

# Soundings

Safe ♦ Responsible ♦ Reliable ♦ Efficient

DECEMBER 2007

*To my fellow team mates at Harley Marine Services:*

*Your generosity and appreciation for each other during Co-Worker Appreciation Week really heartens me. I was informed that during the week we raised just under a \$1,000 by buying appreciation lei's for each other. The money raised will be donated to the fire victims of California and the Cystic Fibrosis Foundation. I am proud of your enthusiasm, generosity and all of the things that each and every one of you do every day at HMS. Therefore, I would like to match your generous donation with six \$200 donations to the local food banks in the regions that we operate. A check has been sent to local food banks in Dutch Harbor, Seattle, Portland, San Francisco, Los Angeles and New York IN YOUR HONOR!!! Thank You all in making the Holidays just a little bit better for others.*

*In addition, as some of you may know, we have a Thanksgiving tradition at Harley Marine Services that has been going strong for twenty years. Traditionally I have given all employees a Thanksgiving turkey (gift certificate) to help you celebrate with your families and friends.*

*Keep up the good work, you can and do make a difference.*

*Happy Holidays!*

*Harley Franco*

*Chairman*

## DECEMBER

### HOLIDAYS

HANUKKAH—5TH—12TH

CHRISTMAS EVE—24TH

CHRISTMAS DAY—25TH

### HMS OFFICES CLOSED:

TUESDAY, DEC. 25TH

### THUMBS UP

- *Thumbs up to Jonathan Mendes for getting the Starlight Marine office moved in to our new location. He put in a lot of hours and effort for this to happen. Thanks, Tom Larsen*
- *Thumbs up to the crew members that deployed and inspected the oil booms on the Cypress L and Olympic L. Employees Joey Blanks, Anthony Myers, John, Geusseppi LoGrande, John Stanley, Nells Gorne, Thomas Greppo all participated in the inspection. Both barges have the boom rolled on the reels and they are looking good !! Thanks, Doug Montgomery*

## LOVEL BRIERE LAUNCHING AND CHRISTENING

On November 15, 2007 the double hull oil barge, Lovel Briere, was launched at Zidell Marine in Portland, Oregon. Employees of both Harley Marine and Zidell celebrated the launch with local vendors, clients, ConocoPhillips and family of Mr. Lovel Briere. Guests were welcomed by the staff of Zidell Marine and festivities commenced with speeches from Jay Zidell, Harley Franco, Tim Quigg and Rosie Mathews, the daughter of Mr. Lovel Briere. The barge was blessed by Father Jim Gallagher of the Congregation of Holy Cross.



The barge was named after a dear friend of Mr. Franco who was a long time supporter of Cystic Fibrosis and other honorable charities. Mr. Briere lost three children to cystic fibrosis: Theresa in 1974 at age 6, Ben in 1983 at age 10 and Bernie in 2000 at age 21. Cystic fibrosis brought intense pain and suffering to the Briere family and consequently Lovel dedicated his remaining days to help support finding a cure for cystic fibrosis. Taken from an excerpt from his obituary, the below paragraph will give you just a brief description of Mr. Briere and why we are honored to name a barge after him.



“Lovel's lifelong career of volunteering and community service began at a very early age by shoveling snow for neighbors and continued for the rest of his life. Some of his many accomplishments

include: He was one of the founding families of Holy Family School, recipient of Holy Family School's "Humanitarian Award," (later renamed "Lovel Briere Distinguished Humanitarian Award"), recipient of the Knights of Columbus Washington State and International Family of the Year Awards for his service to the Catholic Church, recipient of the "Salvation Army Volunteer of the Year Award" (later renamed "Lovel Briere Salvation Army Volunteer of the Year Award"), founder of the Bernie Tourney, a golf tournament to raise funds for Catholic education, Smokey the Bear in the pet parade for 36 years, softball and basketball coach, actively involved in the Respect for Life movement, started the Veteran's Appreciation Dinner to honor vets, a member of the Victorious Missionaries to provide spiritual support for persons with disabilities and their family and friends, ran the concession stand at St. Martin's University donating his paycheck to the Bernie Briere scholarship fund, member of Holy Name Society, member and past district deputy and Grand Knight for the Knights of Columbus (Father Nicholas Rausch OSB Council #1643), 2006 Capital Lakefair Grand Parade Marshal, Tree of Life member for blood donation over 200 times, and active fundraiser for the Cystic Fibrosis Foundation to bring awareness and some day a cure for the disease that took the life of three of his children.”

