

SOUNDINGS

February 2006

FEBRUARY HOLIDAY'S

February 1	Groundhog Day
February 12	Lincoln's Birthday
February 14	Valentine's Day
February 20	Presidents Day (Company Holiday)
February 22	Washington's Birthday

Company New Hires

Join me in welcoming them to the Harley Marine Family.

Starlight Marine Services - Chris Ramos, Office Administration

Chris is tasked with doing the entire payroll and purchasing systems for

Starlight. *"He has been with SMS just a short time and has stepped right into his positions without any hesitation. His upbeat attitude and his smile is a nice addition to the office also"* Chris Swan. Other than work, Chris enjoys writing poetry. When he was 15 years old, he was recognized in the International Society of Poets in Washington D.C. where he was given an award and received a \$15,000 grant towards the publishing of his first poetry book for a poem that he wrote about a tragedy that happened to his brother when he was 14 years old. He is also into mixed martial arts. He holds a brown belt in judo, and was ranked 2nd in the state of California in his division. He has also trained in freestyle wrestling, karate, kickboxing, small circle jujitsu, and Brazilian jujitsu.

Starlight Marine Services - Lora Lessard, Administrative Assistant

Lora handles the personnel paperwork and documents for Starlight as well as tabulating the oil work and general office support. Outside of work, Lora is interested in theology, philosophy, and cooking. She started college during her mid life and plans to continue as a weekend student in liberation theologies. "Starlight has been a great adventure, I never dreamt of working for a tug and barge company."

Olympic Tug & Barge - Sven Christenesen, Port Captain

Sven's responsibilities include: working hand in hand with the crew, scheduling and coordinating the flow of work, performing inspections of vessels to ensure proper procedures are being followed and work orders are being carried out. Outside of work, Sven enjoys snow skiing, diving, fly fishing, and mountain climbing.



CAL MARITIME

On January 17, 2006, Harley Marine Services attended the California Maritime Academy Career Fair in Vallejo, California. The fair was a great success; we got a total of 39 resumes for positions along the West Coast.

Valentine's Day Facts...

- ♥ The first box of Valentine's candy was in the late 1800's.
- ♥ A Frenchman, Charles, Duke of Orleans, is credited with writing the first Valentine. He was captured by the English during the battle of Agincourt in 1415. On Valentine's Day he sent his wife a rhyming love letter from the tower of London, where he was imprisoned.
- ♥ The oldest known greeting card in existence, is a Valentine card made in the 1400's and can be admired at the British Museum (London)." (source:[NetOGRAM](#))
- ♥ Commercial valentines were introduced in the 1800's.
- ♥ Some of the countries that celebrate Valentine's Day include: The United States, Canada, Mexico, United Kingdom, France, and Australia
- ♥ Over 1 billion Valentine cards are sent in the U.S each year.
- ♥ Over 50 million roses are given for Valentine's Day each year.

February Birthdays

**Happy Birthday to
All of You!**

Harley Marine Services

Desiree Otsuka – 9th

Olympic Tug & Barge

Knut Bell – 7th

Haldor Dahl – 7th

Kevin Rady – 11th

Daniel Colvin – 13th

Riley Dunnam – 14th

Andy Borowski – 15th

James Berge – 16th

Neil Billingsley – 17th

Wayne Allen – 17th

Steven Carleton – 20th

Ahmei Gumusyazici – 21st

Timothy Olson – 24th

Robert Harmeling – 27th

Ron Rustad – 28th

Pacific Coast Maritime

Anthony Schierman – 11th

Public Service Marine

Ernest Albert – 4th

Mark Abercrombie – 7th

Donald Williams – 24th

Starlight Marine Services

Dustin Slack – 9th

Kevin Clark – 9th

Charles Jennings – 10th

Craig Wilson – 12th

Richard Jacobsen – 21st

Westoil Marine Services

Phillip Ruan – 5th

Jeffrey Salcido Sr. – 18th

Erick Willson – 20th

Eric Hansen – 26th

Robert Ramirez – 28th

If you would prefer that
your birthday is not listed,
please contact Stephanie
Wright via
e-mail.

swright@harleymarine.com

Earth's Easiest Exercise

Walking can add years to your life and life to your years. And it couldn't be easier. You don't need to join a health club, wear special equipment or go into training to reap the rewards.



The Conditioner Walking conditions your heart and lungs and raises your body's ability to use oxygen more efficiently. Fact: In one study, women who walked briskly (3-4 miles per hour) at least three hours a week cut their risk of heart attack and stroke by more than half.

The Protector Walking helps beat other health problems, too. It reduces your risk of some forms of cancer and osteoporosis. It fights the battle of the bulge, taking off fat and building muscle. Walking can even help people with diabetes reduce or eliminate their need for medication.

The Joint-Saver Walking can burn about as many calories per mile as jogging does. But it delivers only about a quarter of the jolt, so it's much easier on your joints and muscles.

The De-Stressor Walking is easy on your mind, too, since it lessens stress and lightens depression. Beginning walkers usually report that they feel better, sleep better and that their mental outlook improves.

The Winner Best of all, walking has the lowest dropout rate of any form of exercise. So you're more likely to stick with it and get all these benefits and more, like better digestion, improved regularity and lower blood pressure.

There's Nothing To It

Just put on a sturdy, comfortable pair of shoes and go. Smart moves: Walk to the store for the Sunday paper...park a few blocks from work or get off the bus or train one stop early and walk from there...use stairs instead of elevators or escalators...on bad weather days walk in a mall or on a gym treadmill.

How fast should you go? That's easy, too. Just use the "talk test." Move at a steady clip that makes your heart beat faster and causes you to breathe more deeply – but doesn't leave you too breathless to carry on a conversation. You'll do yourself a world of good.

"The average person puts only 25% of his energy and ability into his work. The world takes off its hat to those who put in more than 50% of their capacity, and stands on its head for those few and far between souls who devote 100%." - [Andrew Carnegie](#)

Our colleague George Clark was seriously injured in a fall aboard the tug C. F. Campbell on Thursday, January 12th, at Pier 23 in Seattle, Washington.

At the time of the fall George Clark and ISO/ISM auditor, Gary Schmidt were crossing from the upper deck of the CF Campbell to the barge David 120 to continue with the audits on the Ernest Campbell. While swinging his legs over the railing to get on the bucket fender off the wheel house of the CF Campbell, George lost his grip on the railing and fell backwards on to the weather deck of the CF Campbell. The fall was roughly 12 feet, and the impact was on George's head. Gary Schmidt was still on the upper deck and witnessed the fall, his immediate reaction was to call 911 and get help from the OTB office. Ron Kallinen, engineer on the tug Eagle, saw George on the deck of the CF Campbell lying still and called the rest of the Eagle crew, then began to apply first aid to George.

The master of the Eagle, Jeff Rickard, immediately took control of the situation. He directed his crew to get blankets, compresses, and other medical equipment on the scene. Even with all of the blood from George's head, Jeff's crew stayed focused and kept clear heads whilst making George as comfortable as possible. Jeff kept George talking and making sure that he did not go deep into shock. Questions like "who I am", "what day is it", and "who is the president" were all asked to keep George from passing out, and to ascertain the severity of his injuries. The crew of the Eagle did a great job stabilizing George and to make way for the aid units that had been dispatched from the fire department.

Aid units were directed to the docks, and shortly George was being cared for by a group of Seattle Fire Fighters. He was placed on a backboard, and then lifted off the CF Campbell with help of both fire fighter's and the crew of the Eagle. Soon he was in the back of the aid car, and on his way to Harborview Medical Center. Dave Gore, Gary Schmidt, and Sven Christensen went to the hospital to make sure that someone was on hand when family arrived to be able to explain what had happened.

Dave Gore and Sven Christensen went in to see George in the trauma unit; he was in good spirits, very clear headed, and told Dave and Sven that they needed to get back to work.

While his injuries were serious enough, they could have been far worse. It is fortunate that he escaped with only a head wound (fifteen stitches worth), a bruised sternum, several cracked ribs and, most seriously, a compressed vertebrae.

Special recognition is due to a group of OTB vessel crew members who found themselves unexpectedly cast in roles of first responders in a significant medical emergency.

Captain Jeff Rickard, who is EMT trained and experienced, along with Ron Kallinen, Tim Dougherty, Steve Carleton and Kobe Otterbach from the tug "Eagle", and Ryan Gartner from the "Lucy Franco" reacted instantly, effectively and professionally, doing all of the right things in the initial assessment, treatment and stabilization of their patient while awaiting the arrival of Seattle Fire Department medic units. All of them deserve congratulations for their outstanding performance.

As reported by Leslee Flynn, George is now home recuperating. He will be in a back brace for 6 weeks when he will be re-evaluated by his doctor to check his healing process. Leslee says he is in good spirits and is getting around slowly. George is going to attempt to be in the office the first week of February for an hour or two to catch up on some issues. If you would like to send an e-mail of encouragement he is checking his e-mail on a daily basis,

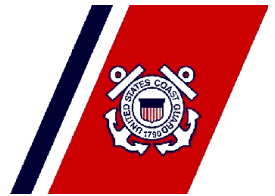
george_clark@harleymarine.com.

Lessons Learned from George Clark's accident:

- An accident can happen at any time to anyone, no matter what your title (George Clark - Safety Manager).
- When weather is foul, use extra caution when transiting on the tugs or barges.
- Always wear proper safety attire such as: PFD, hardhat, work gloves, work shoes.
- Use ladders or any other gangway when boarding a tug or barge.
- Use both hands when boarding or disembarking.
- Make sure ladders and gangways are in good repair and properly secured.
- Never jump between boat and dock, over gaps or down to lower levels.
- Keep boarding areas properly illuminated. Know where you are stepping.
- Be aware of outside elements, such as weather, tide, current and passing traffic.
- Always use handrails, where available.
- Always face the ladder.
- Do not use improvised gangways.
- Keep boarding areas free of tripping hazards.
- Use caution when transferring stores between boats, docks and barges – ask for help.
- Ensure that "Safe Access" is a topic of vessel safety meetings.
- Always wear proper protective equipment – it could save your life.



**U.S. Department of
Homeland Security
United States
Coast Guard**



Press Release

Date: Jan. 24, 2006

Contact: Mr. Stewart Walker
(202) 493-1022

NEW IDENTIFICATION PROCESS REQUIRED FOR MARINERS

WASHINGTON - An interim rule published on Jan. 13, 2006 in the Federal Register requires applicants for mariners' licenses and certificates of registry to be fingerprinted, submit to a criminal record review and provide evidence of their identity before those credentials will be issued.

This rule brings the regulations that apply to applicants for merchant mariners' documents and licenses into close alignment to applicants for certificates of registry.

It applies to all applicants for original licenses and certificates of registry as well as renewals for continuity, duplicates, and raises of grade.

Licensed or registered officers are now required to appear in person to be fingerprinted, undergo a criminal record review and have their identity verified prior to issuance of a license or certificate of registry.

The purpose of this rule is to amend the regulations and strengthen the security of the licensing process by increasing the likelihood that licenses and certificates of registry are issued only to eligible mariners.

The regulations apply to any application received on or after Jan. 13, 2006.

The regulations may be viewed on the Web at <http://www.gpo.access.gov/nara>. Persons wishing to comment on this rule should submit their comments on or before April 13, 2006. Comments can be submitted online at <http://www.dmt.dot.gov>.

February Anniversaries

Harley Marine Services

Stephanie Wright – 1 year

Olympic Tug & Barge

Larry Gladsjo – 12 years
Adam Goodfellow – 9 years
Tim Curley – 8 years
John Kochis – 8 years
Stephen Speaker – 3 years
Mark Livingston – 2 years
Haldor Dahl – 1 year

Pacific Coast Maritime

Chris Iszler – 9 years
Paul Cagle – 1 year

Public Service Marine

Urban Alexander – 5 years

Starlight Marine Services

Jack Matievich – 1 year

Westoil Marine

Vincent LoGrande – 6 years
Salvatore Manzella – 6 years
Samuel Razevich – 1 year



TO: Doug Houghton &
Westoil / Millennium Maritime
San Pedro, CA
RE: December 20, 2005 Luncheon

I want to thank the Management, Staff and Crewmembers of Westoil & Millennium Maritime for their participation and contributions to the December 20, 2005 Luncheon and more specifically, for taking the time from the scheduled agenda to share in my retirement send off.

I was completely overwhelmed, totally surprised and sincerely speechless. The new fishing rod and reel will get plenty of good use and I have a special place set up for the ship's clock.

I have thoroughly enjoyed working with Harley Franco and each of his staff and crewmembers over the past five years, and I hope to help out in the future assisting the company with engineering projects on a part time basis.

THINK TANK

It used to be that you could purchase auto insurance for a fair price, actually pretty inexpensive considering all the other costs relating to a car. It's true that life insurance and for that matter - health insurance used to be a good bargain, but not any more. We all know how much our personal car, life, and health insurance costs, but we fail to think of the ever rising cost of insurance for a marine transportation company.

The cost has sky rocketed in the last several years to a point where it has driven some companies out of business because they could not control insurance related incidents. Insurance premiums are based on several factors; one factor is the amount of claims put forth to the insurance company for coverage.

Every year prior to policies being renewed a representative from the company insured has to travel to the insurance company to explain their companies incidents, claims and what they are doing to prevent incidents and accidents from occurring again. It's called mitigating premium assessments. At the end of January, Mr. Harley Franco, did just this, he traveled to London to speak to the UK P & I Club.

You can't prevent the rates from going up, but you do your best to mitigate the amount that it will increase. The best way to keep the rates down is for everyone in the company to always maintain a high respect for their personal and operational safety. We preach it, you hear it and in our day to day work activities we try to practice it but - still some incidents occur. Why? If I could answer that question I would be a wise and respected man sitting on a mountain top in Nepal.

We need to keep safety in the front of our minds, not our backs. We need to encompass ourselves in a safety culture, meaning we analyze the unapparent dangers we face in our day to day activities as well as the apparent dangers. We need to move to the next step in the safety culture ladder, we need to avoid potential unsafe situations and speak out when we see unsafe situations. Being safe rewards everybody.

Keith Barnes
Director of Barge Operations

Respectfully,
Stephen P. Silkotch
Chief Engineer

Cooking with the Captain
Captain Chris Starkenburg, Gyrafalcon
Chicken Crunch with Creole Sauce

Chicken Crunch

Ingredients

1-10 or 12 oz. Box of Captain Crunch Cereal
1-10 or 12 oz. Box of Corn Flakes
1 small box of Panko breading (Found at your local grocery store)
3 Tablespoons Blackfish seasoning or Blackened Seasoning
2 cups all purpose flour
6 eggs
1 teaspoon of Tabasco sauce
1 cup of milk
2 pounds of chicken tenders (remove the tendon)
Vegetable oil for deep frying

Bowl #1

In a blender or food processor blend the Captain Crunch and Corn Flakes and then in a separate bowl mix in Panko bread crumbs and 2 tablespoons of seasoning. Place ½ the mixture on the side.

Bowl #2

Mix the flour and 1 tablespoon of seasoning.

Bowl #3

Mix the eggs, milk and spice.

Breading Procedures

Place your bowls in this order - Seasoned flour, Egg Mixture, Cereal Breading.

Try and keep one hand wet and one dry.

Place a few chicken tenders at a time in the seasoned flour and coat well then shake off excess.

Then place into the egg mixture making sure that it all gets coated well.

Then into the cereal mixture pressing lightly to make sure that you get a good even coat then place on parchment paper with a little of the breading to keep it dry.

Try and layer the chicken on the baking sheet so that they do not touch or stack on top of each other.

Refrigerate until you are ready to cook.

Cooking Instructions

Cooking oil should be heated to at least 325-350°F before placing in the tenders.

Cook until golden brown then remove and place on paper towel and cut one open to make sure they are done. If they need to cook a little longer you can finish in the oven on 350°F for a couple of minutes.

Place on platter and serve with Creole Mustard Sauce.



Black Fish Seasoning

Ingredients

3 Tablespoons Sweet Paprika
2-3 Teaspoons Kosher Salt or salt substitute
1 ½ Teaspoons Onion Powder
2 Teaspoons Granulated Garlic (not garlic salt)
1 ½ Teaspoons Cayenne Pepper
½ Teaspoon Crushed red chili peppers
1 ½ Teaspoons Chili powder
1 Teaspoon ground white pepper
1 Teaspoon ground black pepper
1 ½ Teaspoon Whole thyme
1 ½ Teaspoon Whole Oregano leaves (rub between hands)
2 ½ Teaspoon Dried Parsley (rub between hands)

Preparations

Combine all ingredients in mixing bowl.

You can mix by hand or with electric mixer until well blended.

Creole Sauce

Ingredients

1 ½ Cups Mayonnaise
¾ Cup Ketchup
2 Tablespoons Blackened Seasoning or Blackfish Spice
1 Teaspoon Tabasco or favorite hot sauce
1 Teaspoon Chopped Garlic
2 Tablespoon Stone ground mustard (Dijon)

Preparations

Mix well in a bowl and keep refrigerated.

Will last weeks in the refrigerator.



JUST A HEADS UP....at the beginning of February, all cell phone numbers are being released to telemarketing companies and you will start to receive sales calls.

YOU WILL BE CHARGED FOR THESE CALLS BY YOUR CELL PHONE PROVIDER.... To prevent this, call the following number from your cell phone: 888-382-1222. It is the National DO NOT CALL list. It will only take a minute of your time. It blocks your number for five (5) years. If you have not already registered your home phone, you can use this same number. You'll have to call separately for every number you register.

Thumbs Up...

2005 Barrels Loaded

OTB – 23,278,052 bbls.
PSMI – 5,748,683 bbls.
WMS – 11,002,274 bbls.
SMS – 1,900,085 bbls.

2005 Transfers

OTB – 3,626
PSMI – 178
WMS – 2,494
SMS – 386

Reminder for Seattle crew....
Please remember to use the car covers that have been provided to you when you are working on the tugs. Occasionally the plant next door accidentally releases cement into the air, which then blows onto all of our cars. For more information on a car cover please talk to Steve Springman.

I'd like to give a big thumbs-up to the crew of the Z-5, Dustin Slack and Charles Jennings, who give 120% to Starlight and HMS. Their professionalism and dedication is a model to be followed. Keep up the hard work guy's!

Mike Curry
Harley Marine Services Inc.

I would like to give thumbs up to Pauly Cagle for his dedication and his willingness to go above and beyond his normal job duties. Paul came to us almost a year ago and has proved to be a great asset to our Dutch Harbor operation. It is not easy being a cook on the Gyrfalcon due to the fact that everyone aboard has gone through the galley and knows how to cook extremely well. Thanks again Pauly for an outstanding job, keep up the good work!

C. Iszler
Gyrfalcon

And I agree, having just sampled some of Paul's wares when I was aboard this week.

Jim Weimer
Pacific Coast Maritime

Harley Marine Services
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