

Coop^{The} Scoop

2nd Quarter, 2021



Cooper Marine and Timberlands vessel Joanne C. pushes a tow down the Mobile River



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the COOPER GROUP of companies

M/V *Rock Solid* Delivered to Plimsoll Marine



In March 2021, Master Marine, Inc. (MMI) delivered the 67' x 28' M/V *Rock Solid* to Plimsoll Marine. The *Rock Solid* is the third vessel 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 *Rock Solid* marks another milestone in our 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 the *Rock Solid* 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, *Rock Solid* further ensures our ability to exceed the expectations of our customers in the safest and most efficient manner."

Rock Solid 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 Dale's 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. •

C/PA's Chris Lewis Recognized by Houston East End Chamber

The Houston East End Chamber Thriver Awards and Scholarship Celebration was held virtually on March 26. The celebration honored “East End Thrivers” – companies and individuals whose efforts and leadership in 2020 helped the Houston economy and community not only survive, but thrive. The Male Executive Award, recognizing a male executive who is a leader in the community and has made significant contributions to the East End Chamber, was presented to Chris Lewis, Vice President of Marketing and Logistics, Cooper/Ports America. Congratulations, Chris! •



> CP&O

We Are Cooper/T. Smith: Reggie Sawyer, Master Mechanic/Gearman, CP&O



Reggie Sawyer began his maritime career in 1988 as a Longshoreman Driver before joining CP&O in 1998 as a Master Mechanic and Gearman. A joint partnership between Cooper/T. Smith and Ports America, CP&O provides stevedoring and terminal services at all major terminal facilities in the Port of Hampton Roads.

Working as a Master Mechanic and Gearman, Reggie is responsible for the day-to-day maintenance and repair of all CP&O-owned equipment and gear, ranging from forklifts and yard hustlers to vehicles and trailers to lifting spreaders and slings.

“I love my job,” he said. “It can be hard work and long hours, but I never take it for granted. It’s blessed me so I can support my family and myself.”

Reggie values his team members and the positive atmosphere they’ve created from years of working side-by-side. Reggie explained, “I started this job working with Earl Jefferson, Eddie Exum, and Leroy Wescot. That original team and I worked together like a well-oiled machine. We became as close as brothers – the longshoreman community is like a family within itself. Through retirement and time, that team has changed. Now I work with Mark Hartley, Nelson Bil-lups, and George Harris, and we continue to be a tight-knit group.”

One of Reggie’s favorite aspects of the job is how the team is united by sharing the same goals and objectives. “At the end of the day, we all pride ourselves on providing high-quality work and getting the job done safely in an efficient and timely manner.” •



Shaping the Global Economy: Shipping Containers



The introduction of shipping containers, capable of moving from ship to truck or train, standardized global trade and turned the shipping industry on its head. Reducing shipping costs and increasing the efficiency of ports, international trade has boomed, supported by a global network of sea trade that today transports billions of tons of goods each year.

Annually, the liner shipping industry generates more than \$400 billion for the U.S., and creates more than 13 million jobs. Among them is the skilled and dedicated workforce at Cooper/Ports America, CP&O, CSA, Crescent Towing and Cooper/T. Smith Mooring. Whether shipping domestically or

internationally, our team provides full-service stevedoring, terminal operations, container stuffing and stripping, container yard depots, container and chassis maintenance and repair, ship assist towing and mooring, and more.

The modern global economy wouldn't exist without the shipping container and the shipping industry that transports them. The Cooper Group of Companies is proud to play a pivotal role in shaping the global economy. •

> CP&O

CP&O Services the *Marco Polo*

CP&O and its ILA partners were excited to welcome the CMA-CGM *Marco Polo* to the Port of Norfolk, Virginia, in May. The *Marco Polo* is the largest vessel to ever call the East Coast and CP&O was proud to serve as stevedore for this vessel's historic visit. CP&O completed a total of 2,977 container moves on the vessel, averaging 30.3 moves per hour (net). Built in 2012, the 1,299-foot-long vessel is 50 feet longer than the Empire State Building laid on its side and is capable of carrying over 16,000 TEUs. We thank CMA-CGM for entrusting CP&O with servicing its vessel, and look forward to the *Marco Polo*'s return. •



We Are Cooper/T. Smith: Ann Trabeaux, Cooper Consolidated

Ann Trabeaux plays a vital role at Cooper Consolidated's Darrow office. As Office Manager, she's responsible for coordinating operations, processing billing and reviewing daily logs for each job. She enjoys how different each day can be and, even after 35 years, is still learning new skills. •



We Are Cooper/T. Smith: Mac McGovern, Procurement Forester, Cooper Marine and Timberlands

As a Procurement Forester for Cooper Marine and Timberlands, Mac McGovern oversees the company's in-woods and portable chipper operation. He procures jobs for logging crews to cut timber for chipping, coordinating with landowners to decide when, where, and how best to cut timber. •

We Are Cooper/T. Smith: Michael Pugh, Blakeley BoatWorks

With more than 35 years of shipyard experience, Michael Pugh joined Blakeley BoatWorks in 2018. As Paint Supervisor, he's responsible for overseeing the painting and sandblasting of vessels -- both new construction and maintenance jobs. •



