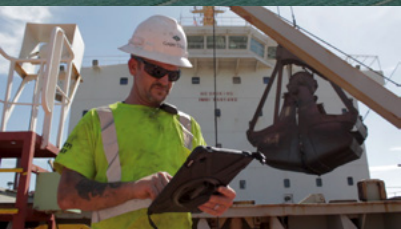


# Coop<sup>The</sup> Scoop

4th Quarter, 2020



CP&O unloads cargo from a vessel in Norfolk, Virginia



**02** BulkOps Implementation Operations



**03** 2019 Boat of the Year Crescent Towing



**04** GNOBEA Industry Partners



**05** Tour: Mary Lynn Cooper Blakeley BoatWorks



the COOPER GROUP of companies

## BulkOps Implementation

Cooper Marine and Timberlands' ChipCo facility, as well as Cooper Consolidated, have implemented BulkOps for more efficient operations. Designed in-house, BulkOps is an app that allows our crews to view real-time data of current operations. From crane performance and vessel status to cargo productivity and dock usage, BulkOps allows us to make better, quicker decisions and to adapt to changes during a job. The paperless system provides real-time data and reports to customers and agents, saving time and increasing efficiency. •



> Cooper Marine and Timberlands

## We Are Cooper/T. Smith: Ashley Richerson, CMT - ChipCo



Ashley Richerson came to Cooper Marine and Timberlands' ChipCo division by way of the U.S. Army and BLUEGILL Restaurant. After serving four years of active duty as a Weapons Specialist in Fort Carson, Colorado, Ashley returned home with the goal of finishing her degree in Teaching Education. While enrolled in school she joined the team at BLUEGILL serving tables, but then COVID-19 struck.

“When COVID-19 shut down the restaurants,” she explained, “ChipCo offered some of the restaurant workers temporary jobs, such as painting and cleaning around the yard.” After several weeks of working at ChipCo on a temporary basis, in May she was offered a full-time position as the company's Warehouse Inventory Manager.

When Ashley joined ChipCo she was unfamiliar with the industry, so each day was a learning experience. “Working with the ChipCo family, the crews have been extremely helpful answering questions and teaching me along the way,” she said. Her duties include organizing and tracking inventory and signing out supplies and parts to crews. She also performs purchasing duties, which ranges from ordering everyday consumables to major crane components. “With this job I'm either behind the computer processing purchase orders,” she said, “or outside on a forklift receiving deliverables.”

Citing the positive atmosphere fostered by the company as one of her favorite aspects, where contributions are encouraged and valued, Ashley plans to make the most of her time at ChipCo. “I love the opportunity I've been given,” she enthused. •





Watch

**Juan Ramirez, Shipyard Supervisor  
Blakeley BoatWorks**

As Shipyard Supervisor at Blakeley BoatWorks, Juan is responsible for ensuring that projects are completed safely, efficiently, and to the high-quality standards our customers expect. •



