



Soundings

Safe - Responsible - Reliable - Efficient

October 2006

Dear Readers,

This edition of the Soundings is dedicated to the kick off Celebration of Olympic Tug & Barge's 20th Year in Service. We recently held the First Annual Harley Marine Contest that consisted of both pictures and written material. Inside you will see the winners and all contributors of the Harley Marine Contest. It was extremely difficult for our judging panel to decide a winner, in their eyes every entry was a winner.

We're looking forward to the next 20 years in business, and hope you will be there with us to make it a memorable experience.

Enjoy!

1st Place Winner
Charlie Olson, Olympic Tug & Barge



2nd Place Winner
Steve Carleton, Olympic Tug & Barge



3rd Place Winner
Captain Chris Iszler, Pacific Coast Maritime



Cooking with the Captain
Captain Chris Starkenburg, Gyrfalcon - PCM

Pork Fried Rice

Ingredients

3 cups Long Grain Rice
4-1/2 cups water
1 teaspoon Sesame Seed Oil

Preparations

Rinse and drain the rice 2 times before adding the above ingredients into your automatic rice cooker. After rice is cooked open the lid and let the rice cool. (You can cook the rice in the morning or use left over rice.)



Ingredients

8 strips of smoked bacon diced
6 large eggs beaten like scrambled eggs
1 1/2 bunches fresh green onions finely diced
1 tablespoon sesame seed oil
1/3 cup (plus 2 tablespoons) soy sauce

Preparations

Heat a large non-stick pan or wok to medium high. Once the pan or wok is hot, add the diced bacon and continue to stir until crisp. Remove the cooked bacon from the pan and place in separate dish. Leave 2 tablespoons of bacon grease in pan, and bring the heat back up to medium. Gently pour in scrambled eggs and stir until cooked. Place the finished eggs in the same dish as the cooked bacon. Add 1 tablespoon of sesame seed oil, plus remaining bacon grease into the pan and return to medium high heat. Slowly add the cooled rice while stirring to break up any lumps. Cook and continue to stir for another 5 minutes. Evenly pour soy sauce over the rice and stir until blended. Add the bacon, eggs and 1/2 of the diced green onions. Continue to stir until well mixed. Garnish with remaining green onions and serve.

Recipe makes 8-10 portions

Cooking with the Crew
Engineer Raul Hernandez, Z-three – MMI/WMS

Raul's Poppin' Jalapeños

Ingredients

26 oz. jar of Pickled Jalapeños
1 lb. Cream Cheese
1 lb. Bacon

Directions:

Cut the stems off the jalapeños, de-vein and cut the jalapeños in half (length wise). Fill the jalapeño halves with cream cheese, then wrap in one piece of bacon. Place all of the jalapeños on a baking sheet and bake at 350° until done (25-30 minutes).

October Anniversaries

Thank you for your commitment to the Harley Marine Companies!

Millennium Maritime

Anthony Colston – 6 years
Scott Walker – 8 years

Olympic Tug & Barge

Wayne Allen – 7 years
Neil Billingsley – 7 years
Riley Dunnam – 7 years
Michael Everhart – 3 years
Steve Felton – 7 years
Douglas Hutshing – 3 years
Todd Johnston – 9 years
Larry McCormick – 3 years
Jim Sellers – 13 years

