

Soundings

Safe ♦ Responsible ♦ Reliable ♦ Efficient

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Fleet Week 2006 October 7, 2006 San Francisco, California

Starlight Marine Services hosted several Bay Area customers onboard their Tractor Tug Millennium Falcon on Saturday, October 7th during Fleet Week. Since 1981, San Francisco Fleet Week has been an annual opportunity for Northern Californians to honor the men and women serving in the United States Navy, Coast Guard and Marines.

Guests onboard enjoyed the Fleet Week Festivities firsthand, including the Red Bull Air Race and the Blue Angels Air Show.

Captain Daniel Bridgman piloted the tug under the Golden Gate Bridge for a great photo opportunity for all the guests and alongside the San Francisco Waterfront for a front row viewing of the Blue Angels air show.

The Blue Angels soared above the tug, so close that many times it felt like you could reach out and touch them. The noise was thunderous



Blue Angels flying high above San Francisco.

and powerful, and the choreographed flight demonstration was thrilling.

Thank you to all of those that made this fleet week unforgettable.

For more information and pictures visit our website, www.harleymarine.com.

THUMBS UP

- Thank you Dan Corkery for taking all the pictures at the Nancy Jo Christening.
- Thank you to EVERYONE at Westoil and Millennium for all of your hard work over the last month. We have had a very busy month and you have all worked extremely hard to make it happen. Thank you!
- Thanks to the crew of the Millennium Star and Gyrfalcon for their professional swap out of vessels in Dutch Harbor.

Nancy Jo Christening October 13, 2006 Portland, Oregon

On October 13th, Olympic Tug & Barge christened the double-hull tank barge "Nancy Jo" in Portland.

The barge was respectfully named after Nancy Jo Jahn, late wife of Captain Max Jahn. Nancy battled cancer for many years and succumbed to the vicious disease in April 2006. The barge was named after her to honor her life and to be a legacy for her family.

Father Richard Thompson christened the barge, blessing it for longevity, prosperity, and protection and safety of its crew.

The Christening ended with a reception at Max's home where his friends and family gathered to celebrate the life Nancy lived.

I would like to thank the crew in the OTB Port-



Captain Max Jahn Christening the Nancy Jo.

land office for all of their help during the planning and preparation for the Christening.

For more information and pictures visit our website, www.harleymarine.com.

NOVEMBER

HOLIDAYS:

- 7th—Election Day
- 11th—Veterans Day
- 23rd—Thanksgiving (company Holiday)
- 24th—(company Holiday)

November Anniversaries

Harley Marine Services

Deborah Franco—1 year

Millennium Maritime

Grant Hedley—5 years

Olympic Tug & Barge

Daniel Colvin—3 years

Ahmet Gumusyazici—1 year

Mike Harley—7 years

Brian Healy—1 year

Max Jahn—11 years

Marek Kaszewicz—2 years

Kristopher Laakso—3 years

Douglas Liedberg—1 year

Ron Rustad—7 years

Donald Vakulich—11 years

Pacific Coast Maritime

Ben Latham—19 years

Pacific Terminal Services

Gary Bucknum—14 years

Public Service Marine

Dean Draper—9 years

Carl Fessler—4 years

Westoil Marine Services

Mario Amalfitano—7 years

Robert Brennan—1 year

Michael Castagnola—1 year

Marcus Magana—5 years

Robert Marshall—1 year

Carlo Orlando—7 years

Bryan Thebodeau—1 year

Dear Readers,

I would like to apologize for missing some of your anniversaries over the past months. We had an error in our reporting system that I gather your anniversaries from. The problem has been resolved, and it should not happen in the future. If your anniversary was one that I missed...Happy late Anniversary.