We Are Cooper/T. Smith: Sam Dennis, Barge Cleaning and Repair, Cooper Marine and Timberlands

During his time with Cooper Marine and Timberlands, Sam Dennis has gained hands-on experience from working pushboats, cranes and barges to logistics management. He currently oversees CMT's barge cleaning and repair division, which maintains and cleans barges between hauls. This ensures that cargo for the barge's next haul is uncontaminated by remnants of previous cargo. •

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. •

Blakeley Completes Hull 108

Hull 108, a Pinnacle Renewable Energy barge project, was recently completed at Blakeley BoatWorks. The first new construction barge completed at Blakeley, the barge is constructed from steel plate and structural angle/channel, and has overall dimensions of 50'x15'x4'. The barge's ball and socket assembly was procured from Cooper-Wilkins Welding and Machine Co., part of the Cooper Group of Companies. Engineering design was performed by Cowles, Murphy, Glover and Associates, and Farrell and Norton Naval Architects. Construction was completed by Blakeley in eight weeks. •



> Cooper Consolidated

Cooper Consolidated: Logistics Team

Cooper Consolidated's Logistics Group is a vital communication link between shippers and receivers. Tasked with tracking vessels from port to destination, the Logistics Group ensures barges arrive on time to load and unload cargo, providing customers with a smooth and efficient experience. •



Watch 

Shaping the Global Economy: Scrap Metal



Watch 

Scrap metal. It may not always look like much, but don't let its appearance deceive you. It plays a key role in helping to shape the global economy.

Since 2010, the scrap industry has created more than 15,000 jobs, supports nearly 500,000 direct and indirect workers, and generates more than \$10 billion in revenue for federal, state, and local governments.

Whether loading or unloading barges or hauling tows along the inland waterways, the teams at Cooper Consolidated, Cooper Marine and Timberlands, and Plim-soll Marine have been happy to play a role.

With one barge haul equal to 17 railcars or 75 truckloads, it's easy to understand why companies have turned to the inland waterways for their transportation needs. Because of its sprawling river network, the inland waterways also allow for easy access to multiple markets nationwide, ensuring customers receive the most competitive material prices.

Barge access and the inland waterways have reduced transportation costs and created operational efficiencies, facilitating new consumers in stronger markets while driving customer value. When it comes to the future of moving scrap metal via barge and the U.S. inland waterways, the opportunities are endless. •

> Inland Marine Expo 2021

Blakeley, CMT at IMX 2021

Waterways Journal held its Inland Marine Expo (IMX) on May 24 – 26 in St. Louis, Missouri. Among those in attendance were Swathin Kannalath, Managing Director of Blakeley BoatWorks, and Matt Warren, Director of Maintenance for Cooper Marine and Timberlands, who were honored to participate in the event's technology panel. Among a room full of industry peers gathered from around the world, the discussion centered around building vessels using EPA Tier 4-compliant engines equipped with selective catalytic reduction systems that utilize urea-based diesel exhaust fluid to reduce emissions. Produced by the experts at The Waterways Journal, IMX is designed specifically for the inland and intracoastal marine industry. •



Left: Swathin Kannalath
Right: Matt Warren

Waze for Water

by Sara Bongiorno, excerpted from *Currents*, Q1, 2021

The Water Institute of the Gulf is developing a service that will allow navigators to be more confident in where they direct vessels, while also providing data for better management of shipping channels.

The cloud-based SmartPort tool gathers and analyzes data on water depth, currents, visibility and other factors using sensors affixed to commercial workboats. The sensors relay data to provide unrivaled insight into the buildup of sediment that can complicate navigation and cause expensive shipping delays. The institute plans to share this data with coastal researchers who rely on river sediment to restore coastal wetlands.

“Our hope ultimately is this technology can and should be used throughout the Mississippi River watershed and for riverine and coastal environments across the country and around the world,” said Justin Ehrenwerth, president and CEO of the Water Institute.

The 12-boat pilot demonstrates how data from existing tugboat sensors can be used by ports and other stakeholders who need to understand how sediment is building up on the bottom of the river using real-time measurement of changing water depths.

“This initiative will increase Louisiana’s competitiveness throughout all port-related industries by deploying more efficient logistics technology,” said Don Pierson, secretary of Louisiana Economic Development, a partner in the SmartPort initiative.

