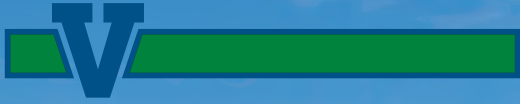


# PIPELINE

THE VANE BROTHERS COMPANY

SPRING 2016



## THE CLASS OF THE INDUSTRY



Vane Vice President  
Elizabeth Anne Hughes



**also inside:**  
**Fleet Flags**  
**Signal New Era**





# PARADISE RISING

## New Vane Facility Shaping Up Nicely in Virginia

**T**he framework of Vane's new facility at Paradise Creek in Portsmouth, Virginia, is silhouetted against a vibrant sunrise, as witnessed in mid-March by Property Manager Mike Barr. Mike captured steam rising off of wet concrete while cranes set steel and drove pipe pile dolphins.

The main building and loading ramp will cover nearly 11,000 square feet,

with an on-grade storage building adding another 3,000 square feet to the total.

General Manager Mason Keeter, at right, looks forward to the facility's expected completion in late spring and the company's subsequent consolidation, as Virginia-based Fleet Operations, Warehousing, and Marine Safety and Services come together at Paradise Creek. 📍



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On the cover: At Vane Brothers' Baltimore location, Vice President Elizabeth Anne "Betsy" Hughes welcomes the new, 4,200-horsepower tugboat Elizabeth Anne to the fleet. Read more on pages 2-3.





# TONS OF SPRING ACTIVITY

## Two Tugboats and Two Barges Among Coming Attractions

As progress continues on several Vane vessels under construction, schedules are lining up so that we just might see the next couple of new tugboats and barges arriving around the same time.

First among four vessels showing up this spring are the *Hudson* — the second of eight 4,200-horsepower *Elizabeth Anne* Class tugboats Vane has contracted through St. Johns Ship Building of Palatka, Florida — and the Double Skin 601, a 55,000-barrel barge built at the Conrad Deepwater South Shipyard

in Amelia, Louisiana. Next in line are the 3,000-horsepower tugboat *Fort McHenry*, a product of Chesapeake Shipbuilding in Salisbury, Maryland, and the Double Skin 317, a 35,000-barrel barge out of Conrad's Orange, Texas, facility.

Earlier this year, the tugboat *Elizabeth Anne* and barge Double Skin 315 joined the Vane fleet. For the remainder of 2016, Vane expects delivery of two more 4,200-horsepower tugboats (the *Baltimore* and the *Delaware*) from St. Johns, another 3,000-horsepower tugboat (the *Fishing Creek*) from Chesapeake Shipbuilding, and another 55,000-barrel barge (the Double Skin 602) from Conrad.

Among 10 more new vessels scheduled to arrive in 2017 are Vane's second purpose-built

asphalt barge, the Double Skin 510A, and the first of three articulated tug and barge (AT/B) units, all under contract through Conrad. 📍



The stern of the first AT/B hull is turned upside down as construction takes place in early March.



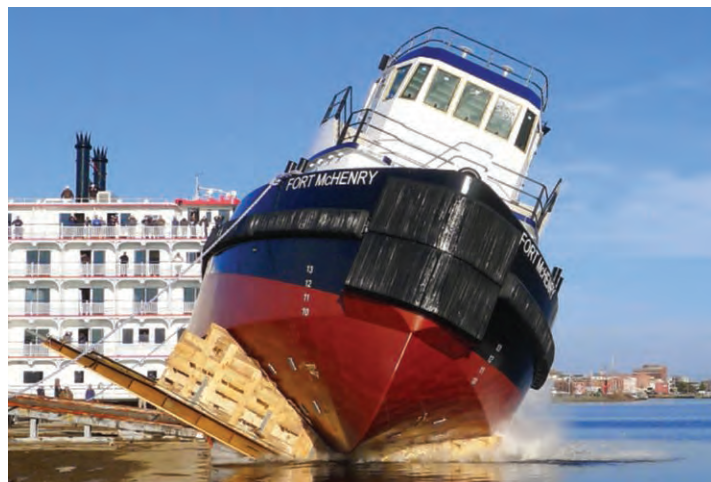
The *Hudson* is prepared for white paint application in mid-March while the *Baltimore* and *Delaware* wait in the wings at the St. Johns shipyard.



Vane Consultant Russ Howerter sent this photo from Texas of work in progress on the Double Skin 317.



In late January, Vane Senior Port Captain Jim Demske photographed the tugboat *Fort McHenry* momentarily at rest before splashing into the Wicomico River from a launchway/pier at Chesapeake Shipbuilding in Salisbury, Maryland.







Vice President Elizabeth Anne "Betsy" Hughes.



The new Elizabeth Anne takes a quick trip around Fort McHenry in Baltimore Harbor.

## CLASSY NEW TUG CLASS

### Second Vane Vessel Named *Elizabeth Anne* is First of 4,200-HP Series

A familiar name is back in the Vane Brothers fleet. Two years after the original tugboat *Elizabeth Anne* was retired from service, her bigger and more powerful successor left the shipyard in January and officially joined Vane's Philadelphia-based Delta team for active duty in March.

The new *Elizabeth Anne* is the first in a series of eight 4,200-horsepower towing

vessels constructed by St. Johns Ship Building in Palatka, Florida. The tugboat is named for Elizabeth Anne "Betsy" Hughes, who has been Vane Brothers' Vice President since 1991. She is also the wife of former Chairman Charles F. Hughes Jr. and mother of President C. Duff Hughes.

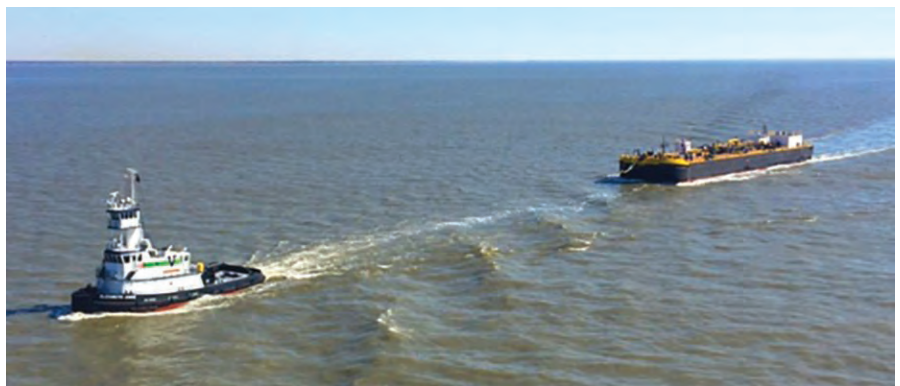
Duff Hughes calls the new, 4,200-horsepower *Elizabeth Anne* Class tugboat "the ultimate workhorse, bringing

exceptional power and performance to Vane's growing fleet." He adds, "We are thrilled with the results coming out of St. Johns Ship Building, and we know that our crews appreciate the comfort, safety and efficiency that are built into each new towing vessel."

Designed by Frank Basile, P.E. of Entech Designs, LLC, the *Elizabeth Anne* Class tugboat is a close cousin to Vane's Basile-designed Patapsco Class



St. Johns Ship Building Director Steve Ganoë, right, in the wheelhouse with Vane Brothers Senior Port Captain Jim Demske.



Delaware Bay Pilot Terry Mannion photographed the *Elizabeth Anne* and *Double Skin 315* on a February morning.

tugboats, 15 of which were produced between 2004 and 2009. Measuring 100 feet long and 34 feet wide, with a hull depth of 15 feet, the model-bow Elizabeth Anne utilizes two Caterpillar 3516 Tier 3 engines, each generating 2,100 horsepower at 1,600 rpm. Two John Deere PowerTech 4045, 99 kW generators deliver service power to the boat, while a third John Deere 4045 teamed with an Allison transmission drives the chain-driven INTERCON DD200 towing winch.

The Elizabeth Anne is the 27th vessel completed for Vane Brothers under the supervision of Senior Port Captain Jim Demske, whose reputation for delivering superior tugboats that emphasize functionality, crew comfort and safety is widely recognized in the maritime industry. The Elizabeth Anne features the latest in solid-state, Simrad electronics and handsomely appointed, mahogany upper and lower pilothouses, as well as spacious accommodations for up to seven crewmembers.