Stephanie Wright, Editor

Tournament Champions

San Francisco Blue & Gray
Golf Classic

Thursday, October 5, 2006

Players from left to right:
Harley Franco, Lauren
Ranes, Joseph Tabisola
(Quay Cruise Agencies), KJ
Hauge (Barwil Agencies)



Pacific Coast Maritime Gyrfalcon Returns "Home"

The Gyrfalcon returned to Dutch Harbor on October 17th after being in Seattle for several months.

The Gyrfalcon was returned to Seattle last April to make repairs to the startboard drive unit. While in the drydock the vessel also had renewal of bottom paint, zincs, and 5 year ABS inspection performed. In addition, a lot of modifications were made to the vessel while it was in Seattle. The most major modification was the installation of a bow winch built by Markey Machine Works. Several other modifications to the vessel were made to the hydraulic systems, electronics, deck hatches, fendering, etc. In between the dry docking in April and the installation of the bow winch in September, the Gyrfalcon was used in Puget Sound performing work for OTB.

We at PCM owe a lot of thanks and kudos to Gregg Nelsen, Adam Goodfellow, Guy Larsen and Steve Springman who were all instrumental in completing all of the work to the Gyrfalcon. Thanks are also due to Captain Garri Ferguson and his crews for delivering the Millennium Star to/from Dutch Harbor for the interim period and for the same on the Gyrfalcon.



Millennium Star and Gyrfalcon in Dutch Harbor.



Millennium Star departing Dutch Harbor, AK with HML-240-2 in tow to Akutan, AK.

What's Your Intent

By: George Clark, HSE

ALL of you are honestly concerned with the safety of your employees. Each of you works diligently to *reduce* the number of injuries. However, there always seems to be a certain level of injuries that are considered 'just acceptable'. Why is that? Why is that okay?

I am certain, that there is not one of you who looks at an applicant or new shipmate during their interview or on their day of hire and says to them, "You will be working in a 'dangerous place' and you should 'expect' to be injured while working for us and in fact there is a chance you will even be permanently disabled." If a manager or supervisor introduced himself or herself to a new employee like this, I would bet the applicant would walk out the door, turning down the job. They would assume that the company did not put safety and importance of their employees high enough on the priority list....that only profits and production mattered.

In the movie "*Apollo 13*", Commander Jim Lovell was working to save his crew from several severe problems that surfaced on their space flight to land on the Moon. During one scene, Apollo 13 was in the process of traveling around the Moon, and the crew was looking at the beautiful scapes of the Moon. The Commander, played by Tom Hanks, looked at them and said "Gentlemen, what's your intent? I want to go home, and there is lots of work to do." The Commander wanted to go home safely to his family and as the leader he made that a priority and a priority of his crew.

Here on Earth, we have hundreds of crews working hard each day. While each may have a different goal, such as trying to build the best barge or ship, transferring bunker fuel or crude oil, assisting a ship to a dock or escorting a loaded tanker into port. No matter the industry or the task, no worker has walked in the office or onboard a vessel in the morning saying, "This is the day....this is the day, I will be disabled by an injury, and for weeks I be in pain and unable to work or join in on my family's activities."

Each employee and crewmember has a different attitude, a different attention to personal safety, skill level and general make-up. Each person brings a different behavior to work and to their job. Whether it is one of the mentioned challenges or other obstacles, I have never personally met one that *planned* to be injured.

We interview and hire each and every employee. While they come to work from different walks of life, it is our job to instill solid behaviors, habits, expectations and work processes to make sure working safely is what they do as a part of their job each and every day, on every task so they are not injured on your watch.

So..... "What's Your Intent?" Is your intent to reduce the number of worker injuries? "We'll just injure 6 this month, that'll be better than last month." Or is your intent to stop injuries from occurring, so that you keep skilled people on the job, efficiently doing their work and going home uninjured to their families after every shift?

I remember an old Dilbert cartoon that showed a sign stating, "Safety Goal: Our Goal for this year is XX injuries." Dilbert looked at this sign and commented, "We will have to injure 2 more people to make the goal."

