

# Coop<sup>The</sup> Scoop

1st Quarter, 2021



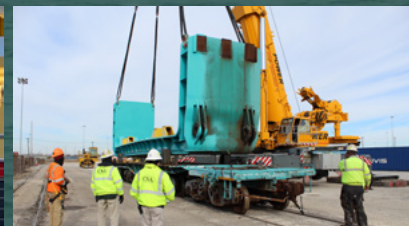
*Crimson Shipping's tugboat Crimson Victory escorts warehouse and deck barge Crimson Tide down the Mobile River*



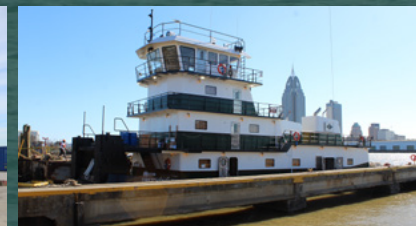
**02** Grain Express Delivered  
Plimsoll Marine



**04** Crescent Hosts AEDF  
Economy



**07** Siemens Heavy Lift  
CSA



**12** Tier-4 Vessel Delivered  
Blakeley BoatWorks



the COOPER GROUP of companies



## M/V *Grain Express* Delivered to Plimsoll Marine



In December, Master Marine, Inc. (MMI) delivered the 67' x 28' M/V *Grain Express* to Plimsoll Marine. The *Grain Express* is the second of four vessels that MMI is scheduled to deliver to Plimsoll Marine, one of the Lower Mississippi River's premier push boat operators. These four state-of-the-art vessels are designed by Entech Designs, LLC and are fully compliant with all United States Coast Guard regulatory requirements.

"Plimsoll Marine's goal is to provide the Lower Mississippi River with premier push boat services and the delivery of the *Grain Express* marks yet another milestone in our effort to build and maintain the industry's most modern fleet of push boats," said Angus R. Cooper III, President, Cooper/T. Smith. "We look forward to operating all four of these new vessels, including the *Grain Express*, at Cooper Consolidated's mid-stream terminals and barge fleets."

"Cooper Consolidated's customers expect the safest, most efficient, and reliable operations, and Plimsoll's first-class team and state-of-the-art vessels best ensure we are consistently exceeding the expectations of our customers," said Karl Gonzales, Vice President of Plimsoll Marine.

### ***Grain Express* Specs**

The towboat is powered by two (2) Laborde Products, Inc. Mitsubishi 803 HP Tier III diesel marine engines operating at 1,400 RPM and coupled to Twin Disc 5321 gears. Laborde Products also supplied electrical power with two (2) Northern Lights 65KW Tier III electronic controlled generators with RW Fernstrum, Inc. keel coolers throughout.

A pair of Sound Propeller Services, Inc. 70" x 48" x 7" four-blade stainless steel propellers provide thrust through two (2) J & S Machine Works, Inc. 7" ABS Grade two propeller shafts with all Thordon Bearings, Thorplas bushings and shaft seals. RIO Controls and Hydraulic, Inc. supplied the steering system for the two (2) 7" main and four (4) 7" flanking rudders.

Gulf Coast Air & Hydraulics, Inc. provided a pair of Quincy reciprocating air compressors and ventilation fans. Schuyler Maritime, LLC supplied all 18" x 12" rubber fendering around the perimeter of the vessel and push knees.

R.S. Price & Son provided a Carrier mini-split HVAC system in all interior spaces with Blakeney Marine providing all custom woodwork and interior finishes. Donavon Marine supplied the large Bomar aluminum windows and Dales Welding and Fabricators, LLC provided the aluminum exterior doors. Wintech International, LLC supplied a pair of 40-ton deck winches and New World, Inc. provided all electronics and communications, with an alarm system from Unlimited Control & Supply, Inc.



Each of the four towboats have the capacity for 10,400 gallons of fuel, 4,359 gallons of potable water and 9,500 gallons of ballast water, along with providing a maximum 7'-9" working draft. Each vessel is outfitted with three (3) crew staterooms housing 6 crewmen, 1 ½ baths and a full galley arrangement. •

## We Are Cooper/T. Smith: Robbie Thompson, Port Engineer/ Fleet Supervisor

Robbie Thompson has only been part of the team at Crescent Towing – Mobile for just under two years, but he has a rich background in the maritime industry. Having gained experience in multiple facets of the industry, from shipyards and structural fitting to welding and pushboat deckhand, Robbie is well equipped for success in his current role.

