

SOUNDINGS

SPRING 2020



Centerline Logistics' Los Angeles Division
Fuels the Hospital Ship USNS MERCY



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Soundings is now published on a quarterly basis.

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

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Barge DAVID FANNING bunkering the hospital ship, USNS MERCY.

Centerline Logistics' Los Angeles Division Fuels the Hospital Ship USNS MERCY

By Andre Nault, *Operations Manager-Southern California*

In its ongoing role as a one of the country's premier marine service providers, Centerline Logistics continues to assist cargo ships, cruise ships and tankers in and out of our nation's seaports, and to deliver critical fuel to those vessels.

On April 28th, our tank barge, **DAVID FANNING**, was called upon to deliver fuel to the **USNS MERCY** in the **Los Angeles Harbor**. The tank barge DAVID FANNING was built in 2008, and is 241 feet long and 64 feet wide and has a capacity of 30,000 bbl or 1.25 million gallons of fuel in 9 tanks. The barge can transfer that fuel at up to 60,000 gallons per hour. DAVID FANNING is one

of 6 tank barges currently being operated by Centerline Logistics in the Ports of Los Angeles and Long Beach.

The hospital ship USNS MERCY arrived in Los Angeles, California, on Friday March 27th, after departing from Naval Base San Diego. The vessel, which has 1,000 hospital beds and more than 800 Navy medical personnel and support staff, and 12 operating rooms, was deployed to support FEMA, the State of California, and the City of Los Angeles in their ongoing Covid-19 relief efforts.

Once in the area, the ship was the largest hospital in Los Angeles and its main function

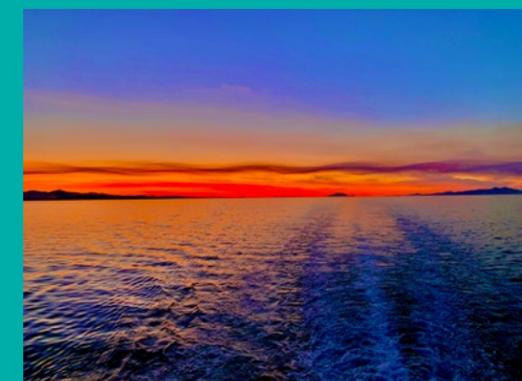
was to take overflow patients from local area hospitals so they could focus on an expected surge of coronavirus patients.

Mark Ghilarducci, director of the Governor's Office of Emergency Services stated that "Our work to protect public health and safety is far from done, but having the MERCY and its highly-trained medical personnel stationed in the most populous region of the state was critical to our ability to respond in the first stages of the pandemic".

Hospital ship USNS MERCY left Los Angeles on May 15th, seven and a half weeks after arriving at the California hot spot during the COVID-19 pandemic and 10 days after discharging its last patient.

The medical treatment staff left around 60 medical personnel behind to continue supporting state and local healthcare providers at skilled nursing facilities, at the direction of Federal Emergency Management Agency (FEMA) and U.S. Northern Command (USNORTHCOM).

The City of Los Angeles and State of California thanked the U.S. Navy, FEMA and the federal administration for their support in allowing the use of the MERCY. Centerline Logistics thanks our Tug and Tank Barge crewmembers and our shore side support staff for their critical role in keeping our ports operating at a high level of efficiency and for being a major part of the essential supply chain that keeps our country supplied, safe and moving.



The first picture (top to bottom) is from the bridge of the OneCure tug, heading northbound up Lynn Canal between Juneau and Skagway, Alaska. These are two of our stops on our route under charter to Petro Marine Services.

The second is Northbound in Taiya Inlet just to the south of Skagway.

The third photo, the sunset picture was in the Straits of Georgia North of Vancouver, BC, after loading our barge in Canada to head to Alaska; behind us is Sabine Channel.

Photos by Timothy Roseberg



Barbara Jean Mulholland and her family aboard the renamed tug, BARBARA JEAN MULHOLLAND.

Tug BARBARA JEAN MULHOLLAND NAMING CEREMONY

One of Centerline Logistics' core values is giving back to the communities in which we live and serve. When we were approached for a donation to help with the United Way of Greater Houston's auction, we were extremely excited to donate the opportunity to rename one of our vessels.

The successful bidder, Kevin Mullhollad, was able to rename the vessel after someone who has had a tremendous impact on his life. His thought process was, as an assist tug provides pushes, tugs, and pulls to gently influence direction and momentum, so does a mother. Therefore, on Saturday, February 1, 2020 Mr. Mulholland named the tug BARBARA JEAN MULHOLLAND, after his mother.

Centerline Logistics is honored to represent the MULHOLLAND family, 5 children, 15 grandchildren, and 7 great grandchildren, on the water for centuries to come.



Photo by Kevin Henry / Atomic Aerials

GYRFALCON and MILLENNIUM STAR to the Rescue

By Seth Chase, *Captain*

I'd like to acknowledge the crews of the GYRFALCON and MILLENNIUM STAR, especially Jay Roberts, Phillip Weldon and Roel Villamor, on their stellar response to the oil spill aboard another vessel on April 28th. They responded quickly and decisively when called upon. They acted with purpose and were able to get resources on scene with the vessel within 10 minutes of callout.

I'm proud of the professionalism they showed in mitigating a potentially larger incident. I may have overlooked crew on the other boat for their roles in this as I was not interacting with them—it was definitely a team effort.

At 1044 the captain of the vessel that had the incident contacted us via cell phone reporting that they had a lube oil spill to water and requested we respond with all available clean up resources.

The crews of both the GYRFALCON and MILLENNIUM STAR worked together quickly and efficiently to gather and load gear. We responded at 1055 to supply them with 320' of sorbent boom, 600 sorbent pads and 300' of sorbent sweep from both boats and delivered them via truck to the Mariner at the Coast Guard dock.



Centerline San Francisco's crew bunkering NYK ARGAS container ship.



Congratulations to Pilot Robert Ivy and his wife on their newest addition to their family, Jestin Ivy.

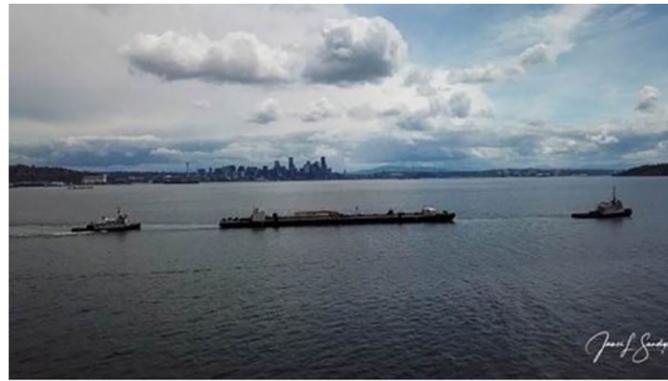
Escort Drills in the Puget Sound

By Sven Titland, *Regional General Manager*

Continually looking to find the best ways to serve and protect the Puget Sound, Centerline Logistics is seizing the opportunity to prepare for new safety guidelines beginning September 2020. All dangerous liquid cargo barges 5000 DWT, and greater, will require an escort through Rosario Straights and connecting waterways to the east. The goal for the regulation is to prevent the possible grounding of a tank vessel due to loss of propulsion or steering.

Centerline Logistics, one of the leading companies in safe operations on the West Coast, performed sea trials on Wednesday, May 13th, 2020. The vessels and crews from Olympic Tug and Barge—a Centerline Logistics Company—proved more than capable to meet and surpass goals that may arise in the upcoming Washington State escort guidelines.

In the pictures to the side, crew from the tug BRIAN S effectively arrest the towing vessel ANN T CHERAMIE with the loaded 80,000-barrel tank barge SIXTY-FIVE ROSES from a possible emergency. The day was spent doing live drills and collecting data to share with our fellow industry partners. Centerline Logistics Operations group would like to thank the men and women of both vessels for a job well done!