Pacific Terminal Services

Kevin Buffum – 14 years
Mark Flower – 8 years

Public Service Marine

Doug Montgomery – 10 years

Starlight Marine Services

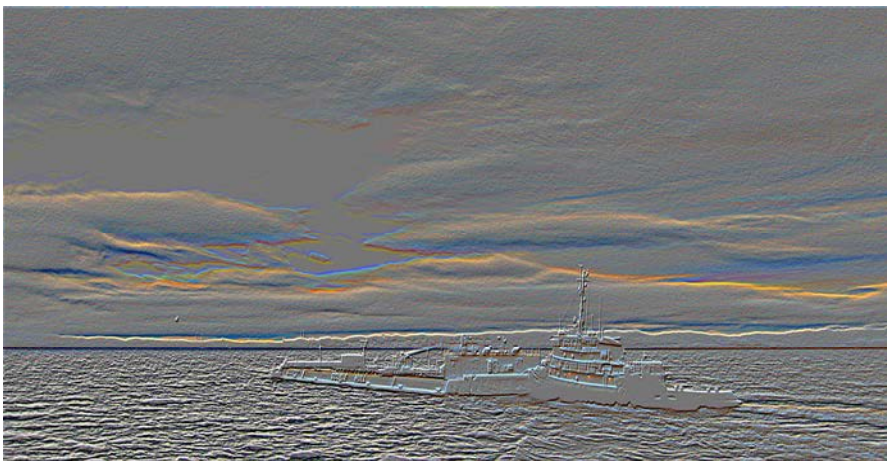
Charles Jennings – 3 years
Dustin Slack – 2 years
John Springer – 1 year

Westoil Marine Services

Luis Cabral – 16 years
Eric Distefano – 1 year
Anthony LoGrande – 1 year
Don Mander – 16 years
Robert Ramirez – 1 year
Kenneth Sutton – 1 year
Gregory Swilley – 1 year
Melvin Yarbrough – 1 year



Photographs Submitted by Captain Jan Tiura, Starlight Marine Services



**Photographs Submitted by Charlie
Olson, Olympic Tug & Barge**



By Captain Chris Iszler, Pacific Coast Maritime

Ship Job

The sun comes up and we work most the day,
The sun goes down, now it's time to play.

A ship at the Pilot Station waits to come in,
We fire the engines, to warm them within.

The tug lurches forward with a sudden roar,
The port engine's smoking, like never before.

With the Pilot aboard we'll cut loose the tug,
Pull the lines in, and the Internet plug.

Rounding the Spit you can just see the sun,
Falling over the mountains, now the day's almost done.

"All hands on deck" is yelled on the loud hailer,
The deckhand comes running, just like a good sailor.

With the crew out on deck we slide into position,
Drop off the Pilot; we're half through our mission.

Cut away from the ship and let her finish her turn,
We'll ride along with her, are you ready to learn.

We slide up the port bow and throw up a line,
While the crew ties it off, the Capt' logs the time.

The Pilot directs us to push or to pull,
Easy, One-third, Three-quarters, or Full.

When the ship hits the dock and is safe in her berth,
Our job is done, every nickel worth.



**Photograph Submitted
by Anthony Lobro,
Westoil Marine Services**

Captain Larry McCormick, Olympic Tug & Barge

What possible sea stories could you have working on the inland waters? Maybe a strong westerly against a big ebb at Pt .Wilson or the boats running down to Portland crossing the Columbia River Bar? You'll find good stories there. But my story is different. On a sunny day in July 2005, while gathered with family and friends, I received a phone call. Bob Mack had drowned while on vacation with his kids.

I was speechless and realized I was not breathing. My mind was racing. My thoughts went to his mother, who had lost another son a few years ago to the sea .And to his kids. Bob so much looked forward to his off time to be with his kids .He looked forward to watching his girls at the Green lake rowing club. His oldest son just started playing baseball and Bob always looked forward to his games and playing catch with him.

How could this happen? Bob was so strong and fit. He was an excellent swimmer. As more facts came out we found that he was trying to help other people who were in trouble. Bob had to try and help. He was that kind of person. Dangerous or not, he could not just stand by without at least trying.

That's when I realized that all sea stories are not about the weather or other situations you encounter while aboard boats. They are also about the people you meet and the bonds that are formed .Bob was one of those people who you liked as soon as you meet him. He always had a smile and was ready to lend a helping hand .Not a days goes by that I don't think about Bob and what a good ship mate he was.

Brian Healy, Olympic Tug & Barge

What it means to be Harley Marine

Harley Marine. Just the name alone says something. For anyone that has ever met Harley, they know that he is a man of strong character. I have not been a part of Harley Marine for as long as many, but I am a part of Harley Marine now and I am proud of it.