Watch

**Johnny Bryant, Shipyard Repair Supervisor  
Blakeley BoatWorks**

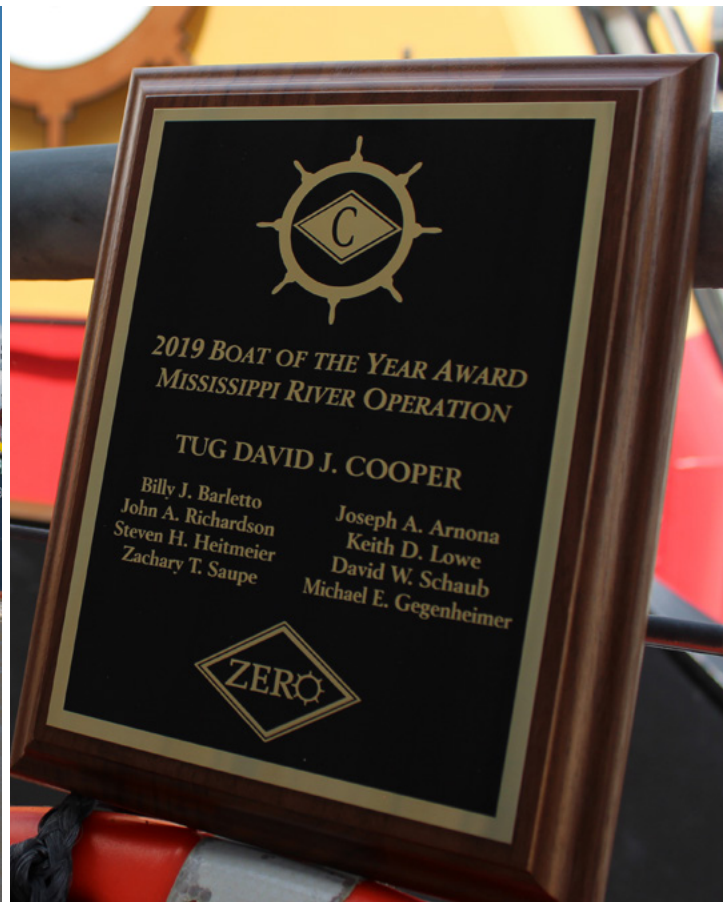
As Shipyard Repair Supervisor for Blakeley BoatWorks, Johnny Bryant is responsible for ensuring vessels are repaired to the highest standards and delivered to customers in a timely manner. •

> Crescent Towing

## 2019 Boat of the Year

Boat of the Year Award recipients earn the award through persistent effort and dedication to safety and excellence. Award recipients are professional, take good care of their equipment, and perform their duties beyond expectations. In many cases, Boat of the Year crews are faced with adversity and they routinely rise to the occasion and do what's asked of them.

Crescent Towing wants to recognize the crew of the tugboat *David J. Cooper* as Boat of the Year, the best crew and boat in the fleet! •



# Greater New Orleans Barge Fleeting Association

Founded in 1976 by a small group of fleeting professionals, including Cooper/T. Smith's Gene Dalton, the Greater New Orleans Barge Fleeting Association (GNOBFA) works to promote a close professional relationship between members, disseminate information pertaining to fleeting and the river industry, support member companies, and to improve relations between communities, government regulators, and industry organizations. The Cooper Group is well represented within GNOBFA by Karl Gonzales, Vice President, Plimsoll Marine; Alan Savoie, Director of Marketing and Development, Cooper Consolidated; and Robin Rogers, Office Manager, Cooper Consolidated.



Serving as President of GNOBFA since 1996, Gonzales' oversight has raised the organization's prominence not only in the eyes of the U.S. Coast Guard (USCG), but at the local and federal government level. In addition to his years of service within the organization, Gonzales has been recognized on numerous occasions by the USCG for his dedication to the maritime industry as a whole.



*Karl Gonzales speaks at a GNOBFA meeting*

Savoie expounded, "Mr. Gonzales and GNOBFA builds strong working relationships with Captains of the Port. As these individuals are promoted within the hierarchy of the USCG, those relationships continue, helping to strengthen the professional bond between the USCG and the Cooper Group's operations."

As Northern Director on GNOBFA's Board of Governors, Savoie represents the organization at the annual Alternative Security Program workshop held in conjunction with the USCG in Washington, D.C., in addition to serving as co-seminar director.

As is the case with most non-profit organizations, positions on the board and committees are on a volunteer basis. "The individuals that sit on the board," Savoie said, "are doing so because they believe in GNOBFA's importance to the industry."

One of the group's most instrumental members is Rogers, whose dedication to fulfilling the administrative duties of the Board of Governors, including assisting with GNOBFA's scholarship program and organizing the River and Marine Industry Seminar (one of the industry's premier seminars), along with numerous other internal programs, provides the organization with years of expertise.