Photos courtesy of Jamie Sandige

CREWMEMBER SPOTLIGHT



Centerline Logistics' Crew in San Francisco Bay

How long has each member worked for the company?

- John Willingham: 11 years**
- Jonah Petrick: 11 years**
- Patrick Price: 4 years**
- Stefan Thompson: 3 years**
- Max Fleischfresser: 1 year**

What is your favorite part of working on the boat?

Scenery and crew.

Best song to jam to on the boat?
We only listen to two types of music, Country and Western.

Coollest animal seen on a job?
A whale in Central Bay.

Best breakfast on the boat?
Any kind of pork.

Best pizza topping?
Bacon

Group dinner of choice?
Ribeye steak

Would you rather be working on the boat during the summer or winter season?
Winter because we don't miss out on good weather.

Vanilla or chocolate?
Both

Which crewmember snores the loudest?
Fortunately, we have our own rooms so we don't know.

Who is the best cook on the boat?
Stefan Thompson

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

Brickyard

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

Dance Party on Sundays

Who has the best singing voice?

We try not to sing on the boat.

Pepsi or Coke?

Neither, seltzer water.

Bacon or sausage?

Bacon

Hard shell taco or soft shell taco?

Soft

Coffee or tea?

Coffee

Bagels or muffins?

Bagels

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

Being with family and outdoor recreation.

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

**"If it's going to happen, it's going to happen out there."
- Captain Ron**

📍 COOK INLET, ALASKA.



EMERY ZIDELL Area of Operations

By Jim Whitney, *Captain*

On the EMERY ZIDELL we have an expanded area of operation ranging from Hawaii to Barrow Alaska. Our summer job this year, aside from just running AvGas to Anchorage for the bush pilots of Alaska, we are now also servicing Western Alaska this season.

We go all the way out to Shemya Island, which is at the far end of the Aleutian Chain, taking JP-8 out for the Air Force. In addition to feeding the AvGas to remote areas such as Naknek, Dillingham and Nome, we will also be stopping in Southeast Alaska on our way North at Ketchikan and Juneau. We are looking forward to a good season, however, Western Alaska has

its challenges due to weather, which can change quickly. With our expanded areas of operation, we now have 200 charts onboard for navigating these areas.

In past years of operating in the remote sections of Alaska, we have seen volcanos erupt and weather change so abruptly, severe low pressures and high pressures colliding for the fast changes, and the sea conditions that go along with these type of changes.

The wild life found out while sailing is spectacular, birds, bears, and whales. Sailing from Hawaii to Alaska has been an adventure.



Chilly day in Alaska.



Thumbs Up Winner

In 2019, everyone at Centerline Logistics, across the country, was given the opportunity to nominate a fellow coworker for doing something exceptional. We received dozens upon dozens of outstanding nominations from every port. The winner would be able to have an all-expenses paid trip to a three bedroom condo at The Suncadia Resort in Cle Elum, Washington for them and three guests. Our Thumbs Up winner was Josh Davison from our New York division! Below you will find a letter from him and his guests about the trip.



A Letter of Gratitude

Dear Centerline Family,

First off, we are forever grateful for the opportunity for Josh to grow and utilize his skills at Centerline. Everyone has been encouraging and uplifting him growing in the company; it's been an amazing journey for him. I remember one night Josh and I were praying together really hard (knowing it was time for a change), and after hearing about the great reputation of working at Centerline, he knew that this was the place he wanted to be.

I cannot make it up; the next day, Aaron Wood called with a job opportunity for Josh. As we were both super excited about this, we knew this was not only where Josh wanted to be, but where God wanted us to be as a family.

Since then, it's been nothing but amazing. Growing as lead tankerman, to pursuing his dreams of steering in the wheelhouse. This Davison clan cannot thank you all enough for this opportunity. We look forward to supporting Josh



as a family as he grows in the company.

With all that said, thank you to Centerline for the thumbs up challenge opportunity, and to Aaron for recommending Josh as a candidate for this! We are thrilled that he won! What a surprise! We would also like to thank Kimberly for putting all of this together. It couldn't have been more perfect and relaxing. This was our first trip as a couple with no kids and it was absolutely stunning.

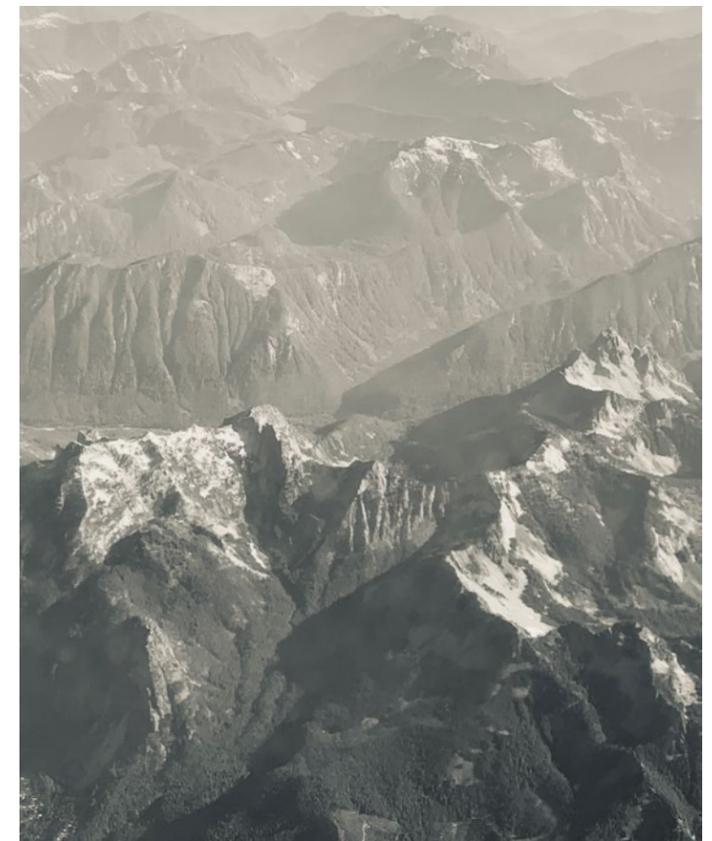
We had not been to the west coast before and we were absolutely blown away by Washington's beauty. We have to say, visiting Pike Place Market was our favorite destination in Seattle. The fresh fish, the flowers, and the different artists that set up booths, it was nice to take in the scenery and enjoy the morning there.

After enjoying Seattle, we arrived to the Lodge at Suncadia Resort. We were told about the breath taking views of the mountains, the crisp air, and being able to experience that first hand was truly a treat! Being able to wake up in the mountains and walk along the river was absolutely one of the best feelings.

This was our absolute favorite thing. Enjoying the views, feeling the wind blow against our skin, and being able to walk around and enjoy everything Suncadia had to offer for a few days. You all knocked it out the park with this trip! Words cannot express how grateful we are and how much we loved everything! It truly was an all-inclusive trip and we still cannot believe we got this amazing opportunity. Thank you all at Centerline!

Sincerely,

**Joshua & Katelyn Davison
(and the Gehring's)**





Victor Gonzalez and Jacob Laprade installing our new logo on the tug Z-FOUR down in the Bay.

Training Down in the San Francisco Bay

By Benjamin Ostroff, *Operations Manager*

The first quarter of 2020 has been a very interesting one so far for us in the San Francisco Bay. We are training two Mates to become Captains, we have gained the tug MILLENNIUM MAVERICK, put the MILLENNIUM MAVERICK into dry-dock, and finally, incorporated the Seattle based tug, MILLENNIUM FALCON into our fleet.

We are excited to be training Brandon Erickson and Victor "Vic" Gonzalez to become captains on ship assist tugs in the San Francisco Bay area.

Brandon has been with the company for about seven years. He has worked his way up from a deckhand to becoming an engineer. He then

quickly became a tankerman, which positioned him to be able to become a mate and a soon-to-be captain.

As if that were not enough, his skills extend from conventional tugs to tractor tugs, and include moving oil barges. His dedication to this company, his coworkers, and his career is an example to everyone.

Victor has been with Centerline San Francisco for over ten years. He has worked as a tankerman, both in Los Angeles and San Francisco Bay. He then proceeded to work as a mate, and is now training to become a ship assist captain.

Vic is a very well rounded employee with skills on tractors, conventional, and barge moves. He has trained many of our up-and-coming tankerman. Vic is a very trusted and respected member of our team.

We are happy to have employees like Brandon and Victor growing their careers with Centerline Logistics in the San Francisco Bay.

The MILLENNIUM MAVERICK came to the San Francisco Bay from Los Angeles to help us out while the MILLENNIUM MAVERICK was at the shipyard. During her time at the shipyard, she will be re-powered to exceed regulatory compliance and will be able to continue in ship assist service for many years to come.

Our Senior Port Engineer, Tom Larsen, and our shore-side team in Alameda are spearheading this huge project. The project includes two new engines, two new generator sets, and many other upgrades.

CREWMEMBER SPOTLIGHT



Centerline Logistics' Crew in Los Angeles / Long Beach Harbor

How long has each member worked for the company?

Don Shundo, 19 years
Nick Buzard, 9 years

Coollest animal seen on a job?
A pod of killer whales in Palos Verdes Peninsula

Best song to jam to on the boat?
Baby One More Time by Britney Spears

Who has the best singing voice?
Britney Spears

Which crewmember snores the loudest?
Ask the wires

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

Summer because it's bikini season

Best pizza topping?
Pineapple and arugala

Group dinner of choice?
Fish

Best breakfast on the boat?
Breakfast burritos

Vanilla or chocolate?
Vanilla

What is your favorite part of working on the boat?
The view

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

Who is the best cook on the boat?

Captain Shundo, everything he cooks is amazing

Pepsi or Coke?
Coke

Bacon or sausage?
Sausage wrapped in bacon

Hard shell taco or soft shell taco?
Soft shell

Coffee or tea?
Tea

Bagels or muffins?
Muffins

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

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

The only thing you can't achieve is what you don't set your mind to.



Photo by Kevin Henry / Atomic Aerials



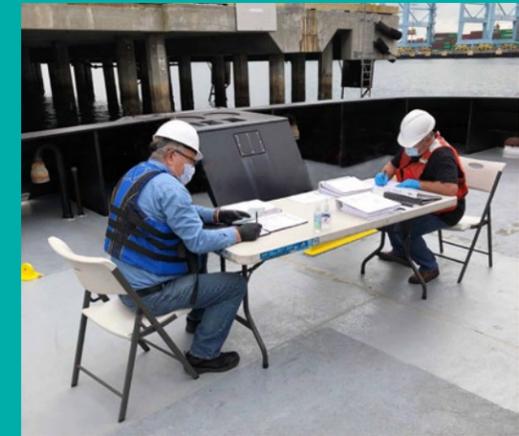
Engineering's Busy First Quarter

By Steve Carlson, *Senior Vice President, Engineering*

It has been a busy first quarter for the Seattle Engineering barge crew, Gordon Ingram and Mikel Plahn, as well as the shop, and barge operations personnel supporting the Seattle fleet.

During this first quarter of 2020, that group has overseen the drydocking, repairs, maintenance, and painting of the barges OLYMPIC SPIRIT, PETRO MARINER, and 65 ROSES, as well as the routine maintenance of all 22 of the Seattle fleet's barges.

Despite 30 straight days of rain and/or snow in January, and many days of wind, they persevered through many long days to get the barges back in service as soon as possible. That group exemplifies the can-do attitude of Centerline Logistics 'shoreside support employees to maintain the fleet to our high-quality standards.



To keep the crew safe and the SIRE inspector, the crew has gone the extra mile during the Coronavirus outbreak. Our LA office is decated to keeping their vessels compliant, CLL has set up policy and procedures to follow. The picture shows the SIRE inspector and the PE reviewing the tugs paperwork.



Centerline's Director of USEC Operations, Captian Brian Moore, giving local New York Coast Guards and cadets a tour of the HMS JUSTICE during Tug and Barge Day at Homeport in Staten Island.

Every Story has a Happy Ending

By Matt Hammond, *Director, USGC Operations*

Centerline Logistics hosted a managers meeting at our office in Texas between August 27th through the 29th. As employees were arriving to the location, they discovered a mother dog and her five month-old pup hanging out in the parking lot. They had been at the facility for a short period of time, looking for handouts, barely surviving.

The group at the manager's meeting were doing the best they could to help the two dogs survive.

Apparently, this is something that happens often; people abandoning their pets at the park down the road, who eventually end up at our Texas office looking for handouts.

When Jennifer Beckman and Michelle Belben saw the pair, they knew they wanted to do something to help. During the course of our meetings, on their breaks, Jennifer and

Michelle explored options. They finally decided to take the puppy to a vet down the road for an evaluation as she quite obviously had a very serious case of mange. It took a little tricky maneuvering to separate the puppy from her mom, but we managed to get the puppy in a carrier and to the vet.

The vet said the puppy had a "bad case of mange" but that it was not contagious and could be easily treated. Together, Jennifer and Michelle made arrangements for the puppy to receive all her "puppy vaccinations" and treatment for the mange.

Michelle has moved forward with adopting the puppy and brought her up to Washington to become a part of her family. You could say that every story does have a happy ending.



Laszlo and her mother outside our Texas office.



Laszlo outside of her new home in Washington.



Flight map.



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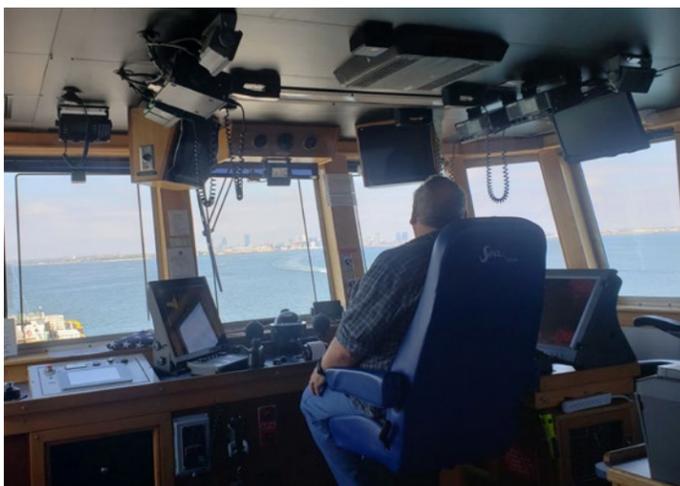


ATB unit BARRY SILVERTON and FIGHT ALS in New York.

Shipping up to Boston

By Brian Moore, *Director, USEC Operations*

The crew of the ATB BARRY SILVERTON / FIGHT ALS have been on charter since September 2019 and they have not stopped. They are currently running nonstop and full ahead from New York Harbor, where they load, and call upon the ports in New England. She will often be spotted shipping up to Boston with full loads via the Cape Cod Canal, with occasional stops in New Haven, Providence or Portland, ME.



Captain James Watson.

Since the BARRY went onto charter, she has transported over 4,000,000 barrels or 168,000,000 gallons of clean oil petroleum to the great states in New England. Allowing critical infrastructure to stay on course during the entire Covid-19 pandemic.



Fisherman Statue in Gloucester, Massachusetts.

At the helm of the vessel is Captain James Watson and Captain Steven Shelton, along with a top-notch, handpicked crew. With New York Harbor being the primary loading port, the crew must safely navigate the over congested East River, through Hell Gate and onto points north. From there, they will steam East or North East towards Buzzards Bay and the Cape Cod Canal.

This seven nautical mile manmade canal cuts off Cape Cod from the State of Massachusetts but it also allows vessels a savings of 150 nautical miles and the risk of rounding the treacherous Nantucket Shoals.

