

# Coop<sup>The</sup> Scoop

2nd Quarter, 2020



*Cooper Marine & Timberlands employee utilizing their newly implemented tablet technology.*



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Cooper/Ports America



**03** Panamax Cargo Ships  
Global Economy



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CTS Mooring



**05** Essential Workers  
We Are Cooper/T. Smith



the COOPER GROUP of companies

# Building a Cargo Logistics Community of Excellence

Serving Port Houston for over a century, City Docks' logistics systems had become inefficient and costly for vessels and cargo owners. C/PA responded by implementing an efficient, cost-effective system utilizing innovative technology to provide:

- Arrival notifications
- Online scheduling for pick-up
- Express check-in and check-out
- Real-time cargo tracking
- An efficient total logistics cargo handling system
- Better vessel production – cargo is available faster than the current “direct to truck” discharge



One stop with less wait, the process remains under the care of C/PA's logistics team until cargo reaches its destination! C/PA is building a cargo logistics community of excellence that's safe, efficient, accurate, and cost-effective. •

## > Crescent Towing

# We Are Cooper/T. Smith: Cayne Wattingney, NOMMA Intern



In partnership with the New Orleans Military and Maritime Academy (NOMMA), this year Crescent Towing participated in an internship program designed to give interested students first-hand experience in the maritime industry. The NOMMA high school student intern assigned to Crescent Towing was Cayne Wattingney, a young man with his sights set on joining the United States Coast Guard.

Crescent Towing first caught Cayne's attention at a Who Works the Rivers field trip to the facility, during which students observed and learned the ins and outs of the Mississippi River tugboat industry. Beginning his internship in January, Cayne started by working after school for three hours a day. Once the Covid-19 pandemic struck and schools were closed, he opted to expand his schedule to a full 40-hour work week.

“Before I started I didn't expect a lot from the internship,” Cayne mused. “But within the first week of working here I had already made friends and connections.”

Working as a member of the shore gang, Cayne assists with the essential duty of stocking and organizing food and supplies for the tugboats. Reflecting on his time with the company, Cayne enthused, “I've never experienced any place like this. Everything from the daily duties to the people, I love being part of it. Crescent Towing feels like a family.”

Cayne recently graduated from NOMMA with a 3.2 GPA and multiple maritime certifications he earned online from Delgado Community College. Enlisted with the U.S. Coast Guard, Cayne is scheduled to ship out for basic training on July 21.

“My goal is to become a boatswain's mate and then try to get back on the river,” he shared. “I've loved my time here and wouldn't mind joining the team one day.” •

## Shaping the Global Economy: Panamax Cargo Ships



With the expansion of the Panama Canal, large vessels classified as Panamax, Post-Panamax and Neo-Panamax are being deployed to the Port of Savannah.

Crescent Towing is ready to assist.

Transporting vessels from sea to berths in a safe, efficient manner plays a pivotal role in the global supply chain of getting goods from suppliers to consumers.

We're not just pushing ships. We're shaping the global economy. •

> Cooper/Ports America

## Heavy Lifts at City Docks

The heavy lifts continue at Port Houston's City Docks. The port recently saw steel cargo offloaded from the *Star Juventas*, in addition to the discharge of seven transformers.

A floating crane moved the transformers, each weighing between 150 – 250 metric tons, from ship to rail cars. Cooper/Ports America served as stevedore on the project, which commenced over several days.

Thanks to all of the workers who made this cargo activity possible. •



> Maritime Industry

## Cosco Shipping Donates Masks



To help keep frontline workers safe during the Covid-19 pandemic, Cosco Shipping donated a shipment of masks to Cooper Group workers. CP&O and C/PA both received a shipment of 400 masks, while Crescent Towing received 200.

Jacqueline Vina, Assistant General Manager, Executive Affairs Division, Cosco Shipping, stated: "We hope this small gesture will properly demonstrate our immense gratitude for the selfless sacrifice being made by the essential workers at CP&O in the Port of Virginia in order to keep terminal operations fluid."

Thank you, Cosco Shipping! •

## Mooring Crew Capsized, Rescued

On April 20, multiple Cooper/T. Smith (CTS) Mooring boats were at work on the Mississippi River when the unthinkable happened. While securing ship mooring lines to the head buoy at Darrow, Mile 179, a Mooring boat capsized, plummeting its four crew members into the dangerous waterway.