Primarily tasked with towing petroleum barges engaged in the North Atlantic coastwise trade, the Elizabeth Anne was outfitted at Vane’s Jacksonville, Florida, location before heading for Conrad Industries’ Orange, Texas, shipyard, to pick up a new 35,000-barrel tank barge, the Double Skin 315.

The original Elizabeth Anne, recognized as Vane’s first tugboat when acquired at auction and refurbished in 1990, served the fleet well for 24 years. She was donated in 2014 to the Kings Point, New York-based U.S. Merchant Marine Academy, where she is used as a training platform. (Turn to page 21 to see images of the original Elizabeth Anne “Then and Now.”) [!\[\]\(99f58673407353e96a019fbca558fd72\_img.jpg\)](#)






Check out the Vane Brothers Facebook page for a video of the company’s newest 4,200-horsepower tug cruising around Baltimore Harbor.



The crew that brought the Double Skin 315 in tow from Texas: from left, AB Deckhand Sean Kummer, Licensed Engineer Kenney Mooney Jr., Captain Darren Grover, OS Deckhand Zach Richardson and Mate Josh Gillikin.



The crew that came aboard in Baltimore in March: from left, Licensed Engineer Mitchell Smith, Captain Erik Hansen, Mate Eric Luke, OS Deckhand Bobby Spivey and AB Deckhand Charlie Van Salisbury.

AN ELIZABETH ANNE TUGBOAT COMPARISON		
		
Turn Ship, Ltd.	Shipbuilder	St. Johns Ship Building
1980 (refurbished in 1990)	Year Built	2016
60 feet	Length	100 feet
113	Gross Tonnage	365
800	Rated Horsepower	4,200





## SAFE AND SOUND SOLUTIONS



**ALPHA FLEET** • From left, Vessel Supervisor Keith Rush, Port Engineer Ron Boyajian and Port Captain Dan McPherson, with Port of New York Fleet Manager John Bowie.



**BRAVO FLEET** • From left, Vessel Supervisor Brandon Horn, Port Captain Brian Rau and Port Engineer Dennis Kozu, with Port of New York Fleet Manager John Bowie.



**CHARLIE FLEET** • From left, Port Engineer Dan Gray, Vessel Supervisor Deb Peretz and Port Captain Fred Dabritz, with General Manager Rick Iuliucci.

### Fruitful Discussions and Fleet Flag Designations Help Signal a New Era

Fleet support staff from all seven Vane Brothers offices met in Baltimore on February 22 for a lively discussion about ways to enhance safety, productivity and collaboration during this time of continued growth and expansion. The company also introduced new names for each fleet, based on a nautical signal flag theme.

Vane President C. Duff Hughes called the Operations-focused meeting a “roll-up-your-sleeves day,” as Port Captains, Port Engineers, Vessel Supervisors and other shoreside staff came together to tackle a full agenda that included reviewing fleet safety numbers from recent years, getting a better understanding of the Traffic and Dispatch department’s operational structure, and learning about crew recruitment and development efforts.

Among 15 presenters heard throughout the day, Senior Port Captain Jim Demske and Special Projects Manager Steve Magdeburger reminded meeting attendees that two dozen new tugboats and barges, including three 80,000-barrel articulated tug and barge (AT/B) units, are scheduled for delivery between April 2016 and end-of-year 2018. (This does not include the 4,200-horsepower tugboat *Elizabeth Anne* and 35,000-barrel barge *Double Skin 315*, both of which arrived earlier this year.)

With input gathered in February and during subsequent meetings, Vane is finding ways to manage this impressive growth while hiring and retaining quality crews, maintaining a solid safety record, and keeping all vessels performing at peak efficiency.

#### PLAN - FOCUS - FOLLOW THROUGH

During the day’s first presentation, Insurance Manager Bill Neubrand and Health, Safety and Environmental (HSE) Manager Bob Roosevelt spoke about contributing to a safer companywide work culture in order to protect Vane employees and equipment, customers, the environment and the public. They emphasized a simple approach to safety that involves crewmembers being prepared, concentrating on each task at hand and taking the necessary time to do the job right. In addition, they promoted the sharing of information both within each fleet and throughout the company. To that end, fleet personnel are being encouraged to take advantage of manager-crew “face



# *“Ask yourself what information you need ...to do your job effectively, safely and efficiently.”*

time” and also become more actively involved with the year-old Safety Council, a collaborative effort of the Fleet Operations, Traffic, Insurance and HSE departments.

As part of the meeting's afternoon session, General Manager Rick Iuliucci was joined by Port Captains Fred Dabritz and Bill Meekins to tout the success of Vane's Mate Trainee program and the value of ongoing training at all levels for both barge and tugboat crews.

## **PRIDE STRETCHES FROM ALPHA TO GOLF**

To foster a sense of pride and fraternity within each fleet, new team designations have been identified that follow nautical signal flags. The Alpha and Bravo fleets sail out of New York; the Charlie, Delta and Echo fleets are Pennsylvania-based; Foxtrot refers to the Virginia fleet; and the Golf fleet includes vessels in South Carolina, Georgia and Florida. “Think of these seven fleets as seven small companies operating under one umbrella,” Hughes says.

At regular intervals during the year, each fleet's performance will be measured based on various performance criteria, including number of incidents and other safety benchmarks. Fleet and vessel-specific achievements will then be recognized and celebrated.



**Pirate Adventures**  
with Captain Charles Vane

"Avast, me hearties,  
hoist yer colors high!"

Port Captains and other fleet operations personnel can track their progress and evaluate their success at reaching various targets using a Web-based Key Performance Indicator (KPI) dashboard – newly developed by the Information Technology Department with input from the Executive team, departmental managers and shoreside staff. To maximize the potential of this “Port Captains’ Portal,” which also allows for synchronized conferencing among all of the fleets, Hughes told the meeting attendees in February, “Ask yourself what information you need daily or monthly to do your job effectively, safely and efficiently. ... That's what should be on your dashboard.” 📌



**DELTA FLEET** • From left, Port Engineer Tom Creedon, Port Captain Bill Meekins and Vessel Supervisor Harry Schmitt.



**ECHO FLEET** • From left, Port Engineer Glenn Busza, Port Captain Mike Riley and Vessel Supervisor Mike O'Brien.



**FOXTROT FLEET** • From left, Port Engineer Scott Fleming, Vessel Supervisor Bob Forrester and General Manager, Port of Hampton Roads / Port Captain Mason Keeter.



**GOLF FLEET** • Vessel Supervisor Steve Wind, Technical Manager Subu Subramaniam, Port Engineer Josh Davis, Southeast Port Manager Ed Fitchett and Port Captain Mike Succi.



# THE FURY OF JONAS

## Blanket of White Stretched Along Much of East Coast

**T**his past winter packed a lot of punch into a few record-setting days.

Winter Storm Jonas, which struck on Friday night, January 22, and raged until Sunday morning, ranked fourth among the most powerful snowstorms to hit the Northeast since 1950, according to the National Oceanic and Atmospheric Administration.

Snowfall totals climbed toward 42 inches in parts of West Virginia, while at least a dozen other states received a foot or more. Record-breaking measurements were taken at Baltimore-Washington International Thurgood Marshall Airport (29.2 inches) and New York's John F. Kennedy International Airport (30.5 inches). Philadelphia reportedly received 22.4 inches, which, though not a record, matched the average amount of snow usually seen in the area over an entire season.



From Bayonne, New Jersey, Barge Captain Billy Justice reported that wind was gusting up to 50 miles per hour, so the tug Nanticoke put a bow and stern line out to keep the Double Skin 57 secured against the dock. As seen on the back cover of this newsletter, Billy and Tankerman Frank Whittaker briefly enjoyed the company of a "Tankerman Trainee" named Frosty.

Though roadways were gridlocked and more than 10,000 flights were canceled, efforts were made by well-prepared crews to keep tugboats and barges at the ready and make the best of a cold and blustery, but thankfully not-so-icy, situation. Down the coast, wind was more of a factor than snow, but even Florida experienced some flurries.