Each of us will achieve the level of safety we demonstrate we want to achieve. We have to believe that:

- Every incident can be avoided
- No job is worth getting hurt for
- Every job will be done safely
- Hazards can be managed
- Safety is a responsibility shared by everyone

What goal will you set for your company?

"....What Is Your Intent?"

Jan Tiura The Captain, The Artist

Jan Tiura has been part of the Harley Marine family for years, playing an integral part in Starlight operations since its inception. A USCG Master's license captain, Jan has successfully navigated our fleet through the thick fogs, strong winds, and challenging currents of San Francisco Bay. More interesting, however, is how she has managed to successfully navigate herself into a male dominated industry in pursuit of two passions, sailing and photography.

Capt. Tiura's ability to synthesize her work on tug boats with her work as a marine photographer is indicative of her free spirit, diverse interests, and inherent talents. On October 19th, her work debuted in an exhibition appropriately named, "Heart of the Bay", at the World Trade Club in San Francisco. It was a remarkable nautical venue amplified by Tiura's collection of illuminating work. The Starlight office attended the event to support Jan; upon arriving, our eyes were greeted with pieces that exemplified her gift of capturing light and color, her eye for natural beauty, appreciation of the industry, and her unique maritime perspective.

As witnessed at the event, Jan's innovation has been dually noted by both the maritime com-

munity as well as Bay Area art enthusiasts; she has even transcended into the national photography arena; her work may some day grace the pages of Sunset Magazine!

I implore everyone to visit Jan's website, www.phototiura.com, to view her exquisite collection and read her biography. I think you will find her work and philosophy a testament to the beauty of our industry and the individual.

Lauren Raney, SMS

Interesting Facts of Captain Tiura's history:

- 2006 marks Jan Tiura's 30th year working aboard tugboats
- When she finally broke into the all-male ranks of tugboat crew, Tiura started out as a deckhand, and then quickly rose through the ranks to become the first woman tugboat captain on San Francisco Bay.



Pictured Above from left to right: Chris Swan, Lora Lessard, Captain Jan Tiura, Lauren Raney, and Tim Kline

November Birthdays

Harley Marine

Leslee Flynn—12th

Millennium Maritime

Donald Shundo—3rd

Olympic Tug & Barge

Ron Ericksen—1st

Allen Hall—2nd

Ron Echeverio—6th

Steve Springman—17th

Adam Churchill—21st

Ron Gray—29th

Ben Lussier—30th

Pacific Coast Maritime

Troy Lynch—8th

Chris Starkenburg—23rd

Starlight Marine Services

Alan Ryan—15th

Westoil Marine Services

William Smith—1st

Tony Danelo—11th

Nunzio D'Orio—14th

Marcus Magana—14th

Gregory Kuglis—20th

"Studies show the average motorist in Los Angeles County spends 93 hours stuck in traffic annually."

Source: Long Beach Press Telegram

<http://www.presstelegram.com/>

Cooking with the Captain
Captain Chris Starkenburg, Gyrfalcon—PCM

Spicy Apple Pork Loin Roast

Ingredients:

2 Fuji Apples
 1/4 cup lemon juice
 3/4 cup water
 1/4 cup olive oil
 6-7 pounds of Boneless Pork Loin
 1 tablespoon Kosher Salt
 1/2 tablespoon fresh cracked pepper
 1 1/2 teaspoon ground cayenne pepper
 1 12oz. bottle of Honey Dijon Mustard
 2/3 cup brown sugar
 1/3 cup honey

Directions:

Peel, core and slice the apples in 1/2 moon shapes. Mix the lemon juice and water together in a bowl and place the sliced apples in the lemon water so that they do not turn brown.