Aboard the capsized boat were Brandon Barreca, Lineman; Catlin Langlinais, Senior Boat Operator; Andrew Wahlen, Lineman; and Joseph Stubbe, Lineman.

“The ship’s lines tightened up and it felt like we were yanked backward, toward the ship,” Barreca recalled. “That’s when the boat tumbled over.”

Fortunately for the capsized crew, a secondary Mooring boat was on hand – a safety measure in place to safeguard against such an incident -- performing backup boat duties.

“Jason Kanz and I were on the backup boat,” said Gary Marino, Sr., Senior Boat Operator and head of the Safety Committee. “We saw the ship stop slacking its lines and then the launch boat went sideways. With a high river and strong current pushing against them while carrying tight lines, the guys couldn’t just drive out of it.”

Jason Kanz, also a Senior Boat Operator, remembered, “Gary and I heard the port motor come up out of the water. Within seconds, the starboard bow dipped down and the boat rolled over.”

Thanks to the alertness and quick actions of the backup crew, the capsized team was saved. Aboard the backup boat, the crew had prepped the vessel with “grab” or “dog” lines hanging over the side in the event of a man overboard. When the capsized crew swam over and took the pre-placed lines, the backup boat maneuvered to a safe position away from the cargo ship and its assisting tugs. Once in this safe location, the backup crew carefully pulled each team member aboard.

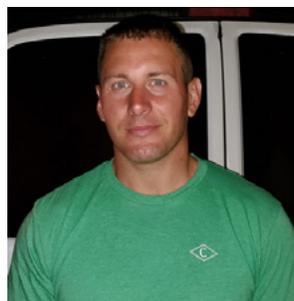
“Thank God we had veterans on the backup boat,” Langlinais declared. “Gary went out of his way before the job to put extra dog lines on every boat cleat, which played a pivotal role in our rescue. Jason was operating the boat, and he never once panicked. He made sure the boat was in the perfect position to pick us up.”

While this event could easily have resulted in tragedy, thanks to regular CTS Mooring safety drills and water rescue training, our mariners possessed the skills and professionalism needed to perform under real-world pressure to save lives.

“I feel like all the hours of training we do paid off,” Langlinais shared. “Every guy on that job used his training and knew what needed to be done. Because of that, we’re all alive today.”

“I’ve learned to never turn my back on this river,” Barreca admitted. “We can sometimes get complacent out here, but it’s dangerous. I, for one, have newfound respect for the river.”

Thanks to the CTS Mooring team and all Cooper Group employees for your commitment to safety. •



Barreca



Kanz



Langlinais



Marino



Stubbe



Wahlen



**Joy Wainwright**  
**Office & Billing Manager**  
Part of Crescent Towing - Savannah for 32 years, each day when Joy sees a vessel sail into port assisted by our tugs, she feels rewarded, knowing she played a role in making it happen. •



**Greg Gardner**  
**Pushboat Captain**  
As a harbor pushboat captain and proud member of the Cooper Marine and Timberlands team, Greg is responsible for moving barges loaded with essential cargo. •



**Jason Allen**  
**Dockmaster**  
At Blakeley BoatWorks, Dockmaster Jason Allen is tasked with overseeing the dry dock and ensuring that ships are repaired in a timely manner. •

> We Are Cooper/T. Smith

# Essential Workers Keep the Country Moving

We're living and working in an unprecedented time, and our industry is being challenged now more than ever. Our team is dedicated and committed to getting the job done. Working on the frontlines, they're ensuring essential goods reach the people who need them most. As the nation grapples with the Covid-19 pandemic, our industry's essential workers shoulder the responsibility of helping keep the economy going while working safely. To all of our employees, thank you! •



> Crescent Towing

# From Tugboat to Centerfold

Recently we were pleasantly surprised to learn that Crescent Towing tugboat *Lisa Cooper* made her modeling debut on the May/June cover of *Antique Automobile* magazine, the official publication of the Antique Automobile Club of America. Not only did the tug make the cover, but she was also featured in the centerfold with this 1942 Chrysler Royal. •

1942 Chrysler Royal  
three-passenger coupe

It's all around what I wanted an old wife to see on the water in 1942 in a classic production car. This was a result of the U.S. Production Board's effort to manufacture production automobiles by February 28, 1942, to support the war effort. The Chrysler Corporation, in addition to the Chrysler brothers, had a license to produce cars for the government's use. The Chrysler Corporation, in addition to the Chrysler brothers, had a license to produce cars for the government's use. The Chrysler Corporation, in addition to the Chrysler brothers, had a license to produce cars for the government's use.