Vane employees pitched in wherever they could. With the storm underway Friday evening, Traffic Team Night Schedulers

Bill Feeley and Bob Buckreis arrived at the Baltimore headquarters all set to hunker down for the entire weekend. And in New York, crewmembers from the Red Hook, including Captain Joe Branin, Deckhand Ben Hammer and Deckhand Trainee Ron Wolfgang, worked through Sunday night with a snowblower and shovels to clear much of the Court Street pier so that staff could get through the gates on Monday morning. 📍



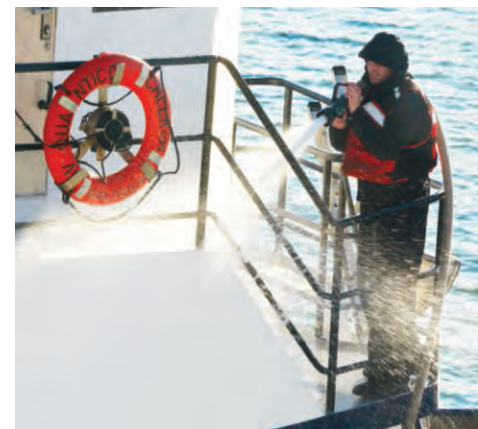
Tankerman Sean Hawkins stands knee-deep in snow onboard the Double Skin 503 in Philadelphia.



Barge Captain Glenn Adrales, left, and Tankerman Jan Bell team up to clean off the Double Skin 27.



The Double Skin 501 and tugboat Quantico Creek take on snow in Philly.



Following the storm, Deckhand James Yadlowsky gives the Quantico Creek a bath in Baltimore.



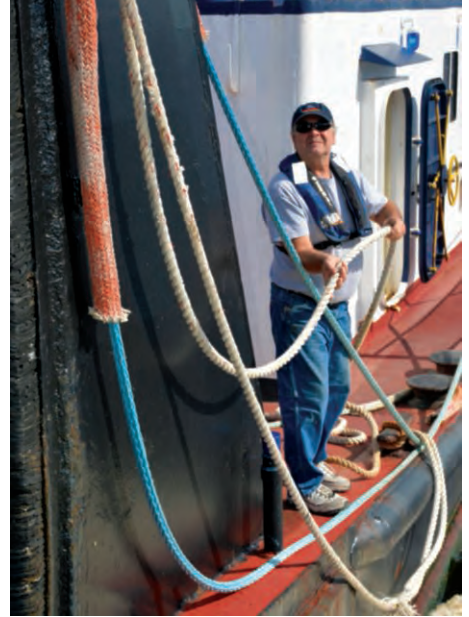
# SCENES FROM THE SOUTH

## Catching Up With Foxtrot and Golf Fleets

While Vane vessels were kept busy all along the southeast coast this winter, several crewmembers were gracious enough to pause a moment and pose for a few pictures (no snowsuits necessary). Visits to the company's Portsmouth,

Charleston, Savannah and Jacksonville offices in late 2015 resulted in several shots of the proud men and their towing machines. This page shows just a small sampling.

Note: A photo from Charleston can be found on page 9. [↗](#)



Captain Roy Chase handles a line on the Sun River City in Jacksonville.



Florida-based Tankerman Wayne Phillips, left, with his brother-in-law, Captain "Duty" Joyner.



In the Fred E. Adams engine room in Savannah are, from left, Tankerman Patrick Dent, Captain Abe Holmes and Tankerman Trainee Anthony Jeffers.



The 55-foot-long, 1,500-horsepower tugboat Chatham heads out from Vane's Paradise Creek location.



**SMOOTH RIDES** • Motorcycles can make getting to work a breeze for Norfolk-based Marine Safety Liferaft and Fire Helper Ronnie Inandan, left, and Sun River City Tankerman Ian Wagner. Ronnie rides a Yamaha FZ6R while Ian has a Honda Gold Wing F6B.





Surrounding a 1950s-era diving suit displayed in Salmons' reception area are, from left, Richard W. Salmons Jr., Dillard Salmons Stevens, John McDougle and Vane's Ed Fitchett.

## CHUMMY IN CHARLESTON

Since 2009, Salmons Dredging has Made Vane Brothers Feel Right at Home

**F**rom the very first meetings between Vane Brothers and Salmons Dredging Corporation, something just clicked. Maybe it was the fact that both companies are family-owned, employee-driven and have a long, proud history in the maritime industry.

Or maybe it was the barbecue.

In 2009, amid rising customer demand in the Charleston, South Carolina, area, Vane searched for a location to place a tugboat and barge. Salmons, recognized as Charleston's oldest marine contractor, owned more than nine acres of land that offered convenience to local terminals and safe, current-free mooring.

George Detyens, President of KMD Marine in nearby Wando, South Carolina, introduced the two parties, and soon thereafter, Vane's Chris DeCamps found himself talking business while sharing barbecue at a favorite local establishment with two members of the Salmons team: President Richard W. Salmons Jr. and Operations Manager John McDougle.

"I liked Richard and John immediately,"

DeCamps recalls. "Salmons seemed to be a really good business, and Richard and John both struck me as sincere and genuine people."

### A LASTING LEGACY

Founded in 1919 by Richard Salmons' grandfather, Harry V. Salmons, the company's offerings run the gamut from heavy marine construction and marine services to commercial diving. Working extensively throughout North Carolina, South Carolina and Georgia, the 25-person operation utilizes assets such as floating cranes, deck barges and tugs to complete a variety of projects, many of which involve the installation and repair of bridges, bulkheads, piers, dolphins and numerous other structures.

"When we first go somewhere for a job, there's nothing; when we leave, there's something permanent," John McDougle says. "I think of each project as a legacy. I enjoy that responsibility."

And the company does it all with an emphasis on six core values: integrity,

respect, customer service, loyalty, pride and ownership.

Vane General Manager Mason Keeter, who was instrumental in solidifying a relationship with Salmons, acknowledges, "Pride and accountability are the first traits that I recognized from day one. ... Having the Salmons team available certainly makes the Vane



Just off Herbert Street in Charleston, South Carolina, Salmons' headquarters building sits a couple of hundred yards from the Vane office, and both have convenient access to Shipyard Creek and Cooper River.



Brothers operation run smoothly in the Charleston area.”

After an arrangement was reached for Vane to moor vessels at the property, Salmons lengthened the pier, added dolphins, cleared a site for Vane’s office and storage container, and provided assistance with water and sewer connections.

Vane’s Charleston-based fleet currently includes the tugboats *Sun Chief* and *Gale* and the barges B-30 and B-32, but the tugboat G&E No. 4 and barge Double Skin 16 were actually the first Vane vessels to find a home there. At the time, Captains Ron Roman Sr. and Ed McKenna, in the course of their around-the-clock work schedules, became the company’s goodwill ambassadors in the area.

From a security standpoint at the property, Richard Salmons explains, “We felt much more comfortable with Vane’s crews being around throughout the night.”

### ‘CHASING EXCELLENCE’

Salmons’ present-day headquarters building, constructed in 2009, is somewhat reminiscent of Vane’s 13-year-old Baltimore office, with interesting architectural features, an inviting atmosphere and the inclusion of marine artifacts that are links to a



*With pleasure craft nearby, Vane’s G&E No. 4 and Double Skin 16 made their first foray into Charleston in 2009, traveling from Baltimore along the Intracoastal Waterway. Bill Meekins, now Vane’s Delta Fleet Port Captain, “ran the ditch” as the tugboat’s Captain.*

storied maritime past. “My grandfather began collecting diving helmets,” Richard Salmons says, “and we have added steering stations, wheels, transits and levels as old equipment was retired.”

Richard took over management of the business from his father in 1992, and now, the fourth generation of the Salmons family is involved. Richard’s daughter, Dillard Salmons Stevens, works along with Jack Harrelson Jr. on Business Development and has helped arrange diving services for Vane’s Savannah operation over the last couple of years.

Meanwhile, Dillard’s brother, Richard, is a company diver.