Hired on in April 2019 as Port Engineer, Robbie's role has expanded to include duties as Fleet Supervisor. Keeping Crescent Towing's tugboats operational is a huge responsibility that he doesn't take lightly. After all, if Crescent's tugs aren't on the river for vessel assists, then essential cargo is delayed and supply chains become disrupted. In addition to overseeing tugboat maintenance and ensuring all work is completed safely and efficiently, Robbie also oversees the Mobile workshop and warehouse.

"I've learned a lot since I started here," Robbie said. "And I continue to learn as I go. I've worked around boats my whole life, so it's just something I'm good at and enjoy."

One aspect that adds to Robbie's enjoyment is the team he works with day in and day out, and he values the trust they place in him.

"Working with the guys on the boats and in the office has been great," he explained. "It's nice to know that when people need help or have questions, they're confident that they can come to me for a solution. I take a lot of pride in what I do, so that means a lot." •



> Cooper Marine & Timberlands

## CMT Stevedoring's Dockside Operations



Cooper Marine and Timberlands (CMT), the largest subsidiary of the Cooper Group of Companies, has worked relentlessly to become the largest and most experienced inland towing and stevedoring services provider in the state of Alabama. CMT's marine and stevedoring operations are powered by 20 towing vessels, more than 400 dry bulk cargo barges, and one of the country's largest fleet of shore-based gantry and floating derrick cranes. The company's world-class stevedoring operation includes two deep-draft terminals in the Port of Mobile and numerous inland marine terminals throughout the states of Alabama and Mississippi. •



## We Are Cooper/T. Smith: Tilford Kulp, Dispatcher



Tilford (Till) Kulp has been part of the Cooper/T. Smith team for more than 33 years, and part of the Crescent Towing family for even longer. As the son of Crescent's former Senior Vice President, Arthur Kulp, Till grew up in the midst of the maritime industry.

"My Father played a big role in getting me interested in the industry," Till recalled. "I remember being a kid and visiting his work place, getting to see what he did. He gave me lots of good advice over the years."

Arthur's career with Crescent Towing stretched from 1963 to 2008. Beginning as a deckhand and oiler, he rose in the ranks to dispatcher, chief dispatcher, assistant superintendent, superintendent, and finally Senior Vice President. Arthur helped open Crescent's satellite offices in Mobile, Alabama, and Savannah, Georgia, before retiring in 2008 after 45 years of dedicated service. Arthur passed away on January 20, 2015, at the age of 69.

Till, on the other hand, started out as a storeroom assistant for Crescent in 1987. "That was a very rewarding experience," he reminisced. "I got to meet a lot of people from different areas of the company, learn a variety of skills, and take on many different responsibilities."

In 2000 Till moved into the role of Dispatcher for Cooper/T. Smith (CTS) Mooring. The largest provider of vessel mooring services on the Mississippi River, CTS Mooring is based out of Algiers Point in New Orleans. From this central location, its crews cater to ships sailing from the mouth of the Mississippi to the port of Greater Baton Rouge 24 hours a day, 365 days a year.

"As Dispatcher, I take calls and messages from various shipping agents all the way from Baton Rouge down to Venice, Louisiana," Till explained. "They tell me what they need and place a job order. Then I plan out the work before assigning it to our linemen." Once assigned, a line crew is dispatched to complete the job, which can be anything from tying up or releasing a vessel from dock to running mooring lines from a ship to midstream buoys.

"It's thrilling to see our crews at work," Till said. Noting the hazards of working on the water, he continued, "Every day presents a different challenge, and we focus on having a safe work environment for our team. They do such a fine job, which makes the work I do very rewarding." •

### > Economy

## Crescent Hosts AEDF

On Friday, January 29, Crescent Towing's Algiers, New Orleans office was proud to host representatives of Algiers Economic Development Foundation, Louisiana Economic Development (LED), the City of New Orleans and City Council to celebrate Algiers' new designation as a Louisiana Development Ready Community (LDRC) through LED's Community Competitiveness Initiative. This means Algiers will become the 45th LDRC designated community, the first in Orleans Parish, and the third in the region. Algiers is open for business! •