Artwork Design: Beautiful Answer to Your Motoring Needs

Antique AUTOMOBILE

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IDENTIFY ANSWER TO YOUR MOTING NEEDS

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## We Are Cooper/T. Smith: Penny Burney, C/PA



Part of the Cooper/Ports America (C/PA) team since 1997, Penny Burney has honed a number of skills in her 23 years with the Houston-based company, experienced the company's growth and development first-hand, and continues to have a hand in numerous roles that are responsible for C/PA's continued success.

"Prior to coming to C/PA I had worked in data entry for five years," Penny said. "After taking a year off to stay home with my children, I went back into the world of data entry before being hired by Britton Cooper at what was then Port Cooper/T. Smith."

Not long after coming aboard Port Cooper/T. Smith, the company underwent a change of identity to become Cooper/T. Smith Stevedoring, though Penny's responsibilities went unaltered.

"Through the years I've worn many hats, which when working for Cooper/T. Smith is a privilege," she enthused. "I've worked as a data entry clerk for the warehouses, and I learned to bill the stuffing and stripping of containers for the CFS station at Barbour's Cut. Eventually, I learned how to breakout manifests, complete ILA payroll and maintain ship and machinery logs."

After becoming a stevedore biller, she progressed to heading up the compliance portion of the company's Foreign Trade Zone, which she's still responsible for to this day. Currently, Penny's duties fall under the title of Office Manager, a role she was appointed to in 2016 upon the firm's merger with Ports America to become Cooper/Ports America. In this role she primarily assists Dave Morgan, President, C/PA, and Don Johnson, CFO, C/PA, but also works with the safety team to manage the I-Auditor program (safety observation app) and statistics, creates spreadsheets for production data and presentations for meetings and tradeshows.

"My job is comprised of many little components," Penny explained. "But even though they're small, they're important."

Rounding out Penny's responsibilities is relocating employees to new sites, assisting with corporate event planning, dabbling in IT and Human Resources, as needed, and even opening, maintaining, and closing office sites.

Having had her hand in so many aspects of the business with such a broad spectrum of duties, Penny has developed a motto for her professional life: "I don't ask anyone to do anything I haven't done myself."

Penny cherishes the connections she's made over the years, from managers all the way to dock workers. "C/PA is my second family," she shared. "I've worked with some for more than 20 years and some for just a few short months. I believe it's the quality of time that's sometimes more important than the quantity."

On her future with C/PA, Penny ponders, "When I come to work, I never dread it. I love working with people and helping them solve problems and achieve goals -- there's always something new to learn. The day I quit learning is the day it's time to pack my things, because in the stevedore business there's always something new, and I strive to remain teachable."

When she began her professional journey with Port Cooper/T. Smith in 1997, Penny, like many, knew nothing of the logistics and transportation industry, let alone what a stevedore was. With 23 years of experience under her belt, she's become a lynchpin of the Houston operation.

"I've learned many valuable life lessons and met some great people during my time here," she declares. "I'm thankful I was given the opportunity to become part of this team." •

# America's Commercial Mariners Critical to Navigating COVID-19 (as featured in *Maritime Executive*)

by Jennifer Carpenter, President and CEO, The American Waterways Operators

The United States has historically looked to its mariners to help us navigate through national emergencies, and that remains true for the pandemic we are battling now.

Recently, President Trump signed bipartisan legislation to honor the United States Merchant Mariners of World War II with the Congressional Gold Medal, the highest honor Congress can bestow. This recognition was exceedingly well-deserved – these long-overlooked heroes were a critical part of the war effort, transporting servicemembers and vital supplies across the ocean to battlefields overseas. The U.S. Merchant Marine suffered the highest per capita casualty rate of any of the armed services during the war, but America's mariners never hesitated to serve their nation in that time of global crisis.