I am proud when I drive North on I-5 or 99 and see an Olympic Tug scooting along the Sound with a barge in tow. I am proud when I see some of the most beautiful, massive, and amazing cruise ships in the world with a Harley Marine tug and barge connected waterside. I am proud when a dedicated employee tells me to stop worrying and they will step in and fill a needed spot. I am proud when I spend a beautiful Friday afternoon under a tent with so many unique and diverse, yet connected employees and family of Harley Marine.

All companies, and sadly most, are not run and operated in the same fashion as Harley Marine. Many have layer upon layer of white collars and pin stripes. Many operate with the goal of business. Harley is about service, loyalty, respect, and ambition. Ambition not only to be a successful Marine Service, but ambition to be a face in the community, a partner in bettering in all our own lives, and most importantly, bettering the lives of family, friends, co-workers, neighbors, and strangers that enter our lives each and every day. Harley Marine is not just about business and the bottom dollar. Harley Marine is about surfacing those feelings of optimism, hope, love and success and turning them in into a reality for both the company and ourselves.

In less than a year I have seen many boat personnel better themselves, their income, their crew and the company with persistence and dedication to learning the right way to do it, and doing it the right way every time. And in those times when something doesn't go right, I've seen the one's that should teach, teach and the one's that should listen, listen. I have seen experienced tankerman take the time to show and teach an eager deckhand with the goal of bettering himself within the company on his mind. I have heard young crew members ask the more experienced questions with enthusiasm, and I've heard the long timers answer back with enthusiasm.

So many of us often feel the stress of work, deadlines, responsibilities, and the very real world we live in. When we look across the office and see the next person holding their portion of the whole, when you see your co-workers working their hearts out to make it all happen, it becomes a little easier knowing that together we all our making it happen, and we are all making it happen all of the time.

Work doesn't stay at the office, or on the boat. It becomes part of who we are. The emotions you feel about what you just walked away from today, or what you will be walking into tomorrow, weigh on the mind of any human being. At Harley Marine I feel I am a part of something bigger than just tugs, barges, and oil. I feel like I am part of the Harley Marine family. To be honest, I quite enjoy working for and being a viable part of Harley Marine, because after all, we all are!

1st Place

Captain Beattie Hendricks, Starlight Marine Services

Harley Marine Day

What else is there to say!
We started small some 20 years ago today.
Towing barges then tugging on ships,
Other companies hoping you would cash in your chips.
Slowly making ripples which turned into waves,
All the way from Alaska, Seattle, down to L.A.
Going strong and building steam,
Oh look, another Harley Barge pumping fuel midstream.
As the Harley Family grows and grows,
How far will it go, nobody knows.
Just remember, as you look up at the twinkling stars tonight,
The future of Harley Marine is ever so bright.

2nd Place

Katlyn Prophet, 11 years old

Appreciation for Harley Marine

Harley Marine, I appreciate you,
You started out small and
Grew and grew.

You've donated a lot to research a cure,
For Cystic Fibrosis that's
Bad for sure.

And here you are
20 years old!
With lots of respect
And successful, and bold.

So break out the hot dogs
And hamburgers galore!
'Cause you'll stay for 20 and 30 years more.

3rd Place

Captain Bud Carley, Olympic Tug & Barge

It was 0120 in the morning. Who could be so cruel? I was sound asleep when the stateroom door opened and all I could make out was "get up. 2 minutes". I heard the main engines start and people scrambling around so I knew something must be wrong. "2 minutes". What does that mean? We were on the tug Alyssa Ann with the barge Norton and were tied up to the West Seattle mooring buoys. It was August 3, 1997 and I had only worked for Harley for 10 days. I had been working on coastal freighters for the past 15 years, spending most of my time on a boat in Alaska. I had gotten married to my wife Randi the previous year and we decided that we'd like to start a family, and that didn't include going back to Alaska. I wanted to work in Puget Sound and Harley was kind enough to take a chance with me and it's a good thing he did, otherwise I wouldn't be up at 0120 in the morning in a frantic search for my pants. I finally went out into the hallway and by this time we were underway without our barge. I saw the Capt. and again he said "they're 2 minutes apart" and I asked "what are you talking about?" and he replied "your wife, she's in labor and her contractions are 2 minutes apart!"