Watch 

Algiers Economic  
Development  
Foundation

## We Are Cooper/T. Smith: Tyler Mendoza, Lineman Cooper/T. Smith Mooring

Tyler Mendoza, Lineman for Cooper/T. Smith Mooring, has the river in his blood. Following in the footsteps of his grandfather and father by working on the Mississippi River, Tyler handles ship lines and assists with mooring vessels as they dock. •



Watch 



## We Are Cooper/T. Smith: Crescent Towing Store Room

When our tugboat crews need groceries and essential supplies for their seven-day shift on the river, it falls to Kurt Gegenheimer and Shane Johnson in the Crescent Towing store room to ensure that everything is ordered and loaded on the vessels prior to our crews embarking on their journey. •

Watch 

### Submit Your Recommendations

Do you know an employee who should be featured in a future We Are Cooper/T. Smith profile? Send your recommendations to Thomas Smith, Director, Corporate Communications: [thomas.smith@coopertsmith.com](mailto:thomas.smith@coopertsmith.com). •

> CP&O

## We Are Cooper/T. Smith: Michelle Nelson, Office Manager



In January 2000, Michelle Nelson decided it was time to venture down a new path, and joined CP&O as a Payroll Clerk.

“The world of payroll was unlike anything I had ever done before,” she recalled. “But I was eager to learn.”

Michelle took to the role quickly, and continually pushed herself to learn more and develop her skills. Eventually she worked her way up to the position of Payroll Manager and, having thoroughly mastered payroll, moved into her current role of Office Manager. However, despite the change in title and responsibilities Michelle hasn't left the world of payroll behind completely – she's still charged with processing all longshore payroll.

Celebrating 20 years with CP&O, Michelle isn't showing any signs of slowing down.

“I really like my job,” she said. “I take pride in making sure it's done correctly, and I'm always pushing myself to do better.” •

# We Are Cooper/T. Smith: Richard Gautier, Regional Director of Loss Control

As Regional Director of Loss Control for Blakeley BoatWorks, Richard Gautier is tasked with the responsibility of ensuring employees are properly trained, performing their jobs safely, and environmental compliance.

Prior to joining Blakeley, Richard had spent over 15 years in the field of Loss Control, Safety and Security. Additionally, he spent two years in an Operations role to gain a stronger understanding of the needs of industry workers. As a Multi-Unit Operations Manager, he learned a great deal, but the role didn't bring the same sense of fulfillment. After two years, Richard was ready for a return to the world of Loss Control.

"I was actually on a mission trip at the time, outside the country, when I received the phone call," he remembers. "I made the mistake of telling my wife the job was in Mobile, Alabama. Being a native to the area she declared that I had to get the job so we could move back home."

And that's exactly what happened.

"We moved to Mobile from Jacksonville, Florida, in August 2017, and it's been an exciting ride ever since."

Richard recalls that those first days on the job as Director of Loss Control were the most nervous he had been in nearly 20 years. "With the last company I had been promoted multiple times and relocated," he said, "so I hadn't had to start fresh at a new job in a long time." He was excited by the challenges of developing a new understanding and skillset in the maritime industry.

Working at Blakeley means working in three major business units – work boat repair, new construction, and a multi-service maintenance unit that includes Blakeley BoatWorks, Cooper Marine and Timberlands' Stevedoring facility, and service calls throughout the southeast supporting both third-party and Cooper Group business units for Maritime Mechanics and Electricians.

"There's always something going on," he said. "Someone needing help or a new issue to be addressed. It provides a solid sense of accomplishment when team members come tell you they saw a safety problem and what they did to fix it. It shows that they're buying into the right mentality and taking pride in themselves and their work." For Richard, that's what makes coming into the office every day worth it – helping to lead and also learn from a talented group of people.

"Working with our team has been... educational," he joked. "Our team has the widest swath of backgrounds and experience that I've ever worked with. We've got hands that have been working around boats longer than I've been alive and kids straight out of high school trying to find their path in life. Some days can be challenging, like herding cats, but I thoroughly enjoy being able to help and learn from all of my teammates."