Ed Fitchett, Vane’s Southeast Fleet Manager, notes, “Salmons is a well-run, family-owned company that really cares about its employees and also cares about its family name and heritage, which in my opinion is the same as Vane Brothers.”

Richard Salmons concludes that both his company and Vane sustain themselves by continuously “chasing excellence.”

“We’re in different industries, but we see Vane as a role model,” he says. 📍



### CRUISING ALONG •

As a dolphin swims in Cooper River on a sunny November morning in Charleston, South Carolina, the Vane tugboat *Sun Chief* and barge B-30 wrap up a Carnival Fantasy cruise ship bunkering operation at Union Pier.



# FIRST-RATE SERVICE AS A GENERAL RULE

Lynch Family Maintains Dependability at General Ship Repair



Two generations of the Lynch family at General Ship Repair's Key Highway facility: from left, brothers Derick, Cary and Mike, together with Derick's sons Chaz and Ryan.

General Ship Repair's three Lynch brothers live, eat and breathe "Baltimore," from the lump crab cakes they often enjoy with clients to the Orioles season tickets held by the family since 1967.

Company President Charles "Derick" Lynch, Vice President Cary Lynch and Marketing/Purchasing Manager Michael Lynch have worked at their third-generation family business for 40 of its 92 years, diligently sustaining a reputation in the region for handling full-service repairs and routine maintenance promptly and efficiently.

"General Ship has always been the yard we could turn to for good, dependable service," says Vane Brothers Senior Port Captain Jim Demske.

## LASH-ING OUT

The company started in 1924, when Charles B. "Buck" Lynch opened a machine shop on Baltimore's Light Street. Gradually taking on more and more maritime-oriented business, Buck soon moved to the current waterfront location.

During and after World War II, General Ship Repair peaked in size at 600 employees, as large numbers of Victory and Liberty ships were being converted into commercial vessels. The company concentrated on topside ship repairs, since it had no way at the time of hauling vessels out of the water.

Buck's son, Charles "Jack" Lynch, took over in 1958 and eventually leased a floating dry-dock, which led to the company's success handling Lighter Aboard Ship (LASH) barges that were towed from LASH carriers berthed at what is now Port Covington. "We became the East Coast repair yard for these barges," Derick says, "sometimes dry-docking three at a time and 12 per day."

Along the way, General Ship Repair worked on vessels for which Vane acted as a ship's agent and also helped maintain the Vane motor tanker, *Duff*.

Jim Demske, who had already been towing LASH barges to General Ship Repair before coming to Vane in 1989,

recalls, "Mr. Lynch Senior was most gracious to all of his loyal customers. A crab cake was always a nice surprise during a repair at the yard!"

After Jim joined Vane to help with tug maintenance, he and Port Engineer Richard Efford — assisted by Captain Russi Makujina, with direction from a local surveyor such as A.R. Jordan — took numerous projects to General Ship Repair. "Some yard trips were for routine 'shave and haircut' visits, some for surveys, some for major modifications such as upper house installations (when the barges started getting too tall for our existing tugs) and some for repower," Jim says. "Without General Ship being there for us throughout the years, it would have been very hard for Vane to grow like we have."



Hanging in the General Ship Repair office is this circa-1960s photo of general cargo ships on either side of a steam crane.

Since taking over for their father in the early '90s, the Lynch brothers have primarily focused on workboat dry-dockings and afloat ship repairs. In addition, they provide a wide range of industrial services such as welding and steel fabrication through its Baltimore Metal Works division.

"The type of work we do is different almost every day, it seems," Mike says. "Different ship jobs, changing orders, something always comes up."

vanebrothers.com



Two 1,000-ton floating dry-docks, one of which was added in 2012 to replace a 350-ton unit, allow the company to handle vessels of various sizes. “We can even do barges up to 350 feet using the two docks in unison,” says Cary, noting that both dry-docks rest on horizontal I-beams so that they can slide together or apart, depending on the job.

The Lynchs have also invested in a 40,000-psi, ultra-high pressure water-blasting system, which is more expensive to use and maintain than the sandblasting system it replaced, but is cleaner and helps keep productivity high.

Keying on safety and environmental sustainability, General Ship Repair has a 325-foot, steel bulkhead that captures runoff from impervious surfaces on the property. And the newer dry-dock, built with grant assistance from the Maritime Administration, is designed to capture all of the wastewater created by water blasting and painting.

For Vane, the Lynchs continue to offer repair services and conduct scheduled dry-dockings that generally last three weeks to a month. Additionally, they have provided many prefabricated steel pipe pile fender units installed at Vane piers in New York, Pennsylvania and Virginia.

“We feel we have a responsibility to

make sure Vane is prosperous, because Vane has helped us out so much over the years,” says Derick. “Everyone throughout our company, from top to bottom, feels the same.”

## FAMILY FRIENDLY

Among the Lynch brothers’ dedicated staff are many long-term employees. For instance, Iron Shop Supervisor Walter Wise and Officer Manager Theresa Ruff started in the ’70s at the same time Derick came on. “To have a happy customer, you better have happy employees,” says Derick.

“Just like the Lynchs are a family, we are a family within General Ship Repair.”

The brothers have a productive working relationship. “We bounce ideas off of each other all of the time, and usually are able to reach some kind of agreement,” says Cary, who is four years younger than Derick and two years older than Mike.

Next in line is a fourth generation of Lynchs: Derick’s sons Chaz and Ryan. Chaz, formerly an E-3 Fireman with the U.S. Coast Guard, recently got married and has settled in as the company’s Machine Shop Foreman. Ryan, a 2012 U.S. Merchant Marine Academy graduate with



General Ship Repair has produced prefabricated steel pipe pile fender units for Vane piers.

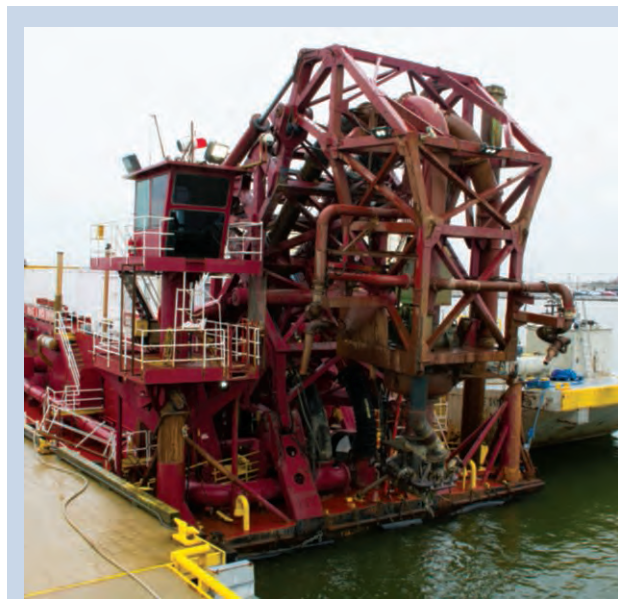
a degree in Marine Engineering, serves part-time as a Project Manager between stints fulfilling his merchant mariner at-sea obligations.

Chaz and Ryan seem to be chips off the old block as far as their business philosophy. “Employees are our best assets,” Ryan says. “You can have all of the greatest equipment in the world, but the way you keep customers is with great employees.”

In their spare time, the family takes hunting trips together and enjoys sailing. Mike is an avid golfer, while both Cary and Ryan keep their lacrosse gear handy. (Cary plays midfield in the Maryland Masters Lacrosse League; Ryan was a defenseman and Senior Captain on the Academy team.)

The value of family is not lost on any of the Lynchs. “It’s hugely important to me that I have my two brothers here,” Derick says, “and they accept that my two kids are now part of the legacy that is General Ship Repair.”

Moving forward, the Lynchs are comfortable with the path they’ve carved in Charm City. “We have a little niche that we do a very good job with: tugboat repair,” Derick says. “We’re happy to have all of the tugs we can handle right here in Baltimore.” 📍



## GET A LOAD OF

**THIS** • Vane completed a Baltimore-based bunkering job in February for a familiar piece of machinery: the Great Lakes Dredge and Dock Company’s 112-foot-long Unloader No. 2. Used for the hydraulic unloading of material from a hopper barge to a disposal site, the Unloader was a common sight in the upper Chesapeake Bay for many years during a dredging project at the Hart-Miller Island Placement Site. Great Lakes equipment has been back in the area to participate in maintenance dredging.