*(continued on next page)*

During Mrs. Mathews speech she shared with the guests the below list of “Important Barge Stuff” written by the kindergarten students in the class that she teaches.

Mrs. Mathews Kindergarten Class of Important Barge Stuff

- 1) Always be safe when you are traveling.
- 2) Always wear a life jacket.
- 3) Bring binoculars with you so you can watch for dangerous stuff in the water. You can also do some bird watching.
- 4) Watch out for sharks!
- 5) Watch out for scuba divers so you don't hurt them.
- 6) Watch out for rocks and turn if you see one because they could break the boat right in half. Everyone would get hurt.
- 7) Don't ever fight on the barge.
- 8) NEVER push someone over the side of the barge.
- 9) If you spill a little bit of oil on your hands, don't worry about it, you can just wash it off.
- 10) If you spill oil in the sea, be sure to clean it up right away so the animals don't get hurt.
- 11) Always say a prayer and the Pledge of Allegiance before you go out on the ship.
- 12) The barge is really cool and pretty.
- 13) You should clean the boat with a hose and a wash cloth after every trip to keep it clean.
- 14) It was a good idea to name the boat after Mrs. Mathews' dad. The name fits the boat perfect. It got picked from someone really nice. It got picked from a Super Hero.
- 15) Thank you for helping people who are sick. You are really good people to take care of people with a disease.
- 16) You will always be safe because God is in Heaven watching over you.



The Christening ended with a splash as the barge slid proudly down the launching ways and into the Wilamette River. The barge will enter the Harley Marine Fleet and begin working along the U.S. West Coast for ConocoPhillips.

Thank you to everyone at Zidell, ConocoPhillips and Harley Marine for all of their work and dedication throughout the build and now the life of the Lovel Briere.

Lovel Briere ♦ Double Hull Oil Barge ♦ Capacity - 50,000 bbls. ♦ 286 ft. LOA ♦ 78 ft. Beam

## COMPANY NEW HIRES

### Harley Marine NY

Jean Cannon, Office Administrator

Tony Terrell, Tankerman

Michael Villela, Deckhand

### Olympic Tug & Barge

James Herndon, Captain

Eric Nickels, Deckhand

Thomas Seward, Deckhand

*Welcome to the Harley Marine team,  
good luck with your new career!*

### Westoil Marine Services

Amando Gamboa, Painter

## Gyr Falcon Promotions

When Ben Latham accepted the Port Engineer position at Olympic Tug and Barge, it provided the opportunity for Pacific Coast Maritime to promote from within its ranks. The following PCM personnel have taken on new positions:

Troy Lynch will become the Chief Engineer replacing Ben's position. Troy has been with PCM for three years as the Deckhand Engineer/Crane Operator. This position is basically the assistant engineer position on the Gyr Falcon when not operating the crane. Troy has completed a course of (take out of) study for his QMED endorsement and will be taking the USCG test to have this endorsement put on his MMD. Troy presently is on the Gyr Falcon finishing his previous position and is working with Mark Hurst, his counterpart, to get him fully up to speed prior to Mark's departure (is Mark terming or just finishing his rotation?) on December 17. Troy will be pulling a very long tour of duty but he is up to the challenge.

Paul Cagle will become the Deckhand Engineer/Crane Operator. Paul started with PCM nearly three years ago as a Cook/Deckhand and progressed to the AB Deckhand position this year when Travis McGrath was promoted to Chief Mate. Paul does not have experience in operating this crane so he will be in training under the other operators we have on board. Both of the Chief Engineers are qualified operators and will be working with Paul with his training in this new position.