New England and Boston are notorious for fog, so thick, you cannot see a fathom in front of you from the bridge wing, let alone the hundreds of commercial fisherman that sail out of New Bedford and Gloucester, MA. The relentless Nor'easters, with bow breaking seas do not make

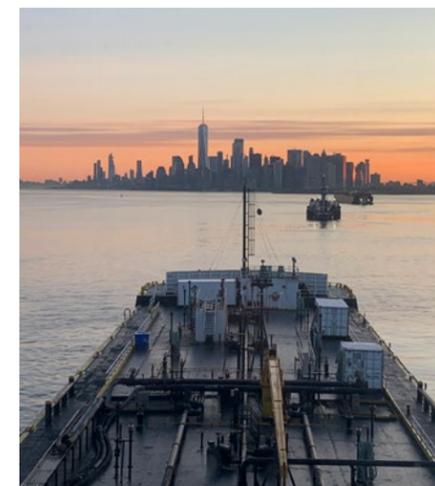
it easy to enter jetties at the canal with a 8-10' heave or even sail past the second oldest lighthouse, Boston Light (built 1783) in the United States.

Every day, the crew of the BARRYSILVERTON & FIGHT ALS continue to sail on, day or night. Providing the absolute best customer service, all the while they represent Centerline Logistics New York with the highest performance standards.



ATB unit BARRY SILVERTON and FIGHT ALS in Boston.

A large Bravo Zulu goes out to the crews of the BARRY SILVERTON & FIGHT ALS and the shore side staff that attend to her needs for the very short amount of time they are in New York Harbor. All of this goes on without a hitch.



ATB unit BARRY SILVERTON and FIGHT ALS under a New York sunset.



Centerline Logistics' vessels receive the Jones F. Devlin Award — The U.S. Chamber of Commerce recognizes vessels for safe operations. On June 18, 2019, 95 (ninety-five) of Centerline's vessels were recognized for a cumulative total of 387 years of no-lost-time injuries.

Certificates are sent to every vessel receiving this award to be displayed proudly attesting to the safety culture of our company.



Centerline Logistics' Navy Reserve Officers — Centerline's HSSQE Manager, Ed Suhovsky, and Licensed Engineer, Sal Molino, holding the HMNY flag at the United States Central Command Fifth Fleet.

Both Ed and Sal are Navy Reserve Officers and have been deployed to the Middle East.

We thank them for their commitment and service to our country.

In September, Centerline Logistics supported Ocean Network Express' (ONE) 'Mission Magenta' program, by donating food and items needed by the Feed More organization. ONE was able to collect over 9,000lbs of food and Centerline was happy to support such a worthy cause. Please read the letter below to learn more.

Dear Centerline family,

On behalf of everyone at Ocean Network Express, we wish to express our sincere thanks for your kind contribution efforts to our 'Mission Magenta' program. Because of your generosity, we were able to fill the entire 40ft container with food and items needed by the Feed More organization. The donation you made will result in a positive difference nationwide as Feed More is a part of national Feeding America network.

With your help, we were able to donate 9,919lbs of food on October 4th, 2019. Your efforts make programs like "Meals on Wheels", "Commodity Supplemental Food Program", "Weekend Backpacks", and other incredible programs possible. "Meals on Wheels" is focused on individuals who have no reliable means for maintaining a healthy diet and helps keep homebound seniors and disabled neighbors independent and in their own homes for as long as possible.

"Commodity Supplemental Food Program" (CSFP) supports the nutritional needs of low-income individuals by providing wholesome food to supplement their diet, while helping stretch their food dollars. The population served by CSFP is low-income seniors at least 60 years of age who are at risk of and vulnerable to malnutrition. "Weekend Backpacks" provides children who don't have enough to eat with nutritious, easy-to-



prepare food at times when other resources are not available.

Backpacks are distributed every Friday and before school holidays to help ensure that children will have meals for the weekend.

It is because of great organizations like yours that we can assist Feed More in preventing families in need from going hungry this upcoming holiday season and throughout the year. Sincerely, thank you again for your generosity.

"As Centerline and ONE we can"



Human Resources

By Sharon Cunningham, *Human Resources Director*

Centerline Logistics' Human Resources department has continued helping our employees through the pandemic that is COVID-19. With Stay-At-Home orders in place, most of our shoreside employees have been working from home, including our Human Resources department.

All incoming HR calls are being forwarded to their company cell phones to ensure no call goes unanswered. For the safety of both our employees and all visitors, our recruiting team has switched over from in-person interviews to virtual interviews. Our HR department has also been attending webinars about COVID-19 changes to be better educated on the topic so any of our employees' questions or concerns can be addressed correctly.

In early March, we made changes to our healthcare plan so COVID-19 testing would be covered at 100% for our employees and their families. HR has also been contacting crewmembers concerned about what crew up was going to look like, and the precautions that had been set in place. We've been working with some of our employees who had childcare issues, and doing whatever we can to help in any way possible.

If I had to pick a "favorite" difference in my job these past two months, I would say that the increased interactions with employees and learning more about them would definitely be it. Hearing their stories about what they are doing, how they are homeschooling their children and just in general how they are doing has been amazing.



The ANN T CHERAMIE crew celebrating a birthday while crewed up. Happy birthday!



Rich Pennywell on the LELA JOY on Thanksgiving in Alaska.



Tug KESTREL with barge NATHAN SCHMIDT in the Port of Seattle.

Photo by Jason Mosley

Thank you for being a subscriber.



Philadelphia Police Department's K-9 unit and their handlers.

Philadelphia Police Department K-9 Training

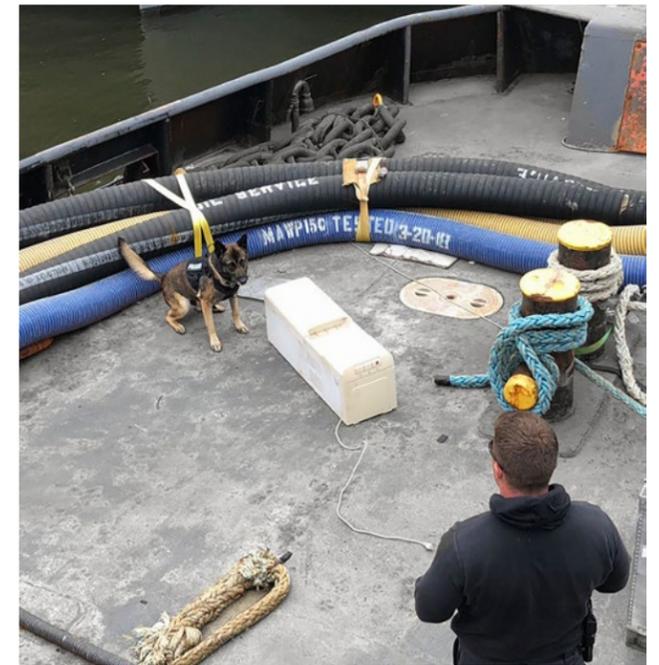
By Michael O'Brien, *USEC Operations Manager*

On Monday, May 18, 2020, Centerline Logistics' East Coast division was fortunate enough to host the Philadelphia Police Department's K-9 Unit. The purpose of this exercise was to aid and assist the authorities in the war against terrorism.

USEC Operations Manager, Mike O'Brien, met and escorted the Police Department to the Philadelphia Navy yard where K-9 Maverick, K-9 Jax, K-9 Lennox, K-9 Blair, K-9 Junior, and K-9 Remi boarded and searched the tug HUNTER D, where training explosives were strategically hidden throughout the vessel. In under two minutes, all eight C-4 explosives were successfully found and recovered by the K-9s.

It was very interesting watching the dogs work like that. We're thankful we were able to experience this sort of training. "It's not often we get to do training on boats, and it was great to see the dogs adapt in that kind of unique environment that they are not familiar with," said Sergeant Rodney Poliard. Unfortunately, because of COVID-19 and wanting to keep our crews safe, we were unable to do any exercises while at sea.