One of Richard's favorite aspects of the job is teaching and training workers, both old and new. By adopting a One Degree of Change safety culture, it provides management with a baseline reference for the skill and safety level of new hires and even existing team members as they're coached to correct a behavior or mindset. "There's something so motivating about dealing with an old hand set in their ways," Richard said, "and after you've worked with them or after a training class they come let you know that no one has ever explained things to them in such a way, or no one has ever cared enough to ask why they do the things a certain way." *(continued)*





Something Richard makes sure his team is aware of is his open-door policy. “Whether it’s a problem on the yard or at home, I’m here to listen and help however I can,” he said. When asked why he’d spend time in the office or in the yard speaking with workers about subjects other than safety, Richard makes his philosophy clear. “I believe that if their mind isn’t fully on the task at hand, if they’re worried or thinking about something that happened at home that morning, then they’re putting their lives and the lives of others at risk. I don’t care if the problem is a colleague or a family member. Sometimes talking it through helps relieve that burden and keeps them from being distracted.”

At the end of the day, Richard wants his colleagues to know that they’re all part of the same team and are being looked out for. “We invest in our workers,” he said. “And working with a team that truly appreciates what we’re trying to do for them has been a real blessing.” •

## > Crescent Towing

### Lloyd Dressel Retirement



On Sunday, December 20, 2020, Lloyd Dressel retired after more than 40 years with Cooper/T. Smith Mooring and Crescent Towing. Lloyd began as a lineman in 1980 and became a dispatcher shortly before Hurricane Katrina in 2005. Lloyd excelled in his duties and will be missed as a valuable member of our team.

Crescent Towing – New Orleans held a small celebration for “Let Go Lloyd” where colleagues reminisced about hurricanes, old co-workers, and memorable stories from throughout the decades. Lloyd will be remembered most at Crescent Towing for his professionalism, dedication, and his many patented phrases like “Beautiful day at Crescent.”

Lloyd and his wife are retiring to St. Louis and are in the process of building their retirement home. He claims that he will remain a loyal LSU Tigers fan and will proudly wear the purple and gold during Fall Saturdays in St. Louis.

Lloyd, thank you for 40 years of dedicated service to the Cooper Group of Companies. We wish you and your family the very best in retirement and all future endeavors! •

## > CSA

### Siemens Energy Heavy Lift

In February, CSA received and assembled a Siemens Schnabel railcar and loading platform at the Port of Mobile. Placed on the AOCX North Track, a Liebherr LTM 1500 crane lifted the 103-metric-ton loading platform from a heavy-duty flatcar, and was followed by splitting the two halves of the Schnabel car apart. CSA’s rail spotter moved each end of the Schnabel car into position, which were then connected by the loading platform. Once assembled, the complete Schnabel car weighed in at 751,000 pounds (without cargo) with a total length of 187 feet. The Schnabel car was later loaded with a 304-metric-ton Siemens Energy Gas Turbine for transport to Purvis, Mississippi. •



Photo: Alabama State Port Authority

# CMT Expands and Strengthens Its Logistics and Business Development Team

Cooper Marine & Timberlands (CMT) has expanded and strengthened its logistics and business development team through its promotion of Strickler Adams to Director of Marine Logistics and hiring of Alan Dodd as Director of Business Development.



*Strickler Adams*

As Director of Marine Logistics, Strickler will lead the Cooper Marine & Timberlands vessel and barge logistics team, coordinating the movement of the company's 400+ barges and 20 towing vessels. As the premier linehaul and barge service provider for the Tennessee-Tombigbee River system and Gulf Intercoastal Waterway, Strickler and his team are entrusted with the unique responsibility of ensuring that the region's economy moves seamlessly and without interruption via the inland waterway system.

Strickler began his career with Cooper Marine & Timberlands in 2013 as a management trainee, where he first learned the company's marine operations as a linehaul deckhand. Later, Strickler served as Logistics Coordinator and, most recently, as Sales Manager. Strickler is a graduate of The University of Alabama, where he majored in finance and earned his Bachelor of Science degree from the Culverhouse College of Commerce and Business Administration. A resident of Mobile, Alabama, Strickler is husband to Carrie and father to son Ma'on and daughter Mary Ann.

"Strickler has played a key role in growing our inland marine footprint and providing an unmatched level of customer service for our clients," said Angus R. Cooper, III, President of Cooper Marine & Timberlands. "Strickler's leadership will ensure that our team continues to provide the efficient, safe, and reliable operations needed to support our customers' current and future needs."

Alan Dodd has 17 years of industry experience and joins the Cooper Marine & Timberlands team from T. Parker Host, where he was Commercial Development Manager for Houston, Texas, and New Orleans, Louisiana. Prior to his most recent role, Alan was Operations Manager for T. Parker Host's Houston operation. He began his maritime career with Norton Lilly International, where he served as Marine Operations Agent in Long Beach, California, Customer Service Representative in Charleston, South Carolina, and Port Manager in Tampa, Florida, Corpus Christi, Texas, and Philadelphia, Pennsylvania. Alan obtained a Bachelor of Science degree from the Culverhouse College of Commerce and Business Administration at The University of Alabama, where he studied Marketing and Computer Science. Alan lives in Fairhope, Alabama, with his wife Erica and four children Elijah, David, Dylan and Bryce.



*Alan Dodd*

"Alan brings with him a wide breadth and depth of industry knowledge and relationships that will greatly complement our commercial development team," noted Angus R. Cooper, III. "Alan is charged with ensuring our customers are treated with the highest level of service and that we're consistently meeting their needs and exceeding their expectations. I have no doubt that Alan is up for that challenge." •



# Maritime Looks Ahead

by Jessica Rosgaard, originally published in Biz New Orleans, February 2021

Industry operators express a mix of hope and concern for 2021.

“We remain optimistic that the business will return to a much more profitable place, but as for the balance of 2021, I think the best we can hope for is that it remains flat.” - Lee Jackson, CEO of Jackson Offshore Operators

As the pandemic continues, so will the economic impacts to the maritime industry.

“The pandemic, and its ensuing oil slowdown or market turndown, decreased demand for petroleum products domestically and internationally,” said Josh Dixon, vice president of operations for Petroleum Service Corporation. Less demand for that meant there was less of that cargo being produced and then moved across the waterway system.”

The maritime industry is an interlocking puzzle of companies, each providing a specific service or piece of the supply chain through various contracts. Petroleum Service Corporation provides manpower and expertise for dock operations — loading and unloading hazardous cargo, including oil and gas, on a vessel. The company operates four offices in Texas and one in Baton Rouge.

“Less movement of those cargos ultimately resulted in a lower demand for the types of services that we provide,” Dixon said.

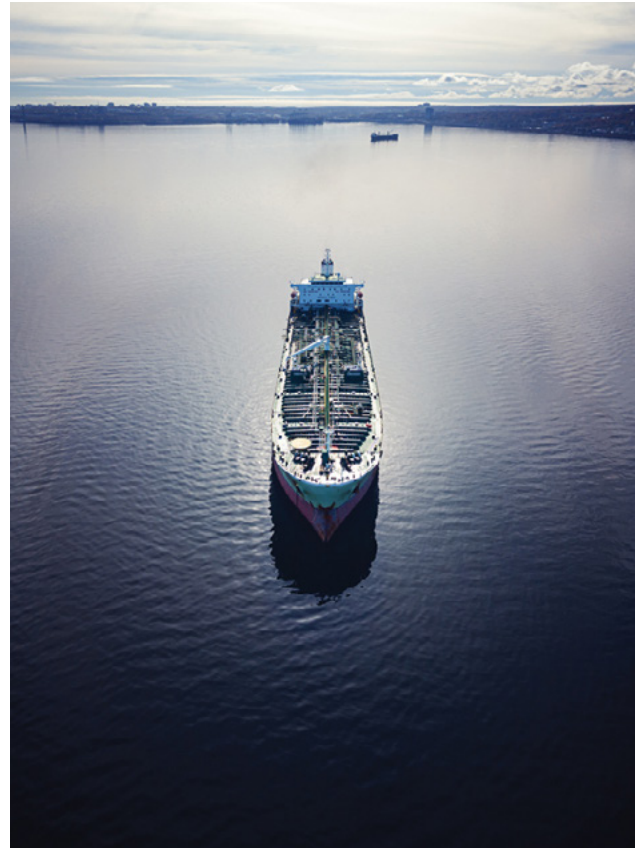
Dixon, however, is cautiously optimistic about 2021.

“We think there are some signs and indicators that have come up at the end of 2020 and kind of continued a little bit, but we’re still cautious about how quickly the business may turn around,” he said. “General consensus is that the vaccine may help things speed up a little bit. As people begin to get vaccinated hopefully that will in turn lead to higher consumption of those refined fuel products — [for] flights, airplanes, cruise ships. Once those things can get back to where they were pre-COVID-19, we will continue to see a pretty solid ramp up in our business and this industry... We’ve got to get people traveling again.”