When founded there was no formal line of communication between the fleeting industry and the USCG, and guidelines for properly fleeting barges in the New Orleans area were sorely lacking. Upon establishment, GNOBFA worked in conjunction with the USCG to develop and implement fleeting guidelines that would serve as the foundation for 33 CFR 165.801, the fleeting regulations eventually published by the USCG. In 1994 the organization published Greater New Orleans Barge Fleeting Association's Streamline Inspection Program, a document widely promoted by the USCG as the standard for fleeting and securing barges on a river.

Recognized as a leading organization for fleeting operations in the Baton Rouge to New Orleans corridor, GNOBFA is looked to by the USCG for guidance before, during, and after crises such as high water, hurricanes, or other calamity that may impact the region's waterways. The organization's reputation for being forthcoming and available to address concerns of the industry or the USCG is largely attributed to Gonzales' commitment to excellence.

The Cooper Group has played a pivotal role in the formation of GNOBFA and, to this day, continues to provide leadership in almost every aspect of its operation. •

## We Are Cooper/T. Smith: Albert Crespo, CTS Mooring

Albert Crespo began his professional career working at manufacturing plants around the Greater New Orleans region before a friend referred him to Cooper/T. Smith Mooring. Joining CTS Mooring in 1984 as a Lineman, Al currently serves as a Senior Lineman who is known for his work ethic and dedication to the job.

“When I first started,” Anthony Almerico, General Manager of CTS Mooring, recalled, “Al was introduced to me as the number one hustler. If you wanted to work, you worked with Al. He could work for days and would never say ‘no’ to anything.”

A dedicated employee for as long as anyone has known him, Al takes immense pride in the fact that he has always made himself available to work. “Rain, shine, snow or hurricane... when the phone rang, I answered.” Al continued, “If you wanted to work, all you had to do was answer the phone. And how hard is that?!”

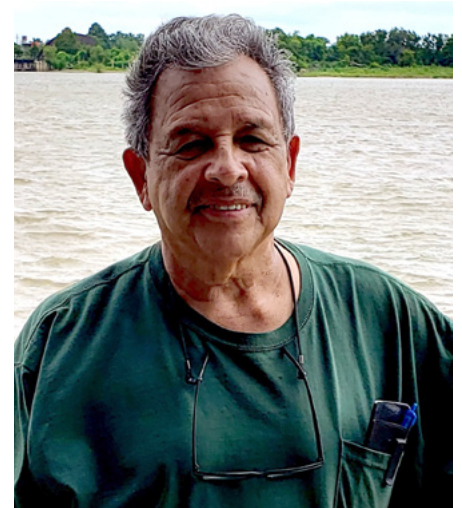
Looking back on his career, he cherishes every moment spent working with his teammates and the comradery shared between them. “Some of my best memories are of the good conversations and stories shared around homemade meals at the fleet,” he reminisced. Always respecting and working well with colleagues, a trait that led to the formation of many lasting friendships, Al always made a point to help newcomers by imparting whatever knowledge and wisdom he could.

“I’m very satisfied with all I’ve been able to accomplish over the years,” he said. “I was always able to make my own decisions out in the field. That gave me a sense of freedom in my work, which always had good results.”

Heading into retirement, he’s looking forward to spending some time traveling and has a long list of home improvement projects to get to. However, Al is most looking forward to spending time with his family, which includes four children, 18 grandchildren, and six great grandchildren.

A personality that will be sorely missed around the fleet, CTS Mooring is honored to have had Al and his 36 years of truly dedicated service – and all without a single injury.

“If you want a good job and the ability to raise your family comfortably,” Al advised, “you should go work for Cooper/T. Smith Mooring.” •



> Blakeley BoatWorks

## Tour the *Mary Lynn Cooper*



Gene Baugh, New Construction Supervisor at Blakeley BoatWorks, and vessel captain Richard Ardeneaux take us on an in-depth tour of the newest addition to the Cooper Marine and Timberlands fleet — the M/V *Mary Lynn Cooper*. •



Watch

## Master Marine Delivers *Iron Lady* to Plimsoll

In August, Master Marine, Inc. (MMI) delivered the 67' x 28' M/V *Iron Lady* to Plimsoll Marine. The *Iron Lady* is the first 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.