# New Faces - New Talent

## BRANDON HORN

Vessel Supervisor

When Brandon Horn entered the State University of New York (SUNY) Maritime College at Fort Schuyler, he didn't set his sights on a particular career path. Considering that he had only ever been on a small fishing boat once in his life, he kept an open mind about the opportunities available to him.



Vessel Supervisor Brandon Horn.

"It took a few semesters to really figure out which route I wanted to take," Brandon recalls, "but I landed happily in the tugs and towing program."

During that period, the Class of 2014 graduate worked on a few different types of vessels, the last one being an Offshore Supply Vessel (OSV) in the Gulf of Mexico. He spent time as a deckhand before passing his Mates exam, and then moved on to work last summer on the Cross Sound Ferry traveling between Orient Point, Long Island, and New London, Connecticut.

At summer's end, a SUNY Maritime professor called to recommend that

Brandon contact Vane's Port of New York Fleet Manager, fellow SUNY Maritime alumnus John Bowie, about a position. In late September, Brandon landed the job of Vessel Supervisor for Vane's Court Street-based Bravo fleet.


Brandon likes that the work is "always changing," and he's happy to get his hands dirty. "One day, we'll be out doing an inspection, and the next day, standing in a Dumpster getting rid of old cargo hoses," he explains.

Along the way, Brandon aims to pick up any knowledge that will help him keep improving. "I try to learn something new every day," he says, "which is not hard to do working with the Court Street team."

Away from the office, Brandon's hobby is clay shooting. In fact, he shoots skeet and sporting clays competitively. "My father got me started when I was 10," he says, "and it has turned into my favorite thing to do on the weekends."

A loyal Beretta shotgun shooter, the Farmingdale, Long Island, native is most often found at Suffolk County Trap and Skeet in Yaphank, New York, but also accompanies the Bayville Sportsman's Club on excursions to other small club ranges around Long Island. "Over the summer, I travel to different ranges for the bigger shoots," he adds.

One game of skeet shooting usually consists of four rounds of 25 clay targets. The ultimate goal for any shooter is to score hits on 100 consecutive targets flung in the air.

Just like his approach to the Vessel Supervisor position, Brandon strives to improve his shooting skills each time he steps onto a range. "I haven't won any big competitions yet," Brandon says, "but I recently started shooting some perfect rounds." 



Warehouse Assistant Gary Viel.

## GARY VIEL

Warehouse Assistant

When Gary Viel spent 10 straight hours at sea last summer, he didn't do it onboard a workboat, a pleasure boat or even a dinghy. Gary journeyed from Baltimore to Ocean City, Maryland, on a jet ski.

"A couple of friends and I just wanted to see if we could do it," says Vane's Baltimore-based Warehouse Assistant. The trio made the entire trip on a Monday in July, stopping once to fuel up their jet skis along the Chesapeake and Delaware Canal and then again at the end of the Delaware Bay before proceeding southward off the Atlantic shore. "Out on the ocean, we were getting hit by eight- to 10-foot waves," he says. "It took us two hours to do 15 miles."

Gary and his two companions spent Tuesday in Ocean City and then headed home on Wednesday, completing the return trip in just nine hours despite a drenching storm. "My body was pretty sore," he admits. "I had blisters all over my hands and thighs and feet."

vanebrothers.com



Still, Gary says he'd love to do it again. "But I would stay down the ocean a lot longer," he adds, "to give my body a rest."

Someday, Gary just might set his personal watercraft aside in favor of a workboat. The 21-year-old Pasadena, Maryland, resident is an Engineering transfer student set to graduate in May from Anne Arundel Community College (AACC). Next, he looks forward to possibly entering the Mechanical or Biomedical Engineering program at the University of Maryland College Park.

Gary has been assisting at Vane since mid-December. "I help with shipping out orders, receiving, wrapping big packages, whatever they need me to do," he explains. "Being an organized person helps a lot."

Inventory Coordinator II Ron Funk saw Gary catch on quickly to the Warehouse system. "He just jumps in and helps wherever he can," Ron says. "He's able to do it all."

And apparently you can never have too many guys named Gary in the department. Currently, there's Purchasing Manager Gary Zakens; his son Gary, a Warehouse Coordinator who goes by "G"; and now Gary Viel, who is usually addressed by his last name (which rhymes with "steel").

It was G, an old friend and fellow AACC graduate this spring (with a focus in Business Administration), who recommended Viel for the Vane position.

Along with usually working three days

per week in the warehouse, Viel also has a job on the banquet support staff at his hometown Two Rivers Steak and Fish House. "I like moving around and staying busy," he says. "I'm used to being on my feet all day."

Aside from jet skiing, Viel enjoys snowboarding, going to the gym and hanging out with friends.

Perhaps one day, his warehouse job will pave the way for a position as an Engineer on a Vane vessel. As Gary Zakens notes, "What a great asset it would be to have someone on the boat who learned about the operation hands-on from the Supply side."

"I would love that," Viel says. "I just love being on the water." 🚢



**SOMEWHERE UNDER THE RAINBOW** • Stormy weather gave way to a colorful scene at Vane's Baltimore location in late February. At left, Mike Baxter of Marine Launch followed one end of the rainbow to the warehouse and Marine Safety building, while one of Vane's neighbors, Mazda Port Operations Coordinator (Baltimore) Larry Kovacs III, spied the other end of the rainbow apparently disappearing into the Vane headquarters building behind a row of tugboats!



# REBEL WITH A CAUSE

Schooner-rigged ‘Tugantine’  
has Lasting Significance

It started out as a joke.”  
That’s how tugboat Potomac Captain  
Steve Briggs begins his tale of the  
*Norfolk Rebel*, recognized as the world’s  
first (and likely only) sail-assisted,  
schooner-rigged tugboat.

For the last 35 years, the *Norfolk Rebel*  
has captured the imagination  
of students, scientists and boating  
enthusiasts who are captivated by the  
unique concept. Friends of the Briggs  
family are also appreciative of Steve’s  
efforts to maintain the vessel as a  
floating tribute to his father, Captain  
Lane Allen Briggs

When Lane died of lung cancer in 2005,  
the Virginia maritime community lost  
one of its staunchest supporters. He  
was instrumental in the rebirth of the  
Norfolk waterfront, bringing business  
to the region and helping to launch the  
huge, annual Harborfest in 1976. Lane  
was also remembered as a humble  
philanthropist and founder of the Great  
Chesapeake Bay Schooner Race.

The 73-year-old sea dog had four sons,  
all licensed captains. And to two of his  
sons, Steve and Jesse, he left the *Norfolk Rebel*, which, like its creator, has led  
quite a colorful life.

## FULL SAIL AHEAD

In 1974, Lane leased the Norfolk-based  
marina that was home to his 1960s-era  
towing, construction and salvage boat,  
the *Steel Rebel*. The following year, Rebel  
Marina, as it became known, was set to  
host a party for participants in a sailing



The *Norfolk Rebel*, launched in 1980, is possibly the world’s only sail-assisted,  
schooner-rigged tugboat.

regatta that Lane was starting, “but  
people joked that dad couldn’t come to  
his own party because he didn’t have a  
sailboat,” Steve says.

So, the family fashioned makeshift sails,  
using part of a friend’s parachute for  
a spinnaker, and made the *Steel Rebel*  
party-worthy.

“When we were all done, it looked like  
the *Black Pearl* or something,” Steve  
recalls. “It was only functional to a  
degree.” However, when Lane later  
harnessed wind power while towing  
two barges from Norfolk to Baltimore,  
he found that the tug could travel 1.6



Captain Steve Briggs of the tugboat Potomac.

## DID YOU KNOW?

The sail area of the 33.2-ton,  
51.5-foot-long *Norfolk Rebel* is  
750 square feet.

knots faster. “A lightbulb went off!”  
Steve says.