My brother, Justin O'Brien, is K-9 Maverick's handler. Justin shared with me that K-9 Maverick was 12 hours away from being put down before the Philadelphia Police Department recused him, which is very rare.



A Philadelphia Police Department K-9 and his handler practicing commands.

Although he entered his training course six weeks behind the other dogs, he caught up in less than 10 days. Now, with extensive training and a 24-week K-9 academy, Maverick is one of the top dogs in the department and specializes in bomb searches.



(1) Outside Ketchikan airport, getting ready to crew up on the tug OneCure. (2) Anchored in Haines, Alaska on the OneCure, waiting berth space in Skagway, Alaska. Photos by Mate, Michael Mena



Centerline's tug, Z-THREE, assisting NYKLINE's container ship, NYK DENEB, in Oakland, California.



Centerline's Tank Farm

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

Centerline's Tank Farm in Portland, Oregon stands out as one of the remaining tank farms on the Columbia/Willamette river systems offering complete petroleum services. From heating, blending and storing products delivered by barge, truck and rail car to bunkering vessels calling the Columbia River system. It is a nearly vertically integrated storage and distribution company located on the Willamette River. Having been operated by Centerline Logistics for nearly 25 years, we have seen our share of ups and downs on the river and in the petroleum market as a whole and we have remained dedicated to the core tenants that have made us successful for so many years.

Above, General Manager, Steve Politeo, poses with Brent Collins, a crewmember from his crew, in front of the barge FIGHT FANCONI ANEMIA and the ATB tug, JAKE SHEARER, as she discharged 25,000 barrels of diesel to sour storage for future deliveries to the vessels calling on the Columbia/Willamette river system. The tank farm has been able to adapt to the market in large part because of the folks that are employed there.

It takes a "get things" done spirit combined with solid communication and a keen forward-facing eye on the market to excel on the Columbia. Centerline operates the tank farm as bunkering operations which has been a successful combination of talents. We want to thank the Portland crew, and the PIC's and General Manager at the tank farm for keeping us contenders in the market.



Do you like us?

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Crew Shout Out

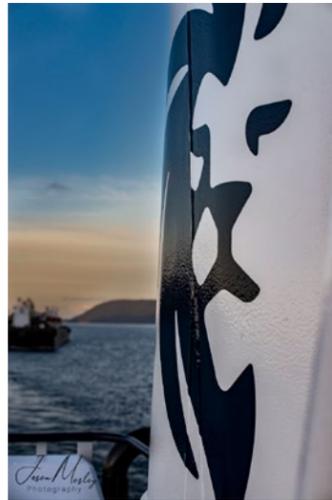


In the four years that I have worked here, the overdue work orders have consistently been the lowest I have seen them.

This is a testament to the tug crews, shop and the rest of the team working together to get work items completed in a timely manner. ”

Pictured above (left to right): Jamie Sandige (Port Engineer), Gage Allen (Material Handler), Rommel Barrera (Port Mechanic), Mike Plahn (Assistant Barge Supervisor), Adam Goodfellow (Senior Port Mechanic), Brad Kofstad (Barge Mechanic), Guy Larson (Port Mechanic III)

– Donald Jeske



Promotions

Since the beginning of 2019 we have steadily worked to improve our shoreside team and support of the field with the goal of strengthening our operations throughout the company. We're excited to announce some additional promotions and role changes in the spirit of continuing that effort.

Additionally, it is very important to note, we are making these promotions from within and with the intention of creating openings for additional shoreside positions to further strengthen our team. If you have an interest, please keep an eye out for those job postings on our website in the near future.

Congratulations to a great group of individuals who embody the definition of true team players.

Amy Russell
Mate Tankerman

Andrew Laidlaw
AB Tankerman

Bowman Harvey
Director of Ops Logistics and Vessel Response

Brandon Twomey
Captain

Brandon Starkovich
AB Deckhand

Brandon Cloud
Captain

Brian Moore
Director of USEC Operations

Byron Peterson
Barge Operations Manager

Christian Rioux
Captain

Corey Colbo
Sr Billing Specialist

Dan Allnoch
Director of Alaska Barge Operations

Dan Morrison
Vice President of West Coast Marine Operations

Daniel Davila
Relief Captain

David Bonham
Deckhand Tankerman

David Patterson
Relief Captain

David Hanshaw
Tankerman Supervisor

Dylan Galm
Marketing & Logistics Manager

Edward Knutsen
Relief Captain

Edward Parks
Barge Captain

James Porter
Barge Mate

Jason Luke
Relief Captain

Jason Moosmiller
Mate Tankerman

Jason Mosley
Licensed Engineer

Jennifer Beckman
Sales and Chartering Manager

Joseph Beres
Chief Engineer

Joshua Richert
Pilot

Keith Cochran
Deckhand Tankerman

Kendra Branson
AB Tankerman

Lewis Pierce
Captain

Matthew Hammond
Director, USGC Operations

Matthew Morse
Mate Tankerman

Matthew Parks
Captain

Matthew Cassee
Captain

Michael Mayfield
Shoreside Port Captain

Nathaniel Goode
Dispatch Manager

Phillip Jordan
Port Engineer

Randall Cline
Deckhand Tankerman

Robert Wilson
Captain

Seth Johnson
Mate Tankerman

Shawn Hereden
Relief Captain

Sterling Kramer
Relief Captain



Centerline Logistics' tug, Z-THREE, pushing on a Matson container ship.



Captain Garri Ferguson always willing to jump in and help aboard Centerline's barge, WEBB MOFFET in San Francisco.



Centerline's barge, Stoddard Sea, coming out of Feeney's Shipyard in Kingston, New York.



The crew of the ATB unit tug, TODD E PROPHET, and barge, EDWARD ITTA, overcame the adversity of another Alaskan winter servicing Petro Star.

We are all glad Spring is here!



Stunning drone shot of our ATB unit tug, JAKE SHEARER, and barge, OneDream.



Barge OneDream in Seattle, Washington.

OneDream Mid-term Inspection

By Gregg Nelsen, *Senior Director, Engineering*

On May 11th, the ONE DREAM was moored at pier 25. Gordon Ingram, Mike Phlan, Adam Goodfellow, Haldor Dahl, Brad Kofstad along with help from the crew aboard the MIN ZIDELL and the OTB shop swarmed the barge like an army of ants to get the required midterm inspections done in the shortest time possible. With their hard work and diligence, the barge was able to go back to our customer with the least amount of out of service time.

Many inspections were performed, including ABS, Under Water In Luo of Dry Docking, and a UWILDD, by Global Diving to inspect the bottom of the barge for any damage or coatings failure, which we passed with flying colors. We did a machinery and deck inspection that entails emergency shut downs, tank high level and overflow alarms, high velocity and pressure vacuum valve inspection, and flame screens.

We were also required to prove the functionality of all the alarms and shut-downs related to the very sophisticated Inert Gas System (IGS) we have installed on the ONE DREAM, along with several other barges in our fleet. Thanks to our wiz, Bryon Fletcher, the IGS guru, we able to pass these tests flawlessly.

The midterm also requires an inspection of all the void/ ballast tanks, excluding the cargo tanks, by the United States Coast Guard. This creates quite an obstacle for two reasons, one being the USCG is not coming out and doing onsite inspections due to the Covid 19 pandemic and the fact that we have to move 295,000 gallons of water twice to inspect all the non-cargo tanks. Both of which we accomplished in the time frame allotted.

For the USCG we, with a bit of effort and cost to Centerline Logistics, were able to employ ABS to do the tank inspections. For the moving of the water we acquired an 8" and a 6" diesel driven pump and were able to do it in short order.

The shop and crew were also able to close out several preventative maintenance (PM) items and Bryon was able to do some tuning on the IGS to keep it performing as required. This was done in record time. We had the ONE DREAM and the MIN ZIDELL back in service Thursday morning May 14th.