“The delivery of the *Iron Lady* marks another milestone in our unrelenting effort to build and maintain our industry’s most modern and capable fleet of push boats,” said Angus R. Cooper III, President, Cooper/T. Smith.

“Our team prides itself on serving our industry as the premier push boat service provider on the Lower Mississippi River and our continued investment in the Plimsoll fleet is a testament to our pledge to always return the highest level of value to our customers.”

“Plimsoll Marine is proud to add *Iron Lady* to our growing fleet of world class push boats,” said Karl Gonzales, Vice President of Plimsoll Marine. “Coupled with our team of highly experienced and skilled mariners, the *Iron Lady* further ensures our ability to exceed the expectations of our customers in the safest and most efficient manner.”

### *Iron Lady* Specs

Towboat *Iron Lady* 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 and 4,359 gallons of potable 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. •



**Plimsoll  
Marine**  
A Cooper Company



**MASTER MARINE, INC.**

## Safety Milestone

In October, the IIA and Cooper/Ports America teams working the IMS container yard celebrated two years with no lost time incidents! Congratulations, and keep up the great work! •



*Pictured: (top left, l-r): Ed Klauke, Jesse Gomez, Daniel Robledo; (top right, l-r): Dave Morgan, Don Johnson, Damon Holasek and Jack Pennington, President, Local 28; (bottom left, l-r): Damon Holasek, Jack Pennington, Trent Williams. (bottom right, l-r): France Dyess, President of East End Chamber of Commerce, Eloy Cortez, Representative of South Atlantic and Gulf Coast District, IIA.*

> Cooper/T. Smith Mooring

## Coast Guard Commendation for Water Rescue

The U.S. Coast Guard (USCG) New Orleans Sector recently awarded a commendation to the Cooper/T. Smith Mooring team for a person-in-water rescue that occurred earlier this year. While working on the Mississippi River a Mooring boat capsized, plummeting its four crew members into the dangerous waterway. Fortunately, a backup Mooring boat and crew were on hand and were able to rescue the capsized team. •



*Pictured (l-r): USCG Sector Commander Captain Will Watson; Senior Boat Operator Jason Kanz, Junior Lineman Vernon Stubbe, Junior Lineman Andrew Wahlen, Junior Lineman Brandon Barreca, Senior Boat Operator Catlin Langlinais, Senior Boat Operator Gary Marino, USCG Deputy Commander Captain Kelly Denning*

# Keeping Commerce Flowing

(as featured in *Maritime Executive*, September 2020)

by Admiral James Loy, U.S. Coast Guard, retired, and Jennifer Carpenter, American Waterways Operators

The devastation in the Gulf of Mexico in the wake of Hurricanes Laura and Sally is the latest reminder of the extraordinary dedication of the men and women of the U.S. Coast Guard. They are, as the Coast Guard motto conveys, *Semper Paratus* – Always Ready – to put themselves in harm’s way in service to our nation, whether by pulling people from rooftops as floodwaters rise; intercepting narcotics shipments; preventing terrorists from using our domestic waters to attack us; or serving overseas in combat operations.



While it may not capture headlines the way some other Coast Guard missions do, the Coast Guard is also responsible for ensuring the safe and efficient transport of commerce and people throughout our nation’s Marine Transportation System, a vast network consisting of 95,000 miles of shoreline, 25,000 miles of navigable channels, over three hundred ports, and other critical infrastructure. This system accounts for nearly \$5 trillion of economic activity each year, and is integral to America’s economy, security and way of life.