With the assistance of a friend who was  
a naval architect, plans were drawn to  
Lane’s specifications and handed off to  
master builder Howdy Bailey. On April  
Fool’s Day in 1978, the keel was laid for  
a new kind of vessel that Lane called a  
“tugantine®” — part tugboat and part  
brigantine. Two years later on National  
Maritime Day in May, the two-masted,  
gaff-rigged workboat was launched as  
the *Norfolk Rebel*.

In addition to routine commercial  
activities that occupied her for more  
than three decades, the *Norfolk Rebel*  
circumnavigated Virginia waters, made  
numerous public appearances, served  
as a training platform for lessons in  
seamanship, and was utilized as a  
safety and docking vessel for a fleet of  
tall ships. Along the way, a study funded



with a grant from the National Marine Fisheries Service discovered that, with favorable winds, the tugboat's sail contributed to a fuel savings of about 30 percent on average.

## RACE TO SAVE THE BAY

In 1988, Lane had another great idea: He challenged the *Pride of Baltimore II*, a schooner that sails as the City of Baltimore's goodwill ambassador, to a friendly competition. Thus began the Great Chesapeake Bay Schooner Race, which has become an annual fall tradition that sometimes attracts more than 50 schooners. The event has raised more than \$170,000 for the Chesapeake Bay Foundation's environmental education programs.

"In that first race, I was onboard the *Norfolk Rebel* as a Mate," says Steve,

who has missed only four of the 26 competitions. "Last fall, bringing [the *Norfolk Rebel*] up to Baltimore, I stopped off at Tangier where Vane has a lot of people, and they showed me all around. Then, I tied up at a couple of places in Maryland. The mission was to get the




Captain Lane Briggs in the "tugantine's" early days.

boat to Baltimore for the schooner race, but I was definitely enjoying the boat along the way."

The *Norfolk Rebel* is no longer a workboat, but Steve, who joined Vane in 2009, has bought his brother's share in the vessel and now lives onboard. Thanks in large part to donations, he has been able to make several repairs and upgrades: everything from new sails and a renovated pilothouse to an improved anchoring system.

A former captain of training schooners, Steve is eager to increase the *Norfolk Rebel's* involvement in educational activities, "maybe have it be a training vessel, like an OS/AB school," he says.

But mostly, Steve has an even higher purpose in mind for the boat: "keeping my father's spirit and the spirit of the *Steel Rebel* alive." 

## CALENDAR CONTEST DEADLINE COMING IN JUNE

The deadline is fast approaching to submit your photos for the highly competitive Vane Brothers calendar contest. Images should be emailed by JUNE 30, 2016, to the attention

of either Communications Manager Blaise Willig (bwillig@vanebrothers.com) or Communications Coordinator Steph Senkewicz (ssenkewicz@vanebrothers.com).

All current Vane employees are eligible, and there's no limit to the number of photos you can submit. Images must feature Vane equipment, staff, crew or offices. For quality purposes, the original image should be horizontally formatted and at least 1MB in size.

As in past years, 13 winning entries will be chosen for inclusion in the 2017 calendar. Winning photographers will be notified in late August and will receive \$500 and either a float coat or gift voucher for the Vane Brothers Store.

Please note: All photographs submitted for the Calendar Contest become the property of The Vane Brothers Company and may be used for promotional and communications purposes.



The February 2016 calendar photo submitted by tugboat *Susquehanna* Captain Ed Scott.



# BOAT IN THE YARD

Vane Engineer Proudly Displays Tug Outside House



Engineer Tommy Ambrose and son Skyler show off the tugboat that is painted in Vane colors.

**T**ommy Ambrose is likely one of the few people in the world who can claim to have a 1,500-pound tugboat as a lawn ornament.

Whenever he's home after a hitch on the tug *Wicomico*, the Licensed Engineer is able to look out the front window of his house in Elizabeth City, North Carolina, and admire an 8-foot-long steel model freshly painted in the familiar Vane colors. He's so proud of it, in fact, that he included pictures on his family Christmas card.

The model holds deep sentimental value, since it was constructed by a dear friend, the late Captain William Landers. "Captain Willie made this a replica of the tug *Thomas Hebert*," Tommy says. "It took him several years to build, as he did this on his time off."

The model was completed in 1991. Two years later, tragedy struck the actual *Thomas Hebert*, which sank under mysterious circumstances while towing a coal barge through frigid waters off the New Jersey shore. Captain Willie was onboard that night and went down with the tug, but he was somehow blown clear of the submerged vessel. He and the boat's Mate were rescued, while five seamen, including Willie's brother,

Engineer Charles Landers, were lost.

Captain Willie, a fellow Elizabeth City resident, passed away in 2010, and then Tommy was presented with the model in January 2015 by Willie's widow, Emily Landers, and daughter, Darrhonda.

The compelling legacy of the *Thomas Hebert* and her captain contributes to the significance of the model for Tommy. After repainting it blue and green, he added the name "Tuff-E-Nuff" to the hull in Captain Willie's honor. "The craftsmanship of the model stands behind the man that designed and built it," Tommy says. "Captain Willie was 'Tough Enough!'"



The Ambrose family's Christmas card featured two photos of the tugboat all decked out in holiday lights. Santa also came along for the ride.

## PICTURE PERFECT

Tommy spent nearly a year on the model's "makeover," finishing it just prior to last Christmas. For the holidays,

he strung it with colorful lights and placed an illuminated Santa Claus figure onboard.

Neither Tommy's wife, Stephanie, a long-time educator, nor their 8-year-old son, Skyler, a third-grader at Weeksville Elementary School, seem to mind sharing the spotlight with the tugboat model. It was featured in two of the four photos on the front of the Ambrose's personalized Christmas card.

Tommy says his family and friends tell him "how amazing" the model looks, and he's happy to keep it on display all year long.

Already a workboat veteran when he joined Vane in 2007, Tommy is proud of the job he does. "I have passed a lot of sea buoys during my years on the waterway," he notes. "I enjoy my work on the tug, but enjoy my time home just as much."

Tommy collects old tractors, some of which he refurbishes, and is always on the lookout for pedal tractors. He particularly enjoys attending auctions. "I can always find a good bargain on what my wife refers to as 'some old junk,'" he says.

Rest assured, the tugboat *Tuff-E-Nuff* does not fall into that category. [+](#)





Lawrence O'Mara says he is able to let the "stresses of life" roll right off as he rides a wave.

**L**awrence O'Mara is a man of many talents. As the Norfolk Sales Manager for Vane Brothers Marine Safety and Services, he is responsible for a long list of duties that includes maintaining relationships with customers, providing quotes for marine safety equipment, managing bids, soliciting new business from ship managers all over the world, and representing Vane at boat shows.

Then, there's Lawrence O'Mara: skateboarder and surfer dude.

The Virginia native began skateboarding in fifth grade, when he joined the neighborhood skateboarding and BMX bike-riding crew. "As a teen, I used to ride religiously," recalls Lawrence, who built a half-pipe ramp behind his mother's home while in high school. "I rode the ramp every day unless it rained."

Inspired by local skateboarders Henry Gutierrez, Mike Crescini, Mike Conroy and Sergie Ventura, he entered contests in Virginia Beach and Norfolk as a novice, winning boards, stickers and apparel along the way.

## FROM RAMPS TO WAVES

Skateboarding began to take a physical

toll, so, after high school graduation, Lawrence started surfing, a sport that has been gentler on his body and good for clearing his mind. "Paddling out, you empty your head of all the stresses of life," he says. "In the water, you realize you are beyond the edge of the continent, and it is the most peaceful experience. Of course, riding clean, barreling waves with a handful of buddies cheering each other on is great, as well."

Lawrence's five brothers also surf, but their schedules rarely allow them to hit the beach together.

Lawrence has several favorite surfing spots in Virginia Beach, and will also take



*Before surfing became his passion, Lawrence O'Mara felt at home on a skateboard.*

any chance he gets to join his friends for a short road trip to the Outer Banks of North Carolina.