Dennis Pinfold will replace Paul as the AB Deckhand. Dennis started with PCM in May of this year as a Cook/Deckhand and has completed two tours of duty in this position. He has acquired sufficient sea time and will be testing for his AB endorsement to his MMD while at home this next time.

We welcome aboard Curtis Garrison who has accepted the position of Cook/Deckhand. Curtis will report aboard the Gyr Falcon on December 16.

Troy, Paul, & Dennis have all shown the qualities that we seek to have in good employees. I am pleased to be able to move them into their new positions.

Jim Weimer

## December Anniversaries

### **Harley Marine Services**

*Gregg Nelsen—14 years*

### **Harley Marine NY**

*Richard Benoit—1 year*

*Corey Harris—1 year*

*Raymond Keevins—1 year*

### **Millennium Maritime**

*John Ramsden—4 years*

*Matthew Hathaway—3 years*

### **Olympic Tug & Barge**

*Kurt Zaverson—20 years*

*Ron Winterfeld—6 years*

*Guy Larsen—4 years*

*Nathan Griffin—2 years*

*John Munson—2 years*

*Koby Otterbach—2 years*

*Gary St. Luise—2 years*

*Shane Bonnin—1 year*

*William Ford—1 year*

*Joseph Miranda—1 year*

*Marshall Oatman—1 year*

*Thomas Plucinski Jr.—1 year*

### **Public Service Marine**

*Ian Fox—1 year*

### **Pacific Terminal Services**

*Tracy Wild—7 years*

### **Starlight Marine Services**

*Hal Eltzroth II—2 years*

*Michael Limon—2 years*

*Chris Ramos—2 years*

*Eric Liedberg—1 year*

### **Westoil Marine Services**

*Brian Janson—11 years*

*Andre Nault—1 year*

**Happy Anniversary!**

Q - Factor by Captain Jim Caspers

Director of Quality Systems

Harley Marine Services, Inc.

## Emergency Drills

Emergency drills are one of the most important duties aboard any vessel. Through “the industry” you will find many who heavily invest in drills, some with minimum effort and those who log non-existent drills. Marine accident case studies reveal those who did not take drills, training and familiarization seriously. This mindset not only hampers emergency response but likely weighs-in as an accident causal factor. Complacency, fatigue and lack of time lead some captains to make drills an afterthought rather than a high priority.

Drill scenarios should always be conducted in as realistic way as possible. This prepares the emergency responders to react properly when a real shipboard emergency occurs. A well known fact is; you will react in a real emergency just like you did in drills. Should you take shortcuts in a drill you will do the same under the pressures of a real event.

Drills are a way of gaining experience. Quality drills give seamen a “been there, done that” feeling, helping them avoid shock, panic and mental lapses associated with emergencies. Inexperience is generally a major contributing factor in the error chain leading to an accident as well as actions that follow. These actions are often the difference between life or death and even loss of the ship.

Be proactive! Be professional! Plan, practice, prepare, and of course; DRILL, DRILL, DRILL!

Should you have any questions, feel free to contact me. See you on the water!

### QSMS - Q & A

**How often should fire drills be held?** At least weekly

**Does that mean for each tug or crew?** Every crew should do a fire drill each week they are aboard

**What are some other emergency drills?** Abandon Ship, Rescue, Oil Spill, Security, Damage Control, etc.

**Where do I find my emergency duties and actions?** On the “Station Bill”



**Boom Deployment Drill  
in Los Angeles**

Several of our LA/LB employees participated in a boom deployment drill with MSRC. The training exercise was performed on the lay barge in front of the Southern California office.