While at the dock for the ONE DREAM, James Sandige, the port engineer in charge of the MIN ZIDELL was able to knock out some of the PM's that had come due. He was able to change a jacket water and after cooler grid coolers with the help of Global Diving and the vessel crew. Fusion Electronics came in and tuned up the radios and radars including changing out one of the Magnetrons that was showing signs of wear. The shop with the help of the chief engineer did the 10,000 hr. injector nozzle change out on the main engines along with the other required services.

During the three and a half days of inspection at their home dock in beautiful Seattle, Washington, all involved with the ONE DREAM and the MIN ZIDELL were able to get several regulatory and maintenance items completed and both vessels back in service in record time.

I want to thank everyone involved and a big kudos to all.



Tug BOB FRANCO getting her new bow fendering installed in Dutch Harbor, Alaska. Photos courtesy of Vern Pelky.



Mate Mateo Lotscher getting a little ship assist training on the tug BOB FRANCO.



Tug DR MILTON WANER and barge GRUBER SEA transiting through Lower Manhattan.

HMS JUSTICE

By Captain Brian Moore, *Director USEC Operations*

Since the beginning of the pandemic, our shore side team and vessel crews on the United States East Coast have been doing an amazing job overcoming the issues related with Covid-19. The crews have been self-isolating at home to ensure they can come back and continue to sail on.

Our shore side team has been reduced in the office but everyone has stepped up to keep the vessels cruising, supplied, inspected, and fully operational. A big shout out goes to Sr. Port Engineer Mathew Michnya and his team. They are on call 24/7 and are always the first to respond. Just like a pit crew, they are fully prepared in PPE to respond to any issues the vessels may be having, all the while isolating away from the crews. Captain Jess Canterbury on the HMS JUSTICE tug shared how this pandemic has changed his everyday life, please take a moment to read it below.

"So I live worlds apart from the place I chose to work in, New York, Philadelphia and the Northeast.

I have always known this and have embraced the different worlds. I live in a small town in Florida with a population of about 5000. It is the headwaters of the Okefenokee Swamp and my house is on the river that separates Florida and Georgia.

Coming to work has always been an easy two-hour airplane ride away. Then WOW!!! The pandemic in New York is bad and there is good, as there is with EVERYTHING. The flights change several times after booking and I have had to give up a day at home, fly in on Tuesday to insure an on-time crew change. The airports are empty, as are the planes and you have to get your temperature checked before boarding.

In most of the NE United States, it is mandatory to wear a mask to go to any store or public place. Grocery stores are empty of some goods and other goods are a hit and miss at times. The one pleasure you always have on a boat is good eating and getting what you want. That has come to a halt

and coming up with meal ideas gets creative due to lack of availability in stores. But one of the best things that has come out of this is the people. They seem to be looking out for others and being a little more compassionate. This has always been a pet peeve of mine. But that has changed for the good. Going home is really tough! Flying back to Florida from New York, I have to comply with Florida laws and remain quarantined for two weeks, which is my entire time home.

Being a devoted catholic and having no church for Easter or any other time has been tough. Being a grandfather to five grandchildren, one of the five being born during the pandemic, has been tough as well. I have yet to see or hold my 1 1/2-month-old granddaughter. My other granddaughters who are young, do not fully understand why they can't come stay the night, or why we aren't going out to eat, or taking them to a movie. The side-by-side rides are out until further notice (the worse part for them).

My granddaughters were accustomed to seeing me for a whole weekend every time I was home, so this has been the worst part, to be separated from them. But it is for the best as I know passing something to them would be horrible. We talk on the phone and FaceTime more than ever.

The guys on the boats give up a lot and always have to get the job done. It is needed now more than ever. The oil has to move. The ships have to be fueled to keep the goods coming and going. So we will keep going. Hopefully everyone remains positive and safe and keep the prayers coming."

This industry is often unknown or forgotten about, but its times like these that we fully understand how truly essential our shipmates are. Without our captains and crews going into battle on the tip of the spear, we at Centerline could not continue the pace. Thank you for minding the helm.



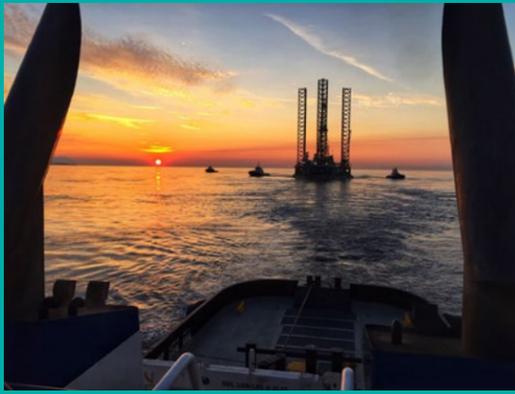
Joe Stevenson, Warehouse Operations Assistant, with ATB unit tug, BARRY SILVERTON and barge, FIGHT ALS. Photo courtesy of Mike Starr.



Tug HMS LIBERTY pushing our barge on a foggy day.



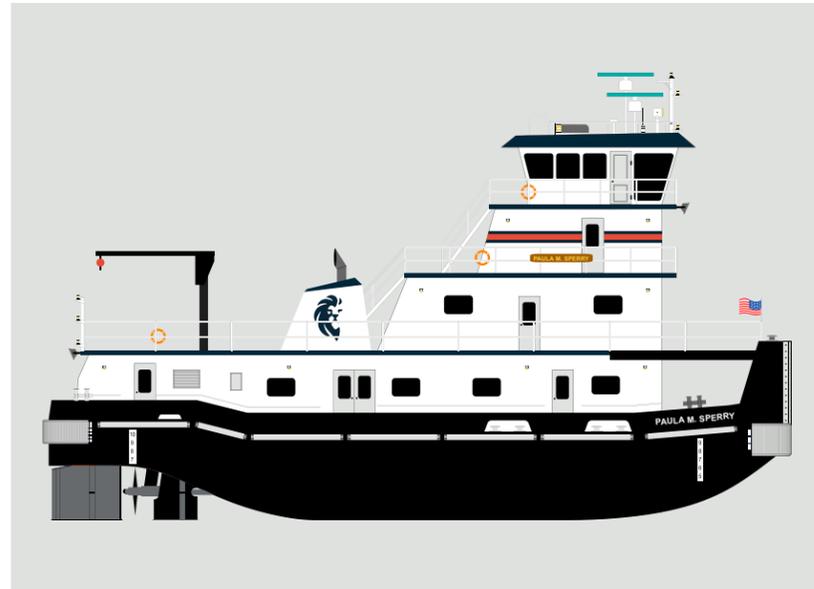
Our tug and barge assisting MAERSK SINGAPORE container ship. Photo courtesy of Vince Rose.



Tug BOB FRANCO helped move the drill rig SPARTAN 151 in Alaska. You can see the sunset to the North in the first picture. Photos courtesy of Billy Fox.



Centerline Logistics' tug, MILLENNIUM DAWN.



PAULA M rendering.

PAULA M. SPERRY

By Michael Mayfield, *HSSQE Manager*

PAULA M. SPERRY, is named for the mother of Austin Sperry, whom is the Co-Founder and COO of Maritime Partners in Metairie, LA. The PAULA M. SPERRY will be providing Bunker Service in Mississippi River from New Orleans to Baton Rouge.

The PAULA M. SPERRY is an Entech Designed Inland Tug 84' x 34', using 3D modeling and production drawings. PAULA M. SPERRY is powered by twin Cummins QSK-38-M1 engines rated at 2600 hp, coupled to Reintjes WAF 665 reduction gears.

Steering is provided by the way of Rio Marine & Hydraulics designed conventional steering system. The galley is large and spacious with accommodations to handle a 6 person crew. The PAULA M. SPERRY was built by C&C Marine & Repair in Belle Chase, and is the first of fifteen hulls.

The PAULA M. SPERRY is one of three Inland Tugs that have been added with the expansion and growth of Centerline Logistics Gulf Division.