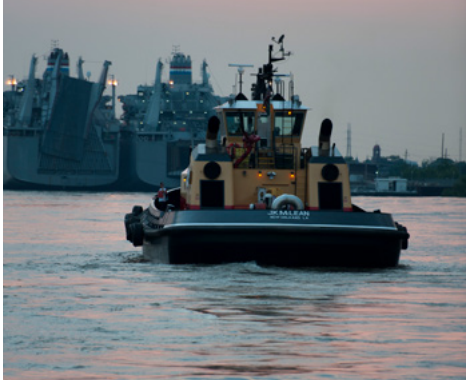
Ryan Peters is the director of Gulf inland crew management at Marquette Transportation Company, which operates towboats used to move material on barges.

“The inland space for horsepower providers will remain challenged, specifically with the softening of the oil markets,” Peters said. “We’ve seen a material decrease in our opportunities to push liquid cargo. That being said, we are hopeful that the dry cargo space will offer more opportunity to help offset any impacts from the liquid sector.”

It’s a mixed bag at Crescent Towing, which provides tugboats and crews for ship escort, docking and undocking from the mouth of the Mississippi River to Baton Rouge. Executive Vice President Keith Kettenring said the decreased demand for fossil fuels is impacting the tanker market. *(continued)*



## Maritime Looks Ahead *(continued)*



“[Fossil fuels are] quite a large piece of the deep-water traffic on the river, as we have several world-class refineries and storage facilities located between Plaquemines Parish and Baton Rouge,” he said. “This corridor supplies not only domestic but foreign buyers with gasoline, but low-sulfur diesel and jet fuel — much of which isn’t being consumed presently due to the pandemic and subsequent lockdown measures.”

Kettenring noted that there has been an upside to the pandemic in that exports are doing well. He said a weakened U.S. dollar is attracting more buyers for American products, which, in turn, creates more work for the shipping industry.

“The grain producers ended 2020 strong, and the forecast for early 2021 is even better,” Kettenring said. “The dry bulk sector struggled in 2020 and gradually gained some momentum in the fourth quarter. The chemical producers are also taking advantage of the weak dollar and comparatively low cost of natural gas. This gives them a competitive edge on the world market, and as a result we have seen a good number of chemical tankers calling at the various terminals and tank farms along the river.”

He noted that the prospect of a new container terminal in Violet, Louisiana will help keep the Port of South Louisiana competitive — good news for the industry.

“This, along with the deepening of the Mississippi River, will bring more tonnage to our port and further grow our nation’s economy,” he said. “We could possibly see a doubling of ship calls for that segment, which means more tug and mooring jobs for our company.”

Lee Jackson, CEO of Jackson Offshore Operators, an offshore transportation company with offices in Harvey, Louisiana and Houston, said he anticipates the level of drilling in the Gulf of Mexico to remain flat, which means his business will also remain flat for 2021.

“I think if we’re lucky we may see a marginal uptick toward the end of the year, maybe the fourth quarter of 2021, and then maybe in 2022 we’ll begin to see some more meaningful movement — that’s provided there isn’t some unforeseen obstacle that comes down the pike,” he said. “We remain optimistic that the business will return to a much more profitable place, but as for the balance of 2021 I think the best we can hope for is that it remains flat.”

Jackson employs 160 people, and while he hasn’t had to lay anyone off in this downturn, he said he’s concerned for his employees and their families.

“It’s about all of my employees who have families who need healthcare, that rely on Jackson Offshore,” he said. “Most of my clients have a long-term view on business and as such, most of my vessels have contracts that won’t end over the next few years, so we’re pretty solid from that vantage point. But, that said, it still puts a tremendous amount of pressure on the business.”

In the midst of an economy that’s been hammered by a global pandemic, Jackson noted the maritime industry is also trying to navigate a shift toward renewables.

“I’ve been in the maritime business well over 30 years, and this is the first time that I would say I’m really seeing a huge push into a more environmentally friendly business model and the maritime industry is going to have to play its part,” he said. *(continued)*



## Maritime Looks Ahead *(continued)*

That shift, for Jackson Offshore Operators, is all about powering our ships — continuing the move from basic diesel engines to diesel electric engines, and now a hybrid system that incorporates natural gas and/or a battery component.