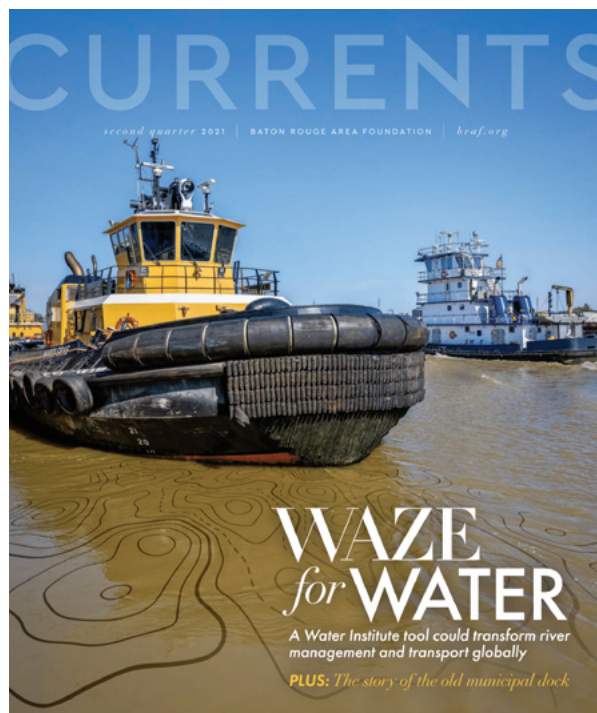
The pilot is led by the institute’s director of applied geosciences, Dr. Mike Miner. The experiment has already proved the usefulness of the new tool, with the help of Crescent Towing, which volunteered its tugboats for the initial phase. Federal infrastructure funds would make it more useful still by allowing the institute to collect water-depth data from sensors on tugboats up and down the river, not just in New Orleans. The additional data would be used to track currents, weather conditions, visibility, river congestion and even traffic conditions on nearby roads to benefit port operations.

Tugboats already measure river depth as they travel the river, but the data are typically only used by the crew to pilot the vessel and are not stored. Knowing how much space there is between the vessel and the bottom of the river reveals sediment buildup over time, while offering information to train a forecasting model.

The new tool improves the quality of data that is already collected by boats. Collected data improves decision making and planning related to dredging and vessel access. It may also be stored for use by coastal researchers to plan activities, from logistics to land building. The information boosts operational efficiency by allowing users to predict sediment buildup, its movement and other factors.

Ehrenwerth compared SmartPort to the popular Waze phone app that gives motorists real-time data on the most efficient driving routes by taking traffic and other conditions into account. Motorists use the app to avoid congestion caused by traffic and accidents. The tool’s significance to both port logistics and coastal restoration arises from the dynamic nature of sediment.

“This is cutting-edge applied science, and we’re excited to be leading it here in Louisiana,” Ehrenwerth said. •



Milestones

5 Years

Shannon Gurganus
 Jeff Gill, Jr.
 Jeremy Boyett
 Marty Norden IV
 Billy Rone
 Kyle Gould
 Connor Laigast

15 Years

Judi Gullledge
 Randy Vick
 Kurt Woehler
 Alex Chauppetta
 Anthony Newman
 Pablo Sanchez
 Billy Palaco
 Josh Burns
 Brenton Edenfield

25 Years

Doug Perkins

40 Years

Zachary Calvin

10 Years

Jack Sommer
 Bud Johnson
 Troy Brown
 Taylor Hurst

20 Years

Keven Growe

Cooper Marine and Timberlands' (CMT) stevedoring division recently held an employee appreciation luncheon to celebrate the accomplishments the team made in 2020. Moving significant tonnage last year, in addition to the wash dock performing well and developing into a great asset for the barge fleet, CMT personnel had a strong performance in 2020 and did so with zero recordable or lost-time injuries. The facility's performance during the first quarter of 2021 was also celebrated, seeing a continuation of the crew's excellent safety record while moving a comparable amount of tonnage as the first quarter of 2020. The crew of the Sara B crane was recognized for having the cleanest and best maintained crane in the Mobile fleet, and everyone enjoyed steaks from BLUEGILL Restaurant. Congratulations to CMT's stevedoring, maintenance, and wash dock crews for their excellent work!



The Propeller Club, Port of Mobile, held its 24th-Annual Rufus B. Lee Gumbo Cook-Off at Cooper Riverside Park on May 7. The event recognized National Maritime Day, a day annually set aside to honor America's maritime industry, and especially those who serve at sea. Representing Team Crescent Towing was Lillian Edwards, Cody Denny, Tadd Willcutt, Travis Stringfellow, Robbie Thompson, and Logan Sanderson.

Congratulations to the Cooper Group employees who recently welcomed new additions to their families!



Cooper Consolidated's Chris Blanchard welcomed son Henry Benjamin Blanchard in January.



Cooper Marine and Timberlands' Zac Franks welcomed son Baylor Ryan Franks in June.



Congratulations to Crescent Towing's Ben Morvant on his marriage to Maggie Stewart.



Cooper/T. Smith's Matthew Elgie welcomed Ian Matthew Elgie in December.



Cooper Marine and Timberlands and Blakeley BoatWorks' James Fowler welcomed son James McCrummen Fowler in March.



Cooper Marine and Timberlands' John McCullough welcomed son John Cecil McCullough III in December.

Upcoming Event

Rubber Ducky Regatta
 August 3 | 10 a.m.
 Cooper Riverside Park



Cooper/T. Smith is once again a proud partner of Mobile's Rubber Ducky Regatta. The event will make a splash by dropping thousands of rubber duckies into the Mobile River. The "adopted" duckies will race to the finish line and the three fastest ducky's adopters will have a chance to win fabulous prizes!

All proceeds benefit Ronald McDonald House Charities of Mobile, which houses families with seriously ill and injured children being treated at area hospitals.