In 2014, Lawrence took a surf trip to Costa Rica with friends and met the

# BOARD CERTIFIED

## O'Mara at Peace Whether Surfing Or Skateboarding

legendary Robert August, star of the 1966 surfing documentary, "The Endless Summer." This was without a doubt one of his most memorable surfing experiences. Luckily, Lawrence has yet to encounter "the man in the gray suit," surfer slang for sharks. However, one time his leash snapped after falling off a wave several hundred yards from shore, and he had to swim in 39-degree water while taking waves to the head and being held underwater for up to 20 seconds at a time. Since then, Lawrence has typically waited until March or April for the water to get more comfortable before he starts surfing.

"In the warm months, I'll grab my board and ride my beach cruiser to the beach to catch some waves after work," he says. "They are so much more enjoyable without a wetsuit."

Lawrence, who has been with Vane for nearly 18 years, also still skateboards at least a dozen times a year, but now prefers riding small bowls or mini ramps. And lately, he has been focusing more of his energy on photographing skateboarders and surfers rather than participating. Perhaps one day "published photographer" will be added to Lawrence's list of many talents. 



# NEW GRADUATES

Carla Ketterman, daughter of Norfolk-based Marine and Safety Services Shop Manager Shelia Ketterman and sister of Sales Assistant Christa



From left to right, Shelia Ketterman with daughters Christa and Carla and husband Scott.

Ketterman, graduated in December 2015 with a degree in Biology from Old Dominion University. Carla is doing research on mosquito immature response to background color at her alma mater.

Patricia Day, daughter of former DS-14 Barge Captain Harry Gaither, and niece of Senior Vice President Tom Gaither, graduated Magna Cum Laude from Norfolk State University in May 2015.

The 45-year-old wife and mother of two earned her Bachelor of Science degree in Nursing while working full-time.



Patricia Day with Harry Gaither.

## TYING THE KNOT



**EVANS - HOUTEN** • Lewis Evans, Mate on the tugboat *Christiana*, wed Shawn Houten on October 10, 2015, at Highrock Church in Arlington, Massachusetts, where Shawn works as the Church Administrator. Lewis and Shawn honeymooned in Saint Lucia and own a condo in Beverly, Massachusetts.

# OUR GROWING FAMILY



**Skylar Ann Patterson** •

Andrew Patterson, Captain on the tugboat *Sun Chief*, and his wife Lesley are the proud parents of a baby girl. Skylar was born on February 10 at 2:46 p.m. She weighed 9 lbs., 12 oz. and measured 21.5 inches.



**James Henry Fleck** •

Donald Kuespert, Tankerman on the tugboat *Sun Trader*, and wife Faith welcomed grandson James on November 13, 2015. He weighed 8 lbs., 13 oz. and measured 23 inches. His parents are Edward Fleck and Ashley Henry.



**Cathryn Elizabeth and Liam Shane Dolan** •

The excitement is double for Barge Captain Andrew Langley of the DS-53. He and wife Lisa welcomed twin grandchildren on February 19. Granddaughter Cathryn (shown at left) weighed 6 lbs., 3 oz., measured 20 inches, and was delivered at 8:07 a.m., followed one minute later by grandson Liam, who weighed 6 lbs., 7 oz. and measured 19 inches. The parents are Virginia residents Jennifer Leigh Anne Pekala and Colin Dolan. Uncle Andrew J. "Drew" Langley is a Deckhand on the *Chatham*.





# LIFE-AT-SEA LESSON

## Fourth-graders Explore World of Workboats

**“H**ow long are the waters you drive?” That was just one of the questions fourth-graders recently asked in letters to tugboat Fells Point Captain Brian Moore as part of a project at Tri-Valley Elementary School in Grahamsville, New York.

Brian’s friend, Michelle Helmbold, is a Tri-Valley teacher who developed a lesson about explorers. The class discussion transitioned into tugboats and ships that currently traverse the same waters on which adventurers such as Henry Hudson sailed hundreds of years ago.

Seventeen students sent letters to Brian asking him about his job. “There were lots of fun and interesting questions!”

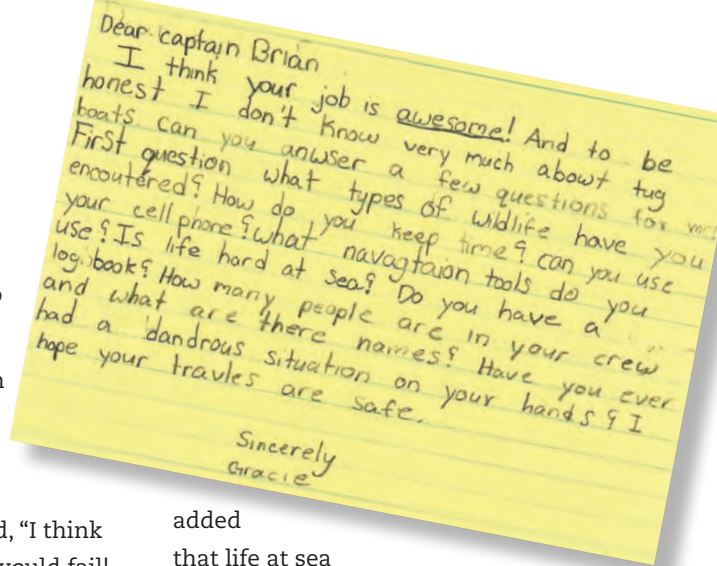
says Brian, who responded to each letter individually.

A fourth-grader named Ethan asked, “Do you still use an hourglass?” Another named Abbi wrote that Brian’s job sounds “awesome,” but added, “I think if I was a captain of a ship, I would fail! How do you do it?” Other questions included, “Can you use your cellphone?” “Has it been cool to cross a famous sailor’s trail?” and “What types of wildlife have you encountered?”

In his responses to the students, Brian explained about electronic navigation equipment and noted that last year he covered 27,600 nautical miles towing a barge that, when loaded, weighed about as much as 1,100 elephants. Then he

added that life at sea is amazing, and he has seen wildlife such as humpback whales, hammerhead sharks, eagles, stingrays and turtles. Brian concluded, “Thank you very much for writing to me, and keep studying about all those great explorers!”

As a bonus, Brian created a YouTube video to share photos of his travels with the class. You can see the video on the Vane Brothers Facebook page. [▶](#)

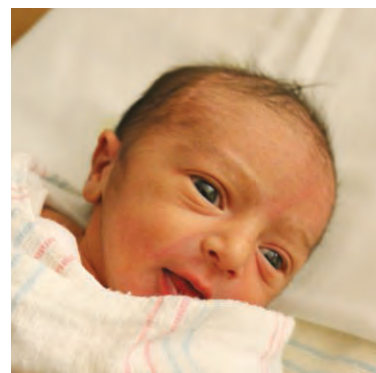


Shrinidhi and Robert Thiele III.

## GOOD NEWS TIMES TWO FOR SUBU

It’s been a joyously eventful last few months for Technical Manager Subu Subramaniam and his family. On November 22, 2015, Subu and wife Lakshmi celebrated the marriage of daughter Shrinidhi to Robert Thiele III before 270 guests at the Charles Morris Center in Savannah, Georgia. The Thieles reside in Morgantown, West Virginia, home to West Virginia University, where Shrinidhi is working

to earn her PhD in Behavioral Analysis and Robert is also a student. Shrinidhi and Robert plan to honeymoon in Europe after their springtime graduation. Then, on January 26, Subu and Lakshmi became



Orlando Vishwa Nunziata.

grandparents when daughter Shraddha gave birth to Orlando Vishwa Nunziata. Born at 8:45 p.m., he weighed 5 lbs., 10 oz. and measured 19 inches long. Shraddha and husband William Nunziata brought Orlando home to Long Island City, New York. [▶](#)



**DON’T SHOOT! •**  
During a recent trip to the Fort Mifflin military site in Philadelphia, Fleet Coordinator Paula Herzer’s 8-year-old son Christian manned a cannon the moment he saw Vane vessels in the distance. By all accounts, Vane’s crews did not return fire.

## BELLS & WHISTLES

Congratulations to these valued employees who have reached service milestones in recent months or are marking special anniversaries this spring.