Today, the mariners of the American tugboat, towboat and barge industry carry on that selfless effort to transport the nation's cargo on the water, in good times and bad. They are accustomed to serving their country in the regular course of their work – every year, the men and women of this industry navigate America's rivers, coastal waters and Great Lakes to deliver over 760 million tons of fuel, agricultural products, building materials, manufactured goods and other commodities that drive our nation's economy.

They operate as part of the safest, greenest and most efficient form of freight transportation in the country, as it takes more than a thousand trucks to move the same amount of cargo as a standard 15-barge tow pushed by a single towboat. And they are proud contributors to the nation's security, whether by transporting military fuel and equipment on domestic waters, providing ship-assist capabilities to guide large Navy vessels safely into U.S. ports, or serving as "eyes and ears" on the water for the U.S. Coast Guard in support of its homeland security mission.

America's commercial mariners do all this and more in normal times. And as the United States now grapples with safeguarding public health from the spread of COVID-19 while maintaining the viability of our economy despite social distancing, our nation's mariners are indispensable to the fight.

While the economy is undeniably struggling during this challenging time, the tugboat, towboat and barge industry continues to deliver the supplies needed to keep it running, helping to electrify our homes, fuel our cars and put food on our tables. Even as many barge and towing companies are still working to recover from last year's historic high-water conditions in the Midwest, this industry remains resilient in fulfilling its everyday mission under today's difficult circumstances.

These mariners' efforts are also helping take the fight directly to COVID-19. The Navy hospital ships USNS Comfort and USNS Mercy were able to deliver medical assistance to two of the nation's hardest-hit cities because American dredges ensured the Manhattan Cruise Terminal channel was deep enough to accommodate the USNS Comfort, and tugboats helped each ship depart safely for their destinations and dock safely into port upon their arrival in New York and Los Angeles, respectively.

Meanwhile, towboats in the Pacific Northwest are transporting pulp and woodchips to make the packages and paper goods, from takeout boxes to toilet paper, on which we are all relying today, while tank barges in the South are transporting industrial alcohol to make hand sanitizer and petrochemicals to make masks and other protective gear. *(continued)*



Steve Kinney, CTS Mooring

The Department of Homeland Security recognized the urgent importance of this work when it identified maritime transportation workers as Essential Critical Infrastructure Workers during the COVID-19 response, and the men and women of this industry continue to perform these essential services with great dedication and sacrifice. Tugboat, towboat and barge companies are working tirelessly to keep crews and communities safe while delivering the nation's cargo, and mariners are continuing to work through all kinds of conditions, away from their families, to get the job done.

To honor these everyday heroes, and help them continue to help all of us, we need to ensure that waterways infrastructure like locks, dams and ports continue to operate smoothly during this critical time. We also need to make sure that maritime transportation workers can get to their jobs seamlessly across county and state lines, which is why The American Waterways Operators has created template letters on its COVID-19 webpage to help companies identify their mariners to state and local authorities as Essential Critical Infrastructure Workers per DHS guidance.

Most especially, we need to offer our deepest thanks to American mariners, their companies, and their families, for helping our nation navigate to calmer waters. •

## > Industry Partners

# Industry Partners: Waterways Council

Waterways Council, Inc. (WCI) is an important industry partner for the Cooper Group of Companies. Founded in 2003, WCI is a national advocate for modern, efficient, and well-maintained inland waterways, including locks and dams, and channel maintenance.

America's inland waterways consist of 12,000 miles of navigable rivers stretching across 38 states, intracoastal waterways, channels, ports, canals, and locks and dams. These waterways facilitate safe, fuel-efficient and environmentally friendly transportation of essential commodities, including grain, coal, steel, chemicals, and aggregate materials for domestic and export markets. Creating and supporting more than 541,000 jobs, inland waterways facilitate competition for farmers, manufacturers and other shippers across global markets.



*Pictured, l-r: Phyllis Harden, Pine Bluff Sand and Gravel; Senator John Boozman; Spencer Murphy, Canal Barge; Chris Blanchard, Cooper Consolidated.*

Representing the Cooper Group on WCI's Board of Directors is Chris Blanchard, Cooper Consolidated's Managing Director, Fleet Operations.