Newest Additions to our Fleet



DARRELL HIATT — 2600 hp, 88' length, 34' beam, 10'6 draft

The DARRELL HIATT is one of our newest additions to our fleet down in the gulf. The new tug, along with the barge, GRUBER SEA, are part of a new charter with Phillips 66 down in Galveston, Texas. The barge GRUBER SEA was repositioned from New York to the Gulf for this service.



RAYMOND BUTLER — 2600 hp, 84' length, 32' beam, 11' draft

The RAYMOND BUTLER is another one of our newest additions to our fleet down in the gulf. The tug, along with the barge, TAKEUCHI SEA, are part of a new charter with Phillips 66 down in Corpus Christi, Texas. The barge TAKEUCHI SEA was also repositioned from New York to the Gulf for this service.





ATB unit BARRY SILVERTON and FIGHT ALS transiting Cape Cod Canal.

A Day Aboard the Tug BARRY SILVERTON

By Erika Stetson,
Dispatch Billing & SUNY Maritime Cadet

The BARRY SILVERTON and barge FIGHT ALS, currently moving gasoline cargoes between New York Harbor and New England ports, is the company's largest East Coast asset. The articouple-equipped articulated tug barge (ATB) is the company's only East Coast ATB.

Crewed with two deckhands, two tankermen, a chief, a mate and a captain, along with occasional maritime academy cadets, it safely moves 80,000 bbls (more than 3.3 million gallons) of gasoline across Long Island Sound, operating 24 hours per day. The captain and mate work six-hour watches, with the tankermen, deckhands and cadets working twelve-hour watches. Regular safety meetings while underway cover important safety information from Centerline's Safety Management System, including emergency procedures and proper use of personal protective equipment.

The ATB is part of a pilot program as well, making it a key part of the company's person

in charge (PIC) training pipeline. The tug's deckhands specifically are detailed to work alongside credentialed tankermen and learn proper procedures for working with barge machinery and moving oil cargoes. Cadets have the opportunity to do the same, experiencing all aspects of cargo operations as well as spending time in the wheelhouse steering under supervision, working lines on deck, assisting the chief engineer, and handling general vessel work such as cooking and cleaning while completing their maritime academy sea projects.

In a standard 12-hour watch, a cadet will report a half-hour early and check in with the watch officer and tankermen to discuss dispatch orders



ATB unit BARRY SILVERTON and FIGHT ALS turning Poorhouse Flats range.

and workflow for the next 12 hours. It is expected that cadets will rapidly ramp up, understand vessel requirements, and fold into the crew to pick up appropriate tasks with minimum prompting after the first week. Opportunities for working on sea project academics are available during watch downtimes, and cadets additionally can dedicate any downtime between operations to learning more about vessel equipment, discussing procedures, safety with the crew, and



Erika Stetson in the chart room.

building their credentials as the professional mariners of the future.

In general, the BARRY SILVERTON can accommodate one cadet at a time, but provides a rich practical experience in everything from living aboard a vessel in the coastwise trade to understanding the full range of sophisticated machinery required to move and deliver cargo.

The ATB's crews are led by Captains JD Watson, who brings nearly 40 years of experience to the vessel, and Steve Shelton, a mariner with 15 years to his credit, and who has been with the BARRY SILVERTON since she was built.

The vessel's route includes canal transits, difficult tides and sea conditions at various points, including Hell Gate and the Race, and sometimes narrow channels, such as the one-way shipping channel at New Haven, CT. High traffic in multiple ports, and complex harbors such as New York, require the BARRY's professional mariners to maintain the highest standard of excellence at all times, and pass those standards on to the next generation of mariners.



The VIJAY SEA, a 35,000bbl barge, is currently working as floating storage for jet fuel in the Port of Oakland. The Vijay Sea is acting as an integral part of a special project for Vista Energy.

Vista Energy is currently doing maintenance on one of their shoreside jet fuel tanks, also stationed in the Port of Oakland.

Photos courtesy of Jennifer Beckman.



In Case You Missed Them on Instagram:



The **ERNEST CAMPBELL** with barge, **BRYANT SEA**, headed to Port Elizabeth Container Terminal to deliver bunkers. Photo courtesy of Mate Vince Rose.



Tug **RAYMOND BUTLER** with barge, **TAKEUCHI SEA**, headed to Corpus Christi, Texas to deliver fuel. The **RAYMOND BUTLER** is one of our newest additions to our fleet down in the Gulf. Photo courtesy of Robert Ivy.



Our tugs assisting the **ONE AQUILA** container ship carrying essential cargo into the Port of Oakland. This new service is the first ever to link Oakland and the Middle East. This is 1 of 18 with a capacity to carry 14,000 20-foot containers, placing them among the largest container vessels calling the US ports.



Tugs **Z-THREE** and **Z-FOUR** assisting the container ship **YM MODERATION** into the Port of Oakland so they can deliver all their imported goods. Photo courtesy of @skynyrd77 (Instagram).



Tug **TIM QUIGG** transiting through the Port of Los Angeles to their next job as they continue moving the vessels in and out of the Ports of Los Angeles and Long Beach. Photo courtesy of @chief_pop_pop (Instagram).



Centerline ATB unit transiting through the Puget Sound taking petroleum to fuel ships and jets carrying essential cargoes.



Z-FIVE and **WEBB MOFFETT** on their way to bunker a ship before it's next port of call. Photo courtesy of Nicklas Gardner.



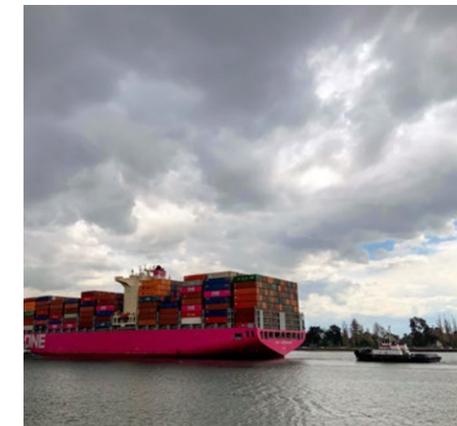
Centerline is keeping America moving with the **DALE R LINDSEY** and **PETRO MARINER!** Here they are coming out of Kensington, Alaska doing fuel deliveries for ships bringing in supplies that are in high demand. Photo courtesy of Justin Martinez.



Tug **MILLENNIUM MAVERICK** in Alameda, California. Photo courtesy of @jennypixs (Instagram).



Z-FIVE and **WEBB MOFFETT** on their way to bunker a ship before it's next port of call. Photo courtesy of Nicklas Gardner.



Our tugs assisting the container ship, **ONE CONTRIBUTION**, into the Port of Oakland. Photo courtesy of @skynyrd77 (Instagram).



Tug **Z-THREE** assisting a container ship in the Port of Oakland. Photo courtesy of @assisttugs (Instagram).

Recipes From Our Crews



Recipe provided by Conrad Shinn

Captain Conrad's Bean Soup

16-20 oz dried 15 bean soup mix	1 cup chopped broccoli (optional)
1 small pork loin	Chicken broth
1 can Ro-Tel tomatoes	Tony Chachere's Creole Seasoning
2 fresh tomatoes, chopped	Worcestershire
2 carrots (sliced)	Tabasco
2 stalks celery (sliced)	Olive oil
½ yellow onion (chopped)	Salt
1 green bell pepper (chopped)	Pepper
½ - 1 head fresh garlic (more is better)	

Soak beans overnight for best results. Cut pork loin into small pieces. Place in Instant Pot and sauté in olive oil along with onion, celery, bell pepper and garlic. Add a liberal amount of Worcestershire and Tony Chachere's while sautéing.

After draining water from beans, add to pot along with remaining ingredients. Season to taste with salt, pepper, Tony Chachere's and Tabasco, and then cover with chicken broth. Put lid on pot and close valve to seal. Cook on high for 90 minutes. Allow pressure to drop naturally for 20 minutes before releasing.

If using slow cooker set on low for 8 hours. Serve over white rice with cornbread on the side.