“Now you’ll find there is a true push for solutions,” Jackson said. “There’s so many different ways that the maritime industry can pivot, and the pivot would be using a much more environmentally friendly propulsion package where your emissions are not as dangerous to the environment.”

Of course, that kind of change requires a big financial commitment — as in millions of dollars.

“It’s not something we can just do on a whim, particularly when we’ve come off the last four or five years of a very depressed market,” Jackson said. “It’s going to take a partnership with major oil and gas companies to help us move to that place.” •

> Cooper/Ports America

## We Are Cooper/T. Smith: Jesse Gomez, C/PA

Jesse Gomez has held a number of varying roles in the maritime industry, from working in cargo holds and managing barge terminals to supervising cargo handling and overseeing safety initiatives.

“I’ve worked on the waterfront for 15 years now and fell in love with the industry right away,” he reminisced. “It’s been an exciting and educational adventure.”

Jesse got his start in the industry by working in the hold of ships, safely loading and unloading cargo. Not long after, he transitioned to Clerk in Charge, responsible for ensuring cargo was stowed correctly and efficiently, and later to Manager of a container barge terminal where he worked with container lines to coordinate customer bookings and fulfill cargo needs.



He joined Cooper/T. Smith in 2014 as a Ship Superintendent, supervising and executing the safe handling of cargo, and later held the role of Warehouse Superintendent. When the company’s Houston operation merged with Ports America in 2016, an opportunity for Jesse to join the Safety team presented itself.

“In order to succeed, we all need to work as a team,” he said, “and that’s what we have here at C/PA.”

As Health, Safety and Environment General Manager, Jesse is responsible for building a positive safety culture within C/PA. In addition to conducting safety meetings, training and audits, he is tasked with implementing policies and procedures in compliance with local, state and federal regulations. By evaluating safety performance and identifying corrective actions, Jesse is able to make recommendations to management, executives and individual employees for ways to improve safety and efficiency.

“I love my job,” Jesse enthused. “Seeing the men and women going home to their families, safe, after their shift, it’s the greatest reward.” •

## C/PA Assists Military at Beaumont



In February, as part of a U.S. Army exercise with NATO allies, the 842nd Military Transportation Battalion deployed 1,500 pieces of military equipment, including vehicles and aircraft, from Fort Riley, Kansas, to the Port of Beaumont, Texas. Although port operations were completed within a matter of days, the mission required months of planning by military logisticians in coordination with the Port of Beaumont, the U. S. Coast Guard, longshore labor partners and Cooper/Ports America (C/PA). As the premier stevedore and terminal operator in Texas for the 842nd Transportation Battalion, C/PA, paired with Beaumont's ILA workforce, safely and efficiently handled all in and out movements for cargo, including vessel load and unloads, terminal receipt, and delivery of inland transportation.

“We have some of the best and most highly trained people from Southeast Texas working together to quickly and efficiently move the equipment necessary to build U.S. military readiness and interoperability with allies,” Battalion Commander Lieutenant Colonel Gordon Vincent said, “They are professionals who are committed to their country, their mission and their colleagues.”

The 842nd Transportation Battalion routinely conducts vessel loading missions for military operations around the world, but this mission stood out due to its scale – two vessels were required to move cargo instead of one, as is common. Once loaded aboard two commercial sea lifts, the cargo was transported in support of the 1st Combat Aviation Brigade's training exercise in Europe.

The 842nd Transportation Battalion is the gateway for the movement of military cargo through the Gulf Coast and represents the military's lifeline in supporting the warfighter at home and abroad. The battalion's primary mission is to conduct surface deployment and distribution through terminals and facilities on the western Gulf Coast through its four strategic seaports (Beaumont, Port Arthur, Corpus Christi and Gulfport, Mississippi) for overseas operations. •

> Blakeley BoatWorks

## Blakeley BoatWorks Delivers Tier-4 Vessel

The M/V *Gretchen V. Cooper*, the nation's first linehaul towing vessel powered by Tier-4 Caterpillar high-speed engines with selective catalytic reduction, was built by Blakeley BoatWorks (BBW) and is now operated by Cooper Marine and Timberlands (CMT). Fully compliant with the latest U.S. Coast Guard regulatory requirements, this 3,400-horsepower vessel is 110-feet long, 33-feet wide, and expands CMT's fleet to 20 vessels.