"As a board member," Blanchard said, "I attend several meetings each year, including an important 'fly-in' to Washington, D.C., where I and others from WCI meet with congressional leaders to educate them and stress the importance of having a well-maintained system of locks and dams throughout the U.S."

In addition to policy-makers, WCI works to inform the news media and general public about the waterways' critical importance.

Whether cargo is imported or exported, it will likely travel by barge through this vast system of rivers, locks and dams. The Cooper Group's ability to load, unload and transport cargo by barge is only possible if vessels are able to efficiently navigate inland waterways *(continued)*

“Much of the lock and dam infrastructure in the U.S. is well past its designed life span and is in a state of decay,” Blanchard said. “Failure of a lock and dam would have an enormous negative impact on the national economy.”

With aging locks and dams built in the 1920s and during the New Deal of the 1930s, modernization of these structures is key to their continued reliability for serving the transportation supply chain.

Blanchard explained, “We have to be proactive in the repair and rebuilding of these waterways, and Congress must continue to adequately fund maintenance and modernization efforts in order for the country to remain competitive in global markets.”

As WCI and its members strive to keep inland waterways operating efficiently and reliably today and for decades ahead, learn how you can get involved by visiting [www.waterwayscouncil.org](http://www.waterwayscouncil.org). •

> Crescent Towing

## We Are Cooper/T. Smith: Zack Saupe, Crescent Towing

Zack Saupe, Wheelman on the David J. Cooper, began his maritime career on a slightly different path before finding his way to Crescent Towing – New Orleans. Upon graduating college, he enrolled in the Maritime Academy to pursue a career on offshore supply vessels and drill ships.

“During the 2015 dip in oil prices,” he recalled, “and after seven years in the oil industry, I decided a change of scenery was needed.”

Desiring a career in a more stable field that would allow him to continue working on the water and maintain his Captain’s license, Zack ended up on the Mississippi River.

“I interviewed with Cooper/T. Smith and decided that Crescent Towing had exactly what I was looking for,” Zack shared. “I couldn’t be happier with the lifestyle change and crew I ended up with.”

Starting at Crescent Towing as a Mate in Training, Zack eventually tested for his 1600T Master and Master of Towing licenses, and currently works as Wheelman with Captain Billy Barletto. Duties range from holding night watch and completing assigned tasks that include cooking and cleaning, general vessel maintenance, and assisting with drills and training.



“I’ve had 9-to-5 office jobs and worked for myself as an independent contractor, and neither hold a candle to the feeling of running a boat and being part of a crew,” he enthused.

Zack takes satisfaction in knowing that each towing job he works is different, each presenting their own unique set of challenges.

“Running this equipment, doing challenging maneuvers under pressure and with a clear goal is really gratifying,” Zack said.

Grateful for his time with Crescent Towing and excited by his future potential, Zack feels incredibly lucky to have found this crew. “I look at these guys as some of the best friends I’ve made since moving to Louisiana. It makes me proud to have the respect of my boss and the trust of the crew.” •

# Maintaining a Professional Online Profile

Your LinkedIn profile tells an important story to our customers and industry partners. Cooper Group team members' LinkedIn profiles are a reflection on themselves and our company. It's important to ensure that your LinkedIn profile is accurate and professionally constructed. Here are a few tips to ensure your LinkedIn profile best represents you and our team:

- **Choose the right professional headshot for your profile picture**

Your headshot profile picture is your calling card – it's how people are introduced to you. Make sure your picture is recent and looks like you, ensure your face takes up around 60% of it, wear what you would like to wear to work and/or dress professionally, and smile!

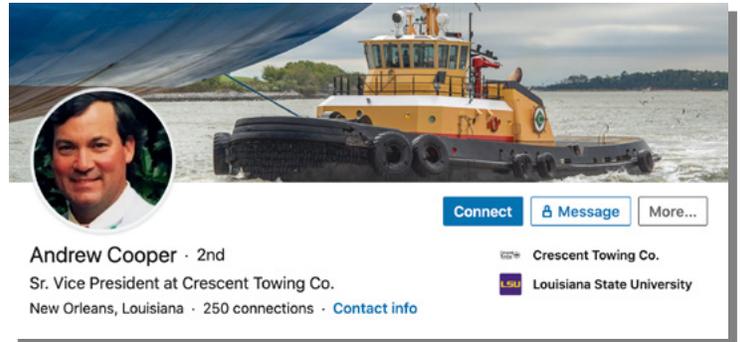
- **Grow your network**

LinkedIn is a great way to stay in touch with our customers, industry partners, and co-workers. Search for folks who you do business with and the company pages of our customers. This will ensure their activity is presented in your news feed so that you are in the loop!