The Coast Guard takes on this mission with characteristic dedication and resolve but does not do it alone. The close partnership between the Coast Guard and the American maritime industry plays a critical role in both the flow of commerce and the preservation of homeland security on our waterways. So, it is fitting that following the Coast Guard’s 230th birthday in August, we now recognize another significant milestone in the life of this vital and unique branch of the U.S. armed forces: the 25th anniversary of the formal safety partnership between the Coast Guard and the American Waterways Operators, the trade association of the American tugboat, towboat and barge industry.

The oldest public-private partnership between the Coast Guard and its stakeholders, the Coast Guard-AWO Safety Partnership’s mission is to bring the Coast Guard and industry together to continuously improve safety, security and environmental stewardship. Over the past twenty-five years, the partnership has produced dozens of cooperative initiatives aimed at eliminating crew fatalities, preventing oil spills, managing cybersecurity risks, and ensuring safe navigation in busy waterways.

The Safety Partnership is just one example of the broader commitment between the Coast Guard and maritime industry to work together to preserve safety, security and prosperity on our nation’s waterways. That commitment was evident on 9/11, when commercial vessels answered the call to help evacuate 500,000 people from Manhattan; it was evident when the Coast Guard and AWO embarked upon a fifteen-year collaboration to raise safety standards across the towing industry; and it is on quiet display every day on the water, where commercial mariners and Coastguardsmen-and-women work together to keep vital cargo moving, prevent accidents and save lives.

Ensuring the long-term vitality of the Marine Transportation System will require public policies that keep this critical Coast Guard-industry partnership enduring into the future.

The Jones Act – the foundational law of the American maritime industry, requiring that cargo traveling between two U.S. ports be transported on vessels that are American-built, -owned and -crewed – is fundamentally what makes this partnership possible. Without the Jones Act, we risk losing our maritime industry to heavily subsidized foreign vessels and crews operating on our domestic waters. That would present a major national and homeland security problem, and cost hundreds of thousands of American jobs. *(continued)*



Cybersecurity is another priority for the Coast Guard and the maritime industry, especially during the COVID-19 pandemic, when the prevalence of remote work has further heightened the threat of, and potential vulnerability to, cyberattacks. Policies that facilitate mutual Coast Guard / industry awareness of these threats and commitment to preventative action will be critical to protecting the Marine Transportation System.

In addition to strengthening the system's information infrastructure, it is also essential to invest in the physical infrastructure of our waterways to ensure the safe and efficient flow of commerce and meet shipper demand. That means modernizing locks and dams along our inland rivers, funding the deepening of our coastal ports, and recapitalizing the Coast Guard's buoy tender fleet so it can maintain the navigational aids that are crucial to preventing accidents on our busy waterways.

Finally, the partnership works best when it is built on a foundation of effective national regulations, uniformly and consistently applied to the operation of vessels in interstate and international commerce. The Coast Guard and the maritime industry have a solid record of achieving positive safety and environmental results across the country when working together at the federal level. A national, uniform system of maritime regulation, rather than a patchwork of conflicting or duplicative state and local regulations, is the best model for achieving those results.

Maritime commerce has been part of the lifeblood of our extraordinary nation since its founding. The Coast Guard-industry partnership on which maritime commerce and security rest today should be recognized and strengthened to meet the challenges of the future. •

> Cooper Marine and Timberlands

## We Are Cooper/T. Smith: Steve Dice, CMT - ChipCo



Hailing from a diverse work background, ranging from restaurants, construction and pest control to security, medical and the steel industry, Steve Dice is no stranger to hard work. "At each job I've had," Steve explains, "I've always started at the bottom and worked my way up into management." No matter the role, he always strives to make the company the best it can be, whether by improving processes and workflows or building an efficient team.

Beginning at Cooper Marine and Timberlands (CMT) in 2017 as a deckhand aboard the derrick crane Mr. Bert, Steve eventually moved into his current role of Stevedore at CMT's ChipCo facility. As a Stevedore, he's one of many workers tasked with ensuring the safe, efficient and timely loading and unloading of bulk freight vessels and barges via ChipCo's floating crane barges and gantry crane. Acting as a liaison between ship personnel and the ChipCo team, Steve assists with coordinating operations to ensure a safe work environment.