Recipe provided by Jeremy Roberts

Gyrfalcon's Sourdough Bread

20 oz unbleached flour	1 tbs sugar
8 oz of active sourdough starter	2 ½ tsp salt
12 oz water	

Mix/knead for 10 minutes. Place in bread tin or proofing basket. Cover with wet cloth. Let rise at room temp until loaf doubles in size (4-6 hours). Place in fridge for 12 hours or more for fermentation.

When ready to bake, pre-heat oven to 450°F. Remove dough from fridge and bake right away. Bake covered for 15 minutes at 450°F. Remove cover and reduce heat to 425°F. Continue baking for another 15 minutes. Remove from oven and cool on rack. For artisan loafs it is recommended to use a Dutch oven or pizza stone for baking.



Sourdough rising—the process takes about 4-6 hours.



Recipe provided by Chris Starkenburg

Caesar Salad and Fresh Croutons

1 quart heavy mayonnaise	½ cup Worcestershire Sauce
2 tbs Whole Marjoram (rubbed between your hands)	1 tbs Dijon Mustard
¾ cup fresh lemon juice	1 tbs stone ground Dijon (with seeds)
¼ cup red wine vinegar	2 oz anchovy paste
1 ½ cup double grated parmesan cheese	2 tbs fresh garlic (minced fine)

Fresh is always best when making this dressing. Place all ingredients into a mixing bowl. Stir until everything is smoothly blended. Place into an airtight container and store for up to 2 weeks in the refrigerator. You may have to stir or shake before using.

1 loaf egg bread (cubed no crust)	1 tbs chopped garlic (jared)
1 cup olive oil	1 tbs Italian seasoning
1 tbs Kosher salt	½ cup grated parmesan cheese
1 tsp ground black pepper	

Stack 3 slices of thick slice egg bread, with a sharp serrated bread knife cut off the crust. Cut the bread into small cubes, and place in a large mixing bowl. In a separate mixing bowl add olive oil, kosher salt, pepper, garlic, and Italian seasoning. Mix until everything is blended. Slowly drizzle some of the seasoned oil over the bread cubes. Gently toss while you drizzle the oil, gently toss until the cubed bread is coated.

Place the cubed bread onto a baking sheet; single layer works the best for drying the croutons. Place in a pre-heated 275°F oven. Cook and dry until golden brown. Sprinkle with grated parmesan cheese and place back in the oven, turn off the oven and crack the oven door. Let everything cool before serving. Cover and store in a cool dry place for 1 week.



Recipe provided by Chris Starkenburg

Halibut Ceviche

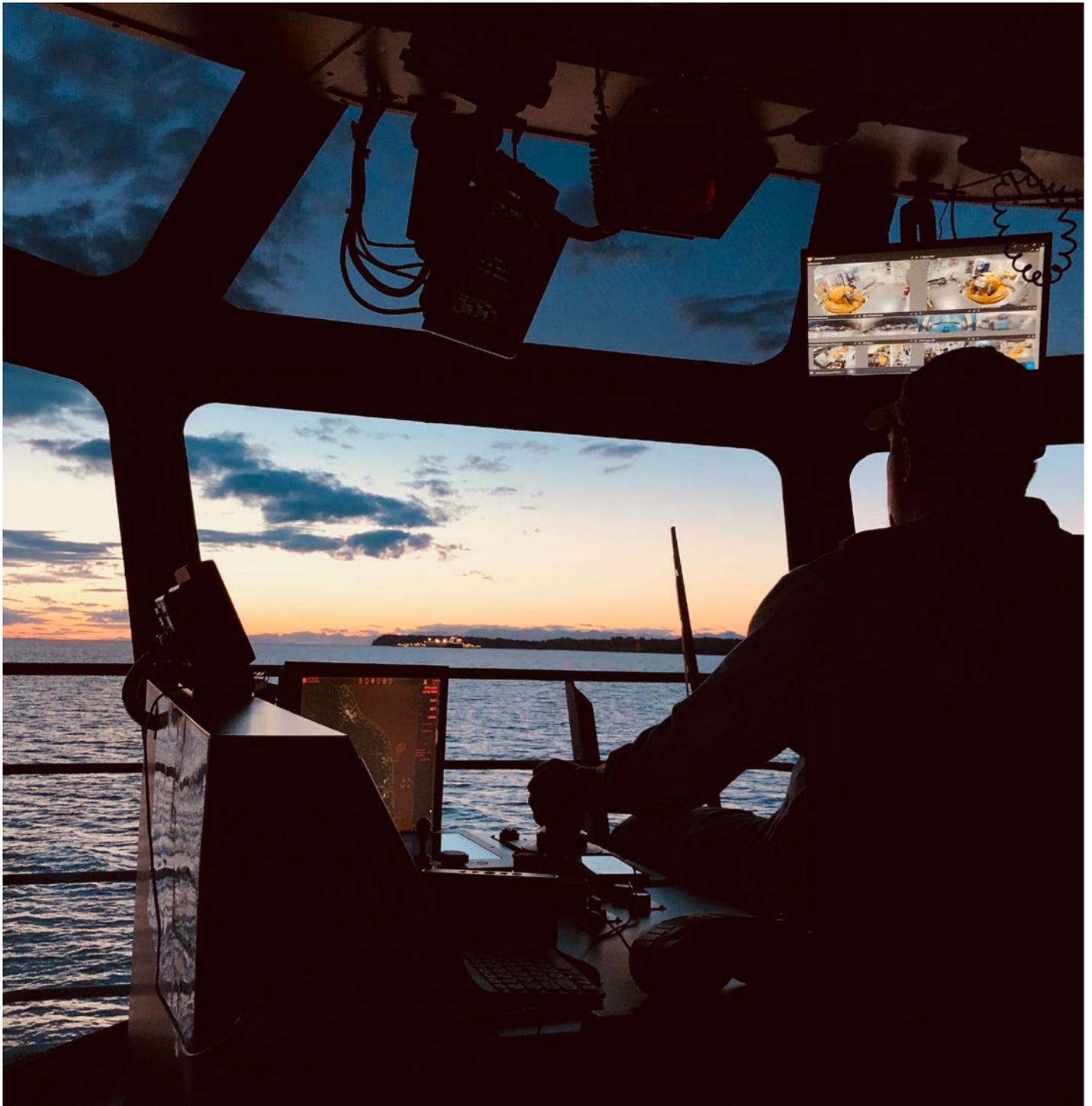
1 ½ lbs halibut raw or poached	1-2 fresh jalapeno (seeded diced)
4-5 limes (juiced)	½ tsp crushed red chili flakes
1-2 lemons (juiced)	¼ cup chopped parsley
Zest from 1 lemon & 1 lime (micro)	¼ cup fresh cilantro (chopped)
2 stocks green onions (diced fine)	¾ cup seeded cucumbers (diced)
1 cup yellow onion (diced fine)	2 tsp Kosher salt
2 cloves fresh garlic (chopped)	1 tsp ground white pepper
½ cup red bell pepper (diced fine)	1 tbs Tabasco Hot sauce
½ cup yellow bell pepper (diced)	2 tbs olive oil
4-5 vine ripe tomatos (seeded & diced)	

There are two different ways to make this. With the raw Halibut you need to marinate 6-8 hours or overnight if your Halibut is in larger chunks. The Poached method only takes about 4 hours. (Lightly poach Halibut in lightly salted water until just cooked, then drain and cool before adding to mixture).

Cube Halibut into ½ inch chunks. Whichever method you decide, place all ingredients into a glass bowl and gently mix with your hands. Place a piece of plastic wrap on top and push down to remove all the air and to make sure that all the fish mixture is submerged, I like to use a small plate and a weight on top.

Make sure that everything is covered and place in the refrigerator. You will need to gently stir one to two times before serving. After everything is marinated Drain off about 90% of the liquid before serving.

Remember when Micro zesting, do not get into the white on both the lemon and lime, it is very bitter. The fish should be completely white to ensure it is completely done. This is best served with freshly deep fried and salted (Kosher Salt) white corn tortilla chips.



SOUNDINGS

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