- **Add a background photo**

Your background photo is the second visual element at the top of your profile page. It grabs people's attention, sets the context and shows a little more about what matters to you. The right background photo helps your page stand out, engage attention and stay memorable.

[Click to download](#) a Cooper Group background photo sized to LinkedIn specs.



- **Keep your profile basics updated**

Many people forget to keep their LinkedIn profiles updated. Whether you're new to the platform or starting a new role within the company, there's no excuse to have outdated information on LinkedIn.

- **Share relevant content from your LinkedIn feed**

It's one thing to have a network of connections on LinkedIn – it's far better to have an active role in that network, appearing in your connections' LinkedIn feeds in a way that adds value for them. Sharing relevant content with your network is one of the most accessible ways of doing this. You can make a start by sharing content posted by one of the Cooper Group LinkedIn pages. When you share our content, our posts show up in the news feeds of your connections (customers, coworkers, industry partners, family, and friends).

Getting your LinkedIn profile working for you doesn't have to take up hours of your time. Try working through these ideas, building from one to the other – and you'll find that you can make progress quickly, even if you're just able to set aside a few minutes here or there. Once you're flexing the full advantages of your LinkedIn profile you'll be amazed what a difference it can make to both you and our organization.

For assistance with uploading a background photo, please refer to the [LinkedIn Help](#) page. •



Visit [www.coopertsmith.com/linkedin](http://www.coopertsmith.com/linkedin) to download one of several Cooper Group background photos. Images have been resized to LinkedIn specifications and reflect a number of our company segments.

# Milestones

## 5 Years

Jesse Goodwin  
 Brad Barnett  
 Chris Caminita  
 Brandon Kister  
 Kyle McDermott  
 Taylor Hightower  
 Joseph Rentiers III  
 Shane Johnson  
 Logan Jones  
 Chanse Caire  
 Casey Doyle  
 Nick Lambeth

## 10 Years

Lionell Bracy  
 Roderick Lassiter

## 15 Years

Jason Kanz  
 Bradley Burdett  
 Kelly Kulakowski  
 John McCarthy

## 20 Years

Randy Williamson  
 Tim Sheppard  
 Sue Lorenat  
 Jim Ford  
 Heath Parker

## 25 Years

Chad Fitzgerald  
 William Puckett  
 Phil Katz

## 30 Years

Charley Hunt II  
 Billy Barletto  
 Gawain Schouest  
 Grant Wilkinson II  
 Roy Saranthus  
 Christopher Walker

## 35 Years

Joan Gardner



Cooper/T. Smith Mooring's Steve Kinney personalized his safety mask with the Cooper Diamond to protect himself, his team, and project the message of "We Are Cooper/T. Smith." Thanks to Steve for doing his part to keep himself and others safe.



After 20 years of working at Cooper/T. Smith de México, Arturo Encinas is retiring from his position as General Director. He has been part of the company since operations began at the Port of Altamira. With his leadership and vision, Arturo helped the company become the largest bulk mineral terminal on Mexico's Gulf Coast. We thank him and wish him the best in this new chapter in his life.



Cooper/T. Smith's Brendan McAloon, a retired U.S. Army Colonel, is the proud father of three sons who have all made notable achievements this year. Second Lieutenant Aidan B. McAloon graduated from the Joint Explosive Ordnance Disposal Course at Eglin Air Force Base in May. Cadet Duncan G. McAloon graduated from West Point on June 13 and was commissioned as a Second Lieutenant of Infantry. Lachlan R. McAloon graduated in the first four-year graduating class at Saint Michael Catholic High School in Fairhope. Lachlan will attend Catholic University of America in Washington, D.C., in the Fall.



Cooper Marine and Timberlands welcomes Jarod Long as Mill Manager for the operation's Carrollton sawmill.



CMT's Jalston Fowler recently welcomed his daughter Journee Fowler into the world.

Congratulations!