I am a sailor and unfortunately I cannot relay the words that came out of my mouth after that but the crew had me off the boat at pier 23 Seattle at 0150 and I arrived at the hospital the same time as my wife. At 0802 my son Brendan was born. We now have a daughter Olivia and I was also fortunate enough to be off the boat for her birth. I can't imagine how I would have felt if I had been stuck on a boat in Alaska when my children were born. Harley Marine has given me an opportunity to remain in the marine industry and be close to my family at the same time.

About 9 months after my son was born I had an incident after which I found myself sitting in Harley's office. I will never forget him saying, "I don't know what's going to happen for you in the future but I promise you one thing, I promise I'll be fair". Well Harley you kept your promise and I hope I have repaid you with the hard work and dedication you deserve, thanks.

October Birthdays

Happy Birthday to all of You!

Birthstone – Opal
Flower – Calendula

Harley Marine Services

Don Meberg – 4th
Jim Flies – 24th
Pete Hofmann – 28th

Millennium Maritime

Robert Shaw – 29th

Olympic Tug & Barge

Sean Whyte – 4th
John Walker – 6th

Daniel McGrath – 7th

Jeff Rickard – 7th

Doug Liedberg – 8th

Dale Dougherty – 9th

Daniel Corkery – 11th

Alexander LaVielle – 12th

Guy Larsen – 12th

Charles Collins Jr. – 14th

Donald Vakulich – 14th

James Heckathorn – 16th

Brian Moore – 21st

Pacific Coast Maritime

Jonathan Walden – 16th

Pacific Terminal Services

Gary Bucknum – 30th

Public Service Marine

David Bean – 4th

Gordon Smith – 18th

Sterling Jones – 30th

Starlight Marine Services

Samuel D'Aloisio – 2nd

Dave Gore – 9th

Jonathan Mendes – 17th

Christopher Royeton – 18th

Westoil Marine Services

John Bearden – 2nd

Salvatore Del Fine – 6th

Chris Palma – 12th

Stephen Silkotch – 12th

Marc Delgadillo – 16th

Thomas Matlock – 17th

Usvaldo Romero – 18th

Ronald Mason – 19th

Don Mander – 23rd

Brent Fitzgerald – 24th

Raul Hernandez – 24th

Bryan Thebodeau – 27th

Louis Randazzo – 30th

A Word of Thanks...

I have had great privilege in getting to know you the last 10 years of my life. I never would have thought that I would pursue a business career. In the last 10 years, I got to know a little about what type of business you ran. I made up my mind two years ago when I started to work for you. I have gotten to know you and your family very well and I am happy that I am a part of it. I wanted to thank you for giving me the opportunity to work for you and show you the energy, determination, and persistence that I have in accomplishing anything I put my mind to.

Now that I have worked by your side these last two years, I have been overwhelmed by the rapid growth rate this company has taken. I am very proud of you and your accomplishments in the last 20 years and I hope to continue to be by your side and keep this business growing as it expands to gain more market share. With that being said, thank you and I wish you best now and always. This company has a bright future ahead and I hope to be a part of it.

Sincerely,
Frank Fagoaga
Harley Marine Services

Harley,
Thank you very much for all you have done for us. We are all proud to be part of your team. The calibration / picnic was a great success. Congratulations and thank you again from your Portland crews.

J. Bryon Fletcher
Portland Manager
Olympic Tug & Barge

Harley,

We had a great Harley Marine Barbeque! It was nice to meet the employee's spouses and families. The food was terrific. The winning submissions were posted for all to view and Deborah delivered a heartfelt speech to all. To finish the afternoon we all enjoyed a chocolate cake that said "Happy Harley Marine Day". Everyone had fun.

Harley, this company is special because of you. Thanks for all of your hard work and your generosity. I am proud to be a part of Harley Marine Services.