**Starlight Marine Services**

- Ryan Tom—18th
- Michael Link—24th
- Jan Tiura—29th

**Westoil Marine Services**

- Carlo Orlando—12th
- Joshua Bobic—12th
- Jason Rittgers—19th
- Mario Amalfitano—22nd
- Johni Komisak—22nd
- Salvatore Manzella—22nd
- Randy Atwood—26th

**December Birthdays**  
**Birthstone:** Blue Topaz or Turquoise  
**Flower:** Nacissus

**Harley Marine Services**  
 Christine Mershon—16th

**Harley Marine NY**

- Marco Velez—7th
- Kevin Kelly—9th
- Jess Canterbury—17th
- Rexford Nunemaker—19th

**Millennium Maritime**

- Marco Vuoso—4th
- Mishael Romero—8th
- Scott Walker—8th
- Josiah Layfield—20th

**Olympic Tug & Barge**

- Russell Holmes—4th
- John Kochis—5th
- David Ferguson—7th
- Mark Weir—9th
- Todd Johnston—15th
- Brett Nelson—15th
- Steve Ybarra—16th
- Greg Coleman—19th
- Jason Hendrickson—19th
- Greg Horton—19th
- Alvin Bayer—20th
- Eric Chisman—26th
- Brent Starheim—30th

**Pacific Coast Maritime**

- Jim Weimer—6th
- Travis McGrath—10th

**Pacific Terminal Services**

- Tina Garrett—10th
- Bruce Stanearth—15th
- Mark Flower—25th

**Public Service Marine**

- Anthony Green—14th
- Gabriel Cleope—15th
- Carl Fessler—27th

## **Professor Payroll Check Your Withholding**

The IRS requires employers to send a reminder to all employees by December 1<sup>st</sup> that they should check their W-4 tax withholding. While that may seem to be a bit too late for 2007 wages and a bit too early for 2008 , it's never a bad time to take a look at your withholding allowances. You should try to have your withholding match your actual tax liability. If not enough tax is withheld, you will owe tax at the end of the year and may have to pay interest and penalty. If too much tax is withheld, you will lose the use of that money until you get your refund.

Always check your withholding when you have a major personal or financial change in your life. Marriage, divorce, birth or adoption of a child, purchase of a new home, and loss of an exemption are lifestyle changes that can impact your tax liability. Financial changes can relate to a spouse starting or stopping a job, or if you receive interest income or dividends. You may have events that increase or decrease your itemized deductions such as medical expenses, gifts to charity, or education credits.

What if not enough tax is being withheld? You can decrease the number of allowances you claim (W-4 line 5) or you can request that an additional amount be withheld (W-4 Line 6).

If you received a large refund for tax year 2006 you may be having too much tax withheld. Decrease any additional amount withheld (W-4 Line 6) or increase the number of allowances you claim (W-4 Line 5). If you like getting that larger refund at the end of the year reduce your tax withholding and have the difference direct deposited to a savings account. You can distribute your take home pay into as many as three bank accounts.

For more information get a copy of IRS Publication 919 which is available at <http://www.irs.gov/>. The publication is 20 pages and includes Form W-4 and a number of worksheets that apply to a variety of tax situations. For more tax information go to the IRS home page. Click on the "Individuals" button; it's the first one on the left of the banner under the IRS headline.

Christine Mershon  
Payroll Accountant

## Safe Lifting Techniques All Workers Should Know

Using safe lifting techniques is essential for preventing sprains and strains. But there's more to safe lifting than just technique. Lifting really begins with planning the lift. This means that before lifting and carrying any object, employees should examine the load and make sure:

- The weight is stable and won't shift.
- There are no rough spots or sharp edges (if there are, they need a pair of thick gloves).
- They can handle it alone (if not, they should get help).
- They'll be able to see over the load while carrying (if not they need to use material handling equipment or make a couple of trips on foot).