### 20 YEARS

Barge Captain **Gary M. Tomlinson**

### 15 YEARS

Accounts Payable **Diane L. Cichocki**

Purchasing Coordinator **Maryanne Kozloski**

### 10 YEARS

Unlicensed Engineer **Bertoldo S. Bernadit**

AB Tankerman **Gary M. Bruno**

Barge Captain **Corey D. Copeland**

Captain **Douglas H. Cornelius**

Mate **Logan D. Crockett**

Mate **Norman E. Dorrell**

Captain **James W. Hunley Jr.**

Licensed Engineer **Kenneth E. McConville**

Barge Captain **Eric S. Mullins**

Captain **Christopher H.L. Murphy**

Captain **Bruce C. Robrecht**

Payroll Specialist **Rhonda L. Shaffer**

Warehouse/Inventory Manager

**Oscar Stevenson III**

### 5 YEARS

Captain **Timothy J. Boehmer**

Captain **Matthew J. Dion**

Barge Captain **Reginald S. Godbolt**

Scheduler **Michael J. Krivda**

Scheduler **Richard D. Pollock**

Driver/Crew Boat NY **Jessica E. Yeomans**

### 1 YEAR

AB Tankerman **Jan B. Bell**

Marketing **Jorge L. Caez**

Facility Manager **Matthew J. Ciarpella**

OS Tankerman **Brandon T. Dillon**

AB Tankerman **Jay C. Dittman**

AB Tankerman **Carlton L. Dortch**

OS Tankerman **Alan G. Edwards Jr.**

OS Deckhand **Cory A. Flynn**

Warehouse/Inventory Coordinator **Agustin Irizarry**

Licensed Engineer **Darrell H. Johnson**

Property Maintenance **Frank R. Martin**

Warehouse/Inventory Coordinator II

**Conner J. McCullough**

Mate **Joseph K. McGeady**

OS Deckhand **Christopher M. McKelvey**

AB Tankerman **Jason M. Myers**

AB Deckhand **Daniel J. O'Brien**

OS Deckhand **Zachary D. Richardson**

OS Deckhand **Ronald P. Stevens Jr.**

Administrative Assistant **Kelly A. Stevenson**

Mate Trainee **Russell P. Stuebe**

OS Deckhand **Daniel S. Turner**

Mate **Richard T. Vetland**

## Welcome Aboard To Our New Employees!

Deckhand Trainee **Daniel N. Acosta**

Deckhand Trainee **Leonard N. Baldassare**

Licensed Engineer **Christopher J. Beath\***

Mate **Cameron R. Carpinelli**

Barge Captain **Juan J. Diaz**

AB Tankerman **Patrick J. Dukes**

AB Tankerman **Bobby R. Ebanks**

Licensed Engineer **Joseph V. Ford**

Deckhand Trainee **Roberto Giudice**

Licensed Engineer **James W. Hardin**

Tankerman Evaluation **William R. Harvey**

Deckhand Trainee **Ronald "Tyler" Hegeman**

Mate Evaluation **Joseph A. Hilton\***

OS Deckhand **Vijay K. Kataria**

OS Deckhand **Sean C. Keenan**

OS Deckhand **Kevin D. Knick**

AB Deckhand **Sean T. Kummer**

AB Tankerman **Dennis M. Lanners Jr.**

OS Deckhand **Lynn "Jay" Madison**

AB Tankerman **Jesse G. Masek**

Mate **Joseph McCarthy**

Deckhand Trainee **Daniel B. Meyette**

Tankerman Trainee **Matthew B. Mimms**

Mate Evaluation **Benjamin G. Moll**

Driver/Warehouse **John C. Mottola**

Deckhand Trainee **Richard S. Nelson**

Tankerman Evaluation **Keven Odorle-Ayala**

OS Deckhand **Timothy A. Paul**

Mate **Andrew J. Pesce**

OS Deckhand **Eric S. Rucky**

AB Deckhand **Jessica L. Russo**

AB Tankerman **Matthew G. Sanders**

Deckhand Trainee **Karen C. Santillan**

OS Tankerman **John E. Sigai Jr.\***

Deckhand Trainee **Charles B. Solan**

Tankerman Evaluation **Arthur W. Stewart**

Deckhand Trainee **James W. Suchting**

Engineer Evaluation **Michael J. "Lobo" Thomala**

Mate **Birk I. Thomas\***

Tankerman Evaluation **Kenneth R. Thompson**

OS Deckhand **Robert J. Tyler\***

AB Deckhand **Charles R. Van Salisbury**

Mate Evaluation **Michael J. Vaughan**

Mate **Matthew R. Wannamaker**

Engineer Evaluation **Gregory S. Webber**

Deckhand Trainee **Jacob A. Weston**

Port Engineer/Shipyard **Brandon S. Whitehorn**

\*Rehired

## IN MEMORIAM

Our thoughts are with these Vane employees who recently lost a loved one:

- **Todd VanMetre**, Tankerman on the Double Skin 31. Todd's spouse, Theresa, passed away on January 5.

- Double Skin 501 Tankerman **Christopher W. Beecher**, whose father, Howard W. "Skip" Beecher, passed away on January 6. A service to celebrate his life was held in Virginia Beach, Virginia.

- **Lynden L. Kibler**, Captain on the tugboat Hunting Creek, who lost his mother, Edith B. Kibler, on February 3. Respects were paid in Red Bank, New Jersey.

- Human Resources Generalist **Deb Highfield**, whose mother, Martha C. Highfield, passed away on February 15. The family received friends in Media, Pennsylvania.

- Tugboat Kings Point Captain **Robert A. Buchanan**, whose mother, Scholastica Buchanan, passed away on February 18. A Mass took place at Our Lady of Calvary Catholic Church in Philadelphia, Pennsylvania.

- **Arthur W. Bryant**, Tankerman on the Double Skin 304, whose mother, Edith Copeland, passed away on March 3. A funeral service occurred at Miracle Tabernacle Church in Lake City, Florida.

- Philadelphia Warehouse Inventory Coordinator **Robert D. Watt**, who lost his mother, Patricia Watt, on March 9.

- Tugboat Pocomoke Captain **Ericka Amon**, whose father, Navy veteran and long-time tugboat worker Paul Amon, passed away on March 12. A Celebration of Life occurred at the Tom Rivers Yacht Club in New Jersey.

Condolences are also extended to the family of former Engineer **John A. Daisey**, who passed away on December 12, 2015. Funeral services were conducted in Selbyville, Delaware.



# THEN & NOW



## THE ELIZABETH ANNE'S INTERESTING ODYSSEY

**B**efore the new, 4,200-horsepower *Elizabeth Anne* was delivered earlier this year, Vane Brothers operated an 800-horsepower *Elizabeth Anne* that was the company's first tugboat. Originally called the *Mr. Wade*, she was built in 1980, purchased by Vane at auction in 1989, overhauled at Allied Shipyard in Louisiana, and christened on Easter Sunday 1990 by Vane Vice President Elizabeth Anne "Betsy" Hughes.

In June 2014, the *Elizabeth Anne* took one final trip to General Ship Repair in Baltimore. Repainted in the U.S. Merchant Marine Academy's blue and gray colors, she journeyed to Kings Point, New York, to become a training vessel for the midshipmen. This March, the Academy kicked off its inaugural Towing and Small Vessel Operations course, with the Vane-donated tugboat front and center. 📍







The Vane Brothers Company  
2100 Frankfurst Avenue  
Baltimore, MD 21226

Baltimore • New York • Philadelphia • Norfolk • Charleston • Savannah • Jacksonville

# PIPELINE



Frosty Onboard.....Page 6



Sailing Tug..... Page 14



Top Model ..... Page 16

## IMPORTANT DATES

Next Newsletter [Summer 2016] • Ideas/Images Due: June 1, 2016 • Send to: [bwillig@vanebrothers.com](mailto:bwillig@vanebrothers.com)  
Calendar Contest • Photos Due: June 30, 2016 • Send to: [ssenkewicz@vanebrothers.com](mailto:ssenkewicz@vanebrothers.com)