

# Soundings

Safe ♦ Responsible ♦ Reliable ♦ Efficient

## Harley Marine “Going Green” Update

The implementation process of the Environmental Management System Program (EMSP) has been completed. With the help of our EMSP “Green” Team, we were able to determine environmental aspects which may have significant environmental impacts throughout the HMS family of companies, as well as update and incorporate existing procedures in the Marine Operations Manual (MOM) to meet EMS standards.

Since we began our EMS Awareness Training in July, we have already received 55% of the signed quizzes back to us companywide! We have even had participation from some of our contractors. Our goal is to have 100% participation from all companies by the end of August. Here is the current breakdown:

- ♦ HMNY – 33%
- ♦ HMS – 100%
- ♦ MMI – 100%
- ♦ OTB – 43%
- ♦ PCM – 67%
- ♦ PSMI – 85%
- ♦ SMS – 59%
- ♦ WMS – 46%

During the month of August, the Tier 1 manual will be finalized; we will start to implement our Objectives and Targets to lessen our environmental footprint; and conduct our Stage 1 and Stage 2 EMS External ABS Audits at HMS Headquarters and via teleconference branch offices.

The feedback, support, commitment, and participation from all personnel to continually improve the environment in which we work, has been truly commendable.

Thank you,  
Deborah Franco  
Vice President  
HR, Quality Systems, and Administration

## THUMBS UP

- I WOULD LIKE TO GIVE A THUMBS UP TO THE SMS DISPATCH TEAM. WE HAVE NOTICED A VERY CONSISTENT CLIMB IN YOUR WORKLOAD AND YOU ARE ALWAYS READY FOR THE CHALLENGE. WITH THE NUMEROUS COMMENTS FROM INDUSTRY PEERS ON YOUR PLATINUM LEVEL OF PROFESSIONALISM AND CUSTOMER SERVICE, WE THANK YOU.  
~JONATHAN MENDES
- THUMBS UP TO MIKE COLEMAN WHO HAS TAKEN ON THE SEATTLE OTB PORT CAPTAIN POSITION. HE HAS DONE AN EXCEPTIONAL JOB IN KEEPING ALL THE BOATS CREWED AND OPERATING SAFELY AND EFFICIENTLY. GREAT JOB, SEATTLE DISPATCH.

## ***4th of July Charity Cruise in Portland***

The Tug Aries and Portland Olympic Tug & Barge crew and personnel hosted a very special Charity Cruise on the 4th of July that benefited the French American School in Portland. Auction winner, Jean Bates brought along her closest family and friends for the cruise as they viewed the fireworks show overhead.

The cruise departed from OTB's dock on the Willamette River and continued on the river until they reached the Tom McCall Waterfront Park for their front row spot to view the fireworks. As the Tug Aries and passengers aboard enjoyed their evening, OTB Tug Max Sondland and her crew was hard at work. The Max Sondland was responsible for holding one of the four fireworks barges in-between the Morrison and Hawthorne Bridges.

A safe and good time was had by all!

We would like to specifically thank the two crews working that night. The Aries crew consisted of Captain Adam Churchill, Captain Keith Anderson, Mate James Kenney, Deckhands Steve Mickelson and Caleb Sheaffer who represented Harley Marine Services professionally and admirably. Also, the crew on the Max Sondland, Captain Daniel Baumfalk, Captain Tad Galey, Captain Rone Echeverio, Deckhands Caleb Sheaffer and Hiram Hauki deserve a special thanks for operating their tug and the fireworks barge safely and professionally.



*The Crew and Passengers of the Aries before they departed.*



*The fireworks barge the Max Sondland pushed.*



*The view of the fireworks from the deck of the Aries.*

**Q - Factor by Captain Jim Caspers**  
**Director of Quality Systems**  
**Harley Marine Services, Inc.**

## **HMS Recycling Program**

One of the major components of the Harley Marine Services Environmental Management System is our recycling program. It is our intention to recycle as much as feasibly possible. Here are some examples of what we are currently recycling: used lubricating oil, oil filters, aluminum, steel, lead acid batteries, Alkaline & NiCad Batteries, plastics, glass, paper, cardboard and ink cartridges. These items are much better recycled than in a land fill, and in some cases, we are able to sell the material for remanufacture.

Each HMS Company will maintain a large recycle dumpster for storage and collection. In Seattle we are separating the aluminum cans which will be sold along with the aluminum scraps generated by the shop. Additionally, a collection box for small batteries will be maintained at every office facility. Vessel crews may leave their spent batteries at any office or shop location. Lead-acid batteries will be recycled from the maintenance shops.

Wherever possible we will purchase recycled paper and ink cartridges. In addition to recycling paper we are urging everyone to print only when necessary. The important records and forms aboard the vessels will still be printