

Soundings

April
2006

Safe - Responsible - Reliable - Efficient

Dear Friends and Shipmates:

It is with deep sadness that I inform you that on Wednesday, March 8th, Mrs. Catherine Quigg passed away of natural causes. She was in deed the Matriarch of the Quigg family, Quigg Brothers and Harley Marine Services.

She raised five sons and a daughter who all grew up to be great members and leaders of our community.

I first met Mrs. Quigg in the late fall of 1970 when I went home with classmate Pat Frodel for Thanksgiving. She was with the Frodels for her Tuesday morning cinnamon roll and coffee along with some of the other local Harbor legends. I instantly bonded with her when she bet me I could not eat just one of Donna Frodel's famous home made cinnamon rolls. She was right!!! I was weak and had three.

My partners and I were honored when we were allowed to name a tug boat after her and I must say that the Catherine Quigg has been a real work horse of the fleet. Tug Catherine Quigg has not had many down days and has always been a real favorite of the crews at Olympic Tug and Barge.

During the week of Mrs. Catherine Quigg's passing, flags at World Headquarters and on all Puget Sound Vessels were flown at half mast in honor of this most distinguished lady and legend of Grays Harbor.

Our love, thoughts, sympathies and prayers are all with the Quigg family. Bill and Carol, John and Gail, Patrick and Kathy, Tim and Katherine, and Anne Quigg.

May God bless and rest her soul.

Harley Franco



"Great Strides" Cystic Fibrosis Walk-A-Thon - Southern California

The Cystic Fibrosis Southern California Chapter will hold their annual GREAT STRIDES Walk-A-Thon and fundraiser on May 6, 2006 at Bonelli Regional Park in San Dimas, California. GREAT STRIDES: Taking Steps to Cure Cystic Fibrosis is the Cystic Fibrosis Foundation's largest national event. In 2005, GREAT STRIDES raised more than \$28 million in efforts to find a cure for CF. Co-workers, friends and family are encouraged to come together as one community to walk together to help find a cure.



The Walk-A-Thon will begin at 0800, is 10K around the lake and a lunch will be provided after the walk.

Cystic Fibrosis affects children when they are born. There is not a cure to date, although it is one of the few diseases where a cure is within reach. More than 90 cents of every dollar raised during the Walk-A-Thon goes directly toward vital CF programs. When the CF Foundation began, few patients lived to attend elementary school. Thanks to the research and care supported by the CF Foundation, the median age of survival is now in the mid-30's.

Although the outlook for a child born with CF today has improved tremendously over the years, it is not good enough. Your participation in GREAT STRIDES is critical to ensuring that the momentum in CF research continues. Working together, we can add tomorrows every day to the lives of people with CF.

Come join us for a walk. It will do you good.

Contact Pete Hofmann at 310-365-7776 (phofmann@harleymarine.com) or Trent Newlon at 310-365-7290 (tnewlon@harleymarine.com) on how you can make a difference.

April Birthdays
**Happy Birthday to
All of You!**

Harley Marine Services
Deborah Franco - 9th
Stephanie Wright - 26th
Millennium Maritime
Neal Salamunovich - 7th
Pat Lopez - 9th
David Cadiz - 17th
Olympic Tug & Barge
Doug Hutshing - 1st
Ron Starheim - 2nd
Mike Curry - 17th
Justin Todd - 21st
Matt Gullickson - 23rd
David VanBuskirk - 24th
Jonathan Mack - 27th
Charles Olson - 28th
Pacific Coast Maritime
Michael Cavassa - 2
Ben Latham - 10th
Robert Johnston - 18th
Steven Heiderich - 24th
Public Service Marine
Lowell Swett - 14th
Jonathan Maciel - 23rd
Jim Strickland - 29th
Starlight Marine Services
Martin Miller - 25th
Westoil Marine Services
Brian Vartan - 7th
Vincent Logrande - 9th
Jeffrey Roberts - 14th
Kevin Johnson - 16th
Phil Roberts - 24th
Anthony Meyers - 28th
David Suaunoa - 29th

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

The MVP Of Our League
Sven Christensen, OTB Port Captain

Recently, Harley asked me who I would consider a "Most Valuable Player" among the boat crews at Olympic Tug & Barge. As he looked at me waiting for an answer, my mind raced through all of the names on the phone list thinking, "How can I just pick one person?" I gave Harley a non committal answer to his question in hopes of buying more time to present him with a satisfactory answer. Luckily his phone rang diverting his attention, giving me an opportunity to escape. I wasn't ignoring Harley's question, I just needed more time.

I've been working as your Port Captain for the last three months and in that time I have asked many of the boat crews to give up their off time to come and work; and they have done so without hesitation. In the past 90 days we have had some unexpected emergencies on the boats, and other members of the crew have picked up the slack to make sure the operation ran seamlessly. How do I choose just one individual?

What about the crew on the James T. Quigg? The crew left the West Coast sometime in November of last year, and they're still going! I hear from Capt. Jim Strickland everyday; Jim and his crew always have a positive attitude and continue to represent Olympic Tug & Barge well in the Gulf of Mexico. The crew has endured many months of being away from families and working hard in unfamiliar waters. In my mind all of these guys deserve an MVP award.

My thoughts then turn to last weekend when Bud Carley, Brad Lowe, Haldor Dahl, and Julio Ibanez-Kunz agreed to come into work on the Catherine Quigg. All of these guys were on their off week, and without hesitation agreed to help Olympic when the scheduling got tight. All of you deserve an MVP award!

After sailing for nearly a month on the Eagle, Captain Allen Hall came back to work after only having three days off to take the Pacific Falcon down to San Francisco. Doesn't this constitute MVP recognition? What about Larry Holland and Brett Nelsen doing extra tankering work on the Lucy Franco and Lela Joy to help us when we run into tankerman shortages? How about Garri Ferguson agreeing to take the Millennium Star to Dutch Harbor in March? And then there is Steve Manning helping out with some training in the last month. The list goes on.

So after much thought my answer to Harley as to who is my Most Valuable Player would be all of you! All of you out on the boats are doing a great job, giving 110% everyday you're out on the boats and giving a little extra when you're on your time off. All of the efforts all of you have been making have not gone unnoticed! The boat crews are what make Olympic Tug & Barge a great company! Let's remember to be safe out there, and always strive to be best tug company in the Pacific Northwest! And most of all, Thank You!

Holidays Observed in April
National Poetry Month
Alcohol Awareness Month

April 1 – April Fools Day
April 2 – Daylight Savings Time Begins
April 14 – Good Friday
April 16 – Easter Sunday
April 20 – Passover
April 22 – Earth Day
April 28 – Arbor Day

What to Avoid.

By: George Clark

A couple months ago, I am sure you heard about my fall on the CF Campbell. This particular story will be about the care and recovery from that incident. First off, let me thank all of you for your good wishes and thoughts during my recuperation. On the day of the fall, I have a memory gap of about 10-15 minutes covering the time from the start of the fall until the Emergency Medical Team were on scene and putting a neck brace on me. Captain Rickard says that I was talking with him during the time but I don't recall any of that conversation. The EMT's took me to Harborview, the local trauma center. Yes, they did use the sirens a couple times to move traffic along. The care in the ER was first rate. I was there for several hours while they determined the extent of my injuries. During the course of the next couple days, I saw a lot of medical professionals, most of whom I really don't remember. They had started a morphine drip and it definitely affected my memory. The biggest problem I had at first was the pain from the fractured ribs. Any movement or even breathing was cause for aggravation and pain.

The spine docs made a determination on that Friday not to operate and to instead use a brace to help with the healing of the compression fracture of the vertebrae. They put me in that brace on Saturday and wore it essentially 24/7 for the next 7.5 weeks. The only time I had it off was while I was horizontal to change a T-shirt, get a sponge bath or to dry off after taking a shower with the brace on. I slept in it, I ate in it, and learned how to get around with the additional weight of the brace. The doctors had originally told me it would be a minimum of 6-8 weeks wearing the brace and could be as long as 12 weeks. While doing some research on compression fractures on www.webmd.com, it confirmed the amount of time and also stated that while there are soft braces, they are essentially useless and that the more inconvenient the brace the more effective it is. Well, this thing must be real effective because it was real inconvenient.

I was given an appointment to see the spine Doctor on March 7th for an evaluation of progress. After looking at the x-ray, he determined that the spinal fracture had healed and there was no more need for the brace. Talk about glad tidings, joy and happiness. This was the best news I had received in a couple months, I could finally take the brace off. Walking was a little odd at first without the weight; I had to learn how to rebalance myself. I was quickly reminded of the muscles in my neck and the small of my back that do not get used while the brace is on with their stiffness and soreness they were causing me. Turning and twisting are things that will take time to be able to do again without a physical reminder of "Slow Down, Dummy!"

So what have I learned? Well, I am not as young and able to bounce back (or even bounce at all) as quickly as I once did. I will also be ensuring that I take the time to do it right the first time and get the ladder out rather than taking an easier route. Railings are there for a purpose and I will be observing them. I learned the real value of training and preparedness for emergency response. Mostly, however, I learned, once again, the value of friends and shipmates and maybe an angel or two looking out for each other. Thanks to all of them.



The Queen Mary 2 as it passes our San Pedro office last month.



Need some technical help?
Try some of the quick tips below.

For those of us working in the office for HMS:
What do I do if I am trying to call someone and don't know their extension? Dial 9010 from any office phone and enter the first three letters of the persons last name and the directory will connect your call.

If your computer laptop is frozen or if you are in a rush and can't wait for it to shutdown, what do you do? Hold down the power button for 10 seconds and the laptop will turn itself off automatically.

PCM'S GYRFALCON HEADS SOUTH

The Dutch Harbor-based tractor-tug "Gyrfalcon" has departed her normal area of operation in the Aleutians for one of her rare visits to the "Lower 48". Departing on March 28th with the F/V "Arctic Explorer" in tow, "Gyrfalcon" is expected to arrive in Puget Sound around the 9th of April. The "Millennium Star" will 'pinch-hit' for her until she returns to Dutch Harbor following maintenance dry-docking at a Seattle shipyard.

The crew that delivered the "Star" to Dutch Harbor is also bringing "Gyrfalcon" back to Seattle with the tow. Captain Garri Ferguson, Chief Engineer Rick Saladin, Chief Mate Paul Hanson and A/B Cook Lawrence Jefferson made the trip in the "Star" from Seattle, running light, in nine days.

Under the banner of Pacific Coast Maritime, "Gyrfalcon" is contracted to Horizon Lines performing ship assist services in Dutch Harbor, as well as line-haul cargo operations towing the container-barge "HML 240-2" between Dutch Harbor and Akutan.

Completed in 1995, "Gyrfalcon" was the first "Marco 105" constructed, and has been assigned to the Dutch Harbor operation exclusively since she was delivered. She is one of four "Marco 105" tractor-tugs operated by the Harley Marine family of companies.



Crew of the Millennium Star



A gyrfalcon catches a ride on our PCM Tug Gyrfalcon on their way back from Akutan, Alaska.

The Gyrfalcon is the largest and most magnificent of the *falco* genus. The bird primarily lives in Arctic Europe, Asia, North America, Greenland, and Iceland. In the most northerly part of its range it is almost uniformly white, becoming darker as it moves further south. With a wingspan of up to 63" (160 cm) and a body weight of up to 4.6 lb (2.1kg) it is indeed an impressive and powerful bird. It is very rare to see a Gyrfalcon in the wild, let alone get the chance for it to ride along on a tug!

Thumbs Up:

Captain Mike Golden has moved in to fill the SoCal Port Captains position. He has been doing a great job, and in the short amount of time he has been in the position he has made great strides organizing the boats paper work, maintenance and crew productivity. You are doing a wonderful job, keep up the good work!

We would all like to thank Joshua Hutcherson for stepping up to the plate on the beginning phases of consolidating LA/SF dispatch. He has been working in San Francisco with Tim and Chris learning their dispatch methods and helping formulate a plan to dispatch both ports out of LA. Great job!!

April Anniversaries

Harley Marine Services
Keith Barnes - 1 year

Millennium Maritime
Bob Castagnola - 6 years
Mark Fuelle - 6 years
Michael Golden - 6 years
Don Shundo - 6 years

Olympic Tug & Barge
David Alexander - 6 years
Larry Holland - 5 years
Hugh Maffett - 7 years
Charles Olson - 3 years
Timothy Orr - 5 years
Erik Starheim - 1 year
Sean Whyte - 1 year
Steven Ybarra - 5 years

Pacific Coast Maritime
Michael Cavassa - 1 year
Robert Johnston - 1 year
Jim Weimer - 6 years

Public Service Marine
Mark Abercrombie - 1 year

Starlight Marine Services
Thaddeus Galey - 2 years

Westoil Marine Services
John Bearden - 2 years
Thomas Dalton - 2 years
Raul Hernandez - 6 years
William Smith - 1 year
Patrick Speers - 4 years

Your hard work and
dedication are greatly
appreciated!

Pictured to the right are Mr. Denis Rovin, celebrating his 11 year anniversary with Olympic Tug & Barge and Ms. Leslee Flynn celebrating her 10 year anniversary with Harley Marine Services during the month of March.



New to Harley Marine Services

Please join me in welcoming Deborah Franco to the Harley Marine Family. Her title is Systems Director/Internal Auditor and her primary focus is to implement and audit systems usage throughout the companies. "We have great technology at HMS, and it needs to be utilized cohesively and with efficiency," Deborah Franco.

Deborah has a BA from University of Washington, and has studied in London and France. She has a Masters of Business Administration (MBA) from University of Redlands, and graduated top of my class with straight A's. She was selected for a special program with Cambridge University in England, and obtained an emphasis in Global Business.

Her business management experience started in 1981 and includes working for the US Navy, Polo/Ralph Lauren, and most recently, Data Resources. Deborah has a 9 year old daughter. She is also Harley's only sister and the youngest of his siblings.



April is Alcohol Awareness Month

Get involved by participating in Alcohol-Free Weekend, April 7-9 and National Alcohol Screening Day, on Thursday, April 6. During Alcohol-Free Weekend, people are invited to engage in three alcohol-free days. Those who experience difficulty or discomfort during the 72-hour period are urged to seek help and/or learn more about alcoholism and its early symptoms.

National Alcohol Screening Day is an annual event that provides information about alcohol and health as well as free, anonymous screening for alcohol-use disorders. Event sites are located in community, college, primary health care, military and employment settings. The program is designed to provide outreach, screening and education about alcohol's effects on health for the general public. You can also take a confidential alcohol self-assessment online any time at ww.MagellanHealth.com.

***This information has been provided by Magellan Health Services, one of our health resources.*



THINK TANK

Teamwork ♦ Excellence ♦ Customer Service ♦ Respect ♦ Safety ♦ Efficiency ♦ Success

Above are the Core Values of Harley Marine Services. These Core Values form the foundation of our company; they are how we do business, how we treat each other, and how we plan on succeeding in the market place.

We as a company need to practice our Core Values in everything we do on every day we work. We need to continue our pride of ownership, from the crews on our vessels, shore side personnel to management. Our pride is broadcasted by the way we handle our duties, operate and maintain our vessels, and how we interact with each other and customers. Communication between vessel crew and management must be open and honest, feed back and opinions regarding operations are encouraged. Everyone is a stakeholder in our endeavor to become the best provider of maritime services.

We are indeed a team and from top to bottom we need to work as a team in our efforts to provide the best possible service we can to our customers. We need to make sure all our fellow team members have a safe work place, and where respect is the rule, not the exception.

We need to protect our environment by using only the accepted best operating practices and be efficient and driven by success. We must prove to our customers every day that we can provide them with the service, safety, and efficiency that they demand and depend on in order for them to be successful in their business.

We have our chance, all we need to do is ring up the telegraph for full speed ahead and
Keep a sharp lookout.

Keith Barnes
Harley Marine Services

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