"The work I do here is like nothing I've ever done before," he said. "I worked at a steel mill overseeing and driving shipping operations, but the scale of the operation and work we do here at ChipCo is a whole new challenge that allows me to achieve things I never imagined possible."

He credits his diverse and enthusiastic crew for making each day's new challenges a breeze to overcome. "I love watching my team make a plan come together," Steve enthused. "We're out here in charge of a multitude of moving parts, and it's up to us to bring it all together." Always learning and driving forward new standards of excellence, Steve loves working with his crew to make what often seems impossible achievable.

"Working with the team at ChipCo is like working with family," he said. "Sometimes they can drive you crazy, but I love them!" •

## We Are Cooper/T. Smith: Patricia Landry, Cooper Consolidated

A native of Gramercy, Louisiana, Patricia Landry landed her first job in the maritime industry in 1991. “It was another world on the other side of the levee that I never knew existed,” she recalled. She didn’t know it then, but this new world she was just introduced to would become an important part of her future.

After working two years as an Assistant Dispatcher, Patricia moved into the role of full-time Dispatcher at Cooper Consolidated Mile 164. “That’s when I really found my footing,” she said. “From that point on, I was hooked and ever since I’ve been continually developing my skills and pushing myself to learn more.” Part of the industry for 29 years and with Cooper Consolidated for 26 of those, Patricia is grateful for her long tenure with the company. “Working for the same company for so long and getting experience in different areas, has given me a unique opportunity to see how all sides of the organization operates.”



Working a seven on/seven off shift schedule as a Dispatcher, Patricia is responsible for dispatching fleets from both Mile 164 and Nucor Steel. As one might imagine, her days are filled with multitasking, planning, delegating, providing outstanding customer service, and meeting tight deadlines.

“My primary responsibility is to ensure a steady flow of grain to the Zen-Noh Grain elevator in Convent, Louisiana,” she explained. “I work closely with Zen-Noh to discharge barges and work with all carriers to get barges cleaned and scheduled for their next job.”

Additionally, Patricia tracks and delegates jobs to Cooper Consolidated’s nine pushboats to ensure the fleet’s horsepower is being utilized to its fullest potential.

“The role of Dispatcher is critical to the company’s success,” Patricia said. “From the moment we arrive at work and until the time we leave for home, we’re not only managing current jobs and processes, but planning for the next 24 to 72 hours.”

Patricia is amazed at how the industry has grown over the years, and is proud to be part of the Cooper Consolidated team. “I couldn’t succeed in this role if not for the wonderful team I work with and all of the tools that are provided for me to do my job to the best of my abilities,” she admitted. “I’m very thankful for our Management team, Logistical team, shipyard personnel, and the vessels and crews that work in our fleet.”

In this fast-paced job, it takes a special type of person to keep up with the demands of the day. “You have to be on your A-game at all times, organized and detail oriented,” Patricia explained. “We have that here on our team.” •

### > Blakeley BoatWorks

## Fire Safety Training



On November 3, as part of the company’s ongoing dedication to safety, representatives from The Hiller Companies gave the Blakeley BoatWorks team hands-on fire safety training and demonstrations. The Blakeley team was impressed by the training, with some employees noting that it went above and beyond what other larger shipyards had done in the past. Hiller’s Mobile branch specializes in comprehensive fire detection and suppression solutions for commercial, marine, and military and government sectors. •

## We Are Cooper/T. Smith: Josh Burns, Crescent Towing



A second-generation captain, Josh Burns has the river in his veins. As the son of retired Crescent Towing captain Pete Burns, Josh began working offshore straight out of high school and hasn't let up.

"As a kid my Dad was away a week at a time working on the tugs, so my Mom would bring me down to the docks on the weekends so I could see what he did," Josh reminisced. "Those are some of my best memories."