Tina Schaffer
Public Service Marine

Pictures of the Harley Marine BBQ



Near Miss

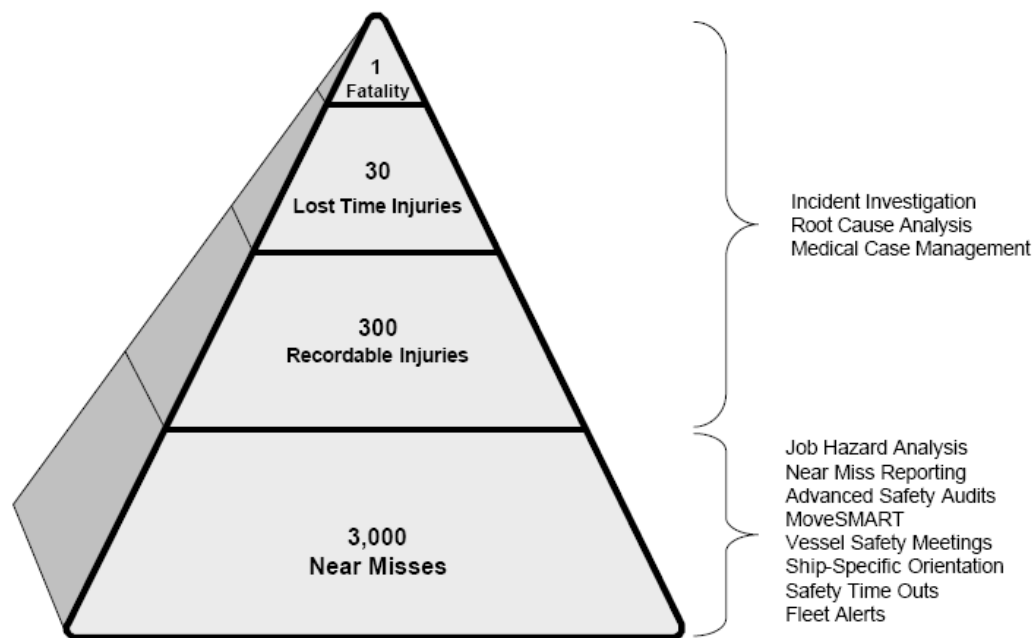
Definition: An opportunity to improve safety practice based on a condition, or an incident, with potential for more serious consequence.

Near misses are opportunities that should be seized, and if the underlying hazard is quickly identified and remedied, the likelihood of the event recurring is either greatly reduced or eliminated. If not identified, disclosed and properly managed the incident will likely soon be forgotten and the latent potential for damage will remain.

In this definition an “incident” or “condition” is anything that a witness views worthy to address to eliminate a potential to cause harm. Note by this definition a wide variety of occurrences are defined as near-misses. These include:

- Unsafe conditions
- Unsafe behavior
- Minor accidents/Injuries that had potential to be more serious
- Events where injury could have occurred but did not
- Events where property damage resulted
- Events where a safety barrier was challenged
- Events where potential environmental damage could result

The following is a well-known safety pyramid. Near-misses, which constitute the base of the pyramid, occur much more frequently than more serious accidents. They are smaller in scale, relatively easier to analyze and investigate, and can be resolved more quickly. Usually each major accident can be linked to a number of incidents that happened earlier. Therefore, by addressing these early warning signs effectively, large and expensive or really dangerous accidents can be avoided.



Feedback from others who have implemented a program like this is that there is fear of repercussions from reporting Near-Misses. So here is the policy up front: Provided a cardinal rule has not been broken and no damage done, disciplinary action will NOT be taken.

Near-Miss reports will be taken in any format you wish to provide them:

- HMS Incident Report Form
- Hand Written Note
- E-Mail (george_clark@harleymarine.com)
- Telephone call
- Anonymous notes will be accepted but they make it really hard to provide any meaningful feedback.

Near-Miss reports can involve equipment, personnel, contractors, vendors, other company personnel; anything that might have an adverse impact on our safety and safe operations. I look forward to hearing from you.

October Holidays

- 9th – Columbus Day
- 29th – Daylight Savings Time Ends
- 31st – Halloween



**Photographer Jan Tiura
Exhibit & Wine Tasting!**

Featuring “The Heart of the Bay”
Thursday, October 19th
5:30 – 7:30 PM

At the World Trade Club
One Ferry Plaza
San Francisco, CA

Members & Non-members \$15
Reservations 415-981-1234 or worldtradeclub.org

Harley Marine Services
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