Currently, Tier-4 diesel engine standards are the strictest U.S. Environmental Protection Agency emissions requirements for new engines found in inland marine vessels. Tier-4 compliant engines significantly reduce emissions of particulate matter, or black soot, and nitrogen oxides to near zero levels. These engines save fuel and reduce emissions by more than 86% for large applications like marine vessels.



(continued)



## Blakeley Delivers Tier-4 Vessel *(continued)*

“Our customers expect Blakeley BoatWorks and Cooper Marine & Timberlands to drive industry innovation, and our building and operating one of the industry’s most environmentally friendly tow boats marks our unwavering commitment to always exceed their expectations,” said Angus R. Cooper III, President, Cooper/T. Smith. “Naming a boat after my wife Gretchen meant that we couldn’t just settle for building a standard tow boat and therefore, the M/V *Gretchen V. Cooper* will be one of the most powerful towing vessels operating on the Tennessee-Tombigbee Waterway and will lead the way for a new industry standard for reduced emissions on tow boats.”

CMT’s port operations are powered by 20 towing vessels, more than 400 hopper barges, and one of the country’s largest fleet of dry bulk gantry and floating derrick cranes. CMT’s world-class stevedoring operations include two deep-draft bulk cargo terminals in the Port of Mobile and numerous inland marine terminals throughout the states of Alabama and Mississippi.

“The ongoing investments that CMT is making across our fleet best ensures that our customers will continue to receive the safest, most environmentally friendly, and highest level of service in our region,” said James Fowler, Managing Director of Marine & Stevedoring Operations for Cooper Marine and Timberlands and Executive Vice President for Blakeley BoatWorks. “As was true when BBW built some of the nation’s first subchapter M new construction towing vessels and now, as we deliver a new linehaul with the latest and most advanced carbon reduction technology, BBW eagerly stands ready to deliver on our industry’s newest and most challenging jobs.”

Situated on 26 acres in the heart of the Port of Mobile and with capacity to simultaneously service up to 15 towing vessels and barges, Blakeley BoatWorks is a full-service shipyard specializing in small vessel repair, barge repair, and new vessel construction. Equipped with a 1,900-ton floating dry dock, 660-ton travel lift, and four covered fabrication shops, BBW is the Gulf Coast’s premier towing vessel shipyard.

“Our team is proud to be part of the construction of the Gretchen V. Cooper,” said Swathin Kannalath, Managing Director of Blakeley BoatWorks. “Delivering one of the first Tier-4 linehaul vessels in the country presented an exciting challenge for the Blakeley team and we delivered with this vessel, meeting not only the highest industry standards but also exceeding our customer’s expectations.” •

## Milestones

### 5 Years

Howard Walker  
Stacey Alexander  
Austin Brown  
Matt Aucoin  
Daniel Nicolaidis  
Hayden Pfister

### 15 Years

David White  
Jeffery Parker  
James Carlton  
Bryan Hughes  
Justin Taylor

### 35 Years

Myron Griffith

### 40 Years

Bret Mattei

### 20 Years

Lisa Cuellar  
A.J. Tritt  
Michael Greer

### 25 Years

Nolte Lincks III

### 10 Years

Dan Nelson  
Mike Howell  
Kevin Marshall  
Joe Stokes  
Lenny Cardenal  
John Phillips  
Brian Karl

Congratulations to CTS Mooring’s Andrew Wahlen and Brad Milford, recipients of the 2020 Grab-a-Line Award and Zero Award, respectively. The Zero Award goes to an employee who goes above and beyond to ensure the safety of the entire team. The recipient of the Grab-a-Line Award is an employee who has been recognized as a hard worker who performs more jobs than any other team member.



Andrew Wahlen

Brad Milford



Congratulations to Captain Daniel Hernandez, Plimsoll Marine’s 2020 Great Catch winner. The Great Catch program recognizes employees for reporting near-miss incidents, and Hernandez’s reported near miss demonstrated excellent hazard identification and the appropriate corrective and preventative actions. Beginning at Plimsoll Marine in 2011 as a deckhand, Hernandez moved into his current role as captain of pushboat *Tuk 1* after graduating from the company’s Steersman Program.