After working for a Louisiana tugboat company, Josh joined Crescent Towing -- Mobile in 2005, shortly before Hurricane Katrina devastated much of the Gulf Coast. Starting as a member of the shore gang and working on the "call-out boat," he has taken advantage of every opportunity thrown his way.

"I started at the bottom when I came here," he explained, "then moved into a regular deckhand position when it came available, and I worked hard to move up from there."

As a licensed captain, Josh is responsible for running wheelman on the tugboat Lisa Cooper. Working an opposite 12-hour watch from the captain, he and the crew assist ships and other vessels as they come into the Port of Mobile, helping them dock, sail, turn around, and shift from berth to berth.

"I really enjoy my job," Josh enthused. "I feel lucky, because a lot of people can't say that honestly. Being on the water is one of my absolute favorite places, whether I'm working or relaxing at home."

Spending nearly half the year together working in tight quarters has a way of bringing people together. "This crew is like my second family," Josh said. "We've all gotten to know each other pretty well, and work well together as a team. What's cool is that a lot of the guys who worked with my Dad back in the day are still around and have come up in the ranks, so now I'm working with them!"

Currently, Josh is focused on finishing his college degree and completing an upgrade to his pilot's license.

"When my Dad retired in the 90s, he went on to become a Mobile Bar Pilot," he said. "I hope to follow in his footsteps and one day become a Mobile Bar Pilot, as well." •

> Merry Christmas

## Merry Christmas from the Cooper Group

While the pandemic has upended life for nearly everyone, essential workers have had to face more risks than most and are being challenged now more than ever.

While many spend the holidays at home, it's important to remember that the Cooper Group plays a vital role in the global community. With millions of people relying on us to transport essential goods, our operations continue 24/7/365. To those working to provide essential services through our ports and inland waterways, we thank you and your loved ones.

Merry Christmas from the Cooper Group of Companies. •



# Milestones

## 5 Years

Mark Cash  
 Charlie Neese  
 Joe Dyson  
 Tommy Gilbert  
 Anthony Brocato  
 Steve Kinney Jr.  
 Alex Chauppetta Jr.  
 Trey Dubroc  
 Nick Johnson  
 Wilbart Stewart Jr.  
 Rick Hoag

## 10 Years

Steven Reeg  
 Thomas Foret  
 Jim Wellman Jr.

## 15 Years

Les Collings  
 Stacy Roberts  
 Joseph Harnish  
 Kerry McKay  
 Tim Sullivan  
 Lynn Skelton  
 James Peterson Jr.  
 Shawn Mendes  
 Mark Usey

## 20 Years

Johnny Murray

## 25 Years

Daniel Caire  
 Jason Enna  
 Michael Lobue Jr.

## 30 Years

Derek Dragon

## 35 Years

Ronald Walker



Congratulations to Cooper/Ports America's Terry Wilkes, CFS Manager, and Steve McCormick, Superintendent, for completing iAuditor walkabouts and inspections during Q3 2020. As a reward for going above and beyond in the pursuit of team and company safety, Terry and Steve both received coolers. At Cooper/Ports America, safety drives everything we do!

*Pictured: (top left) Gerard Hill and Jesse Gomez present Steve with his cooler. (top right) Ed Klauke presents Terry with his Yeti.*



Congratulations to Todd Kirby, Sales Manager at Blakeley BoatWorks, who welcomed his new daughter, Greer Elizabeth Kirby, into the world in November!



Crescent Towing's Tadd Willcutt is proud to announce that his third granddaughter in a row, Sheridan Middleton, has been selected as a Dogwood Trail Maid.



Congratulations to Cooper Marine and Timberlands' Brandon Centanni, pilot on the *TH Kelly*, for receiving his masters license!



Cooper/ T. Smith Executive Assistant Payton (Lamb) Wineman and Cameron Wineman were married on November 7 in Orange Beach, AL. Congratulations to the Winemans!