cut fruit of choice:

Sliced kiwi	Pomegranate seeds
Sliced strawberries	Blueberries
Cubed pineapple	Tangerine slices

### Here are some tips for finding and keeping your produce fresh:

- Only wash your berries before you use them to keep them from spoiling too early
- Store pineapple upside down. (It helps move the sugar through the fruit after transit)
- Watermelon should be chosen by looking for one with a flatter side and has black sugar deposits by the stem. This will help you choose the best melon at the market
- Need to ripen your avocados? Place your bananas and avocados in a paper bag and sit at room temperature for a day to quicken the ripening process



# SOUNDINGS

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