Workers also need to plan the route they'll take when carrying the load. This means:

- Mapping out the easiest route, not necessarily the shortest
- Moving objects to avoid bumping into or tripping over them
- Looking for safe places to stop and rest, if necessary
- Making sure the object can be unload easily and safely at the other end

Once employees have a plan, they're ready to proceed with the lift. To keep them safe while lifting, explain the anatomy of a lift to your workers. Here's how it works: When you lift, the backbone must support your weight as well as the weight of the object you're lifting. That puts extra strain on your spine, and if you're not careful, you could suffer a painful back injury. By using proper body mechanics, however, the muscles in the back, abdomen, buttocks, and thighs all work together to support the spine and prevent injury. The secret to safe lifting is to:

1. *Assume the safe lifting position.* Stand close to the object and keep a wide stance. Keep your feet turned out and your heels down. Then squat by bending at the hips and knees. Your ears, shoulders, and hips should form a nearly straight line.
2. *Prepare to lift.* Pull the load close to your body (this reduces pressure on your back) and grasp the object firmly. Tighten your stomach muscles.
3. *Let the legs do the lifting.* Maintain the natural curves of your spine and rise up from the squatting position using your legs to power the lift. Do not bend over at the neck, shoulders, or waist as you lift.

When it's time to unload, face the spot you've chosen and lower the load slowly--again by using your legs, not your back. Simply bend your knees and lower your body with the load, keeping your back comfortably straight.

Here are some important tips to ensure safe carrying:

- Make sure you can see over the load.
- Point your feet in the direction of your move.
- Take small steps to turn your body as a single unit--don't twist.
- Hug the load.
- Stop and rest if you need to.
- Walk at a steady pace and watch where you're going.



## To the Team!

Starlight Marine has been a growing competitor on San Francisco Bay in the Ship Assist and Bunker trade for four years. Within that time, we have maintained a consistent level of progression in our ability to represent the Quality and Safety Management System that we operate by at HMS. In doing so, it is very clear that this has been a team effort both shore side and aboard the vessels. Over the past 14 months that I have been with Harley Marine, it has been my observation that there is a trend for the will to better ourselves as a team and as individuals. Not only has it been my observation, but on several different occasions it has been brought to my attention by our industry peers that our management team, dispatch, operators and crew demonstrate a level of professionalism that stretches far beyond our competitors. We are known for our talented operators supported by a professional crew. Our equipment has received numerous comments on the condition and the upkeep to maintain it. We should all be proud of that.

Putting the comments aside, there is more than just hearsay to support our reputation for having some of the “elite” mariners on San Francisco Bay. Starlight has been the home of two Captains who are now local Pilots and a third who just recently passed the exam. That being said, I would like to congratulate Captain Dan Bridgeman on his recent accomplishment. Dan scored the fourth highest on the combined modules out of over thirty applicants. He is a graduate of CMA and joined Starlight Marine three years ago as a Deck Hand/Engineer. After vigorous training, hard work and determination Dan was promoted to Captain. For the past three years Dan has maintained a solid level of productivity and has been a large contributor to the team effort to evolve Starlight Marine into what we are today. Although I never want to lose a quality teammate, there is no demerit for bettering our selves as professionals. Congratulations Dan and to everyone who is a part of this growing team. It is a pleasure to be a part of it.

Jonathan Mendes  
Port Captain  
Starlight Marine services

## November Employee of the Month

### **Wojciech Satlawa** **Olympic Tug & Barge**

Employee of the month for November is Wojciech Satlawa. Wojciech has been with the Olympic Tug & Barge since July 2005, and is currently working as an AB/Tankerman on the Millennium Star/Olympic Spirit. Over the course of his time with Olympic Tug & Barge Wojciech has never turned down any job asked of him - from traveling to Singapore to help bring the Hunter D to Seattle, to doing navy work on the Catherine Quigg; his standard reply always being "works for me". Thank you Wojciech for all the hard work you do for Olympic Tug & Barge!"

### **Adam Dalton** **Westoil Marine Services**

Westoil would like to thank Adam Dalton for all his hard work and dedication. As one of our newest scheduled tankerman, Adam has jumped aboard and shown a fantastic work ethic as well as a great loyalty to the barges. We can always count on Adam to come in and get the job done safely and efficiently. Thanks again Adam.

### **Anthony Green** **Public Service Marine**

We would like to thank Anthony Green for stepping up and giving extra help this month. He has shown his loyalty to the company and his fellow workers. Keep up the good work.

**Congratulations to all of you, keep up the good work!**



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