Lightly coat a foiled or non-stick baking sheet with 1/4 cup of olive oil. Dust both sides of the Pork Loin with Kosher Salt and pepper. Place loin fat side up and lightly sprinkle with cayenne pepper. Squeeze a generous coating of Honey Dijon Mustard on top of the pork loin, then sprinkle with 1/3 cup brown sugar. Gently place the drained apple slices on top of the loin, starting from the ends working to the center of the loin (like fish scales) then make a small circle of apples in the middle to completely cover the pork loin. Squeeze more of the Honey Dijon Mustard on top and drizzle 1/3 cup of honey evenly over the top. Sprinkle the top of the loin with the remaining 1/3 cup of brown sugar. (As shown in the picture to the right).

Place the prepared Pork Loin in a preheated 400°F oven on the middle rack for 20-25 minutes, this will sear the Pork Loin. Then reduce the heat to 300°F and cook for another 25 minutes. Baste the Pork Loin with the pan juices and sprinkle brown sugar on top, and continue to bake for approximately 25 more minutes or until the internal temperature reaches 155°-160°F. Remove from the oven and let stand for at least 10-12 minute before slicing.

Cook time is approximately 1 1/2 hours ♦ Serves 8-10 people





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*Safe, Responsible,
Reliable, Efficient*



Dear Olympic Tug & Barge crew members,

I wanted to take a brief moment on my one year anniversary to thank each and every one of you for a fantastic 1st year! Obviously, moving cross country into the great unknown was both exciting and nerve racking. From the bottom of my heart, I want to thank the company and every one of its employees for allowing me to adapt to a different branch of the Tug and Barge industry while also allowing my family to get acclimated, and most importantly, being 'at home' and being happy. It has been an absolute pleasure to deal with the Boat crews and Tankerman. This business, like life, is about give and take. I honestly believe that I could share a story about each and every Boat crew member and shore side Tankerman that would be an excellent example of what makes my job so great. In the past year I have seen some pretty significant changes in personnel, contracts, and even the look of the Harley Marine Headquarters. Just as Kurt Zaverson worked with me so that he would be the dispatcher getting calls at 2 a.m. while I was with my family as we anxiously awaited our newest addition, Aidan, to the family last week.....I see the Boat crews and Tankerman doing the same. Although things often are easier in Black and White, the reality is that life is not. Being successful and being happy can go hand in hand if everyone truly feels that they are a moving part and viable teammate to their surrounding co-workers. Thanks again for all the Teamwork we've done *together*. I am an athlete at heart and I see many of the same principles that make a successful team in full force and function here at Olympic Tug & Barge and I am proud to be on such a great team.

Brian Healy

Port gets high mark on Delta Barge idea

By: Paul T. Rosynsky, Staff Writer, Oakland Tribune

Article Last updated: October 29, 2006

OAKLAND — A Port of Oakland plan to replace as many as 400 trucks on Interstate 80 with a couple of huge barges that would transport cargo on the Delta to Sacramento has merit, but only with the support of taxpayers and the maritime industry.

Nevertheless, using barges to transport goods from the shores of San Francisco Bay to the state's center would be an innovative solution to growing state concerns over pollution, traffic congestion and port capacity, the study found.

And it gives credence to the Oakland port's decision last year to take control of the struggling inland Port of Sacramento to help ease con-

gestion on its own docks.

The cornerstone of the system would be two, newly constructed barges designed specifically for this plan.

Each barge would be able to carry just over 200 containers, to be stacked atop each other, much like on the rail cars that roll through Jack London Square every day.

Creating the unique barge would be the program's most expensive cost, the study found. Each barge would cost about \$34 million, the study estimated.

If the ports can collect \$34 million in government funds and do enough business to keep the barges full, the

charge for shipping a container by barge would be the same as by truck, the study states.

And, if used to capacity, the system could take more than 400 trucks off Interstate 80, reducing congestion and the need for new highways or widening projects.

Although the barge would turn the two-hour truck trip from Oakland to Sacramento into a 10-hour journey, it still could result in shipments getting to their final destinations faster.

This is just a section of the article, to read the full story please visit the Oakland Tribune Online at http://www.insidebayarea.com/search/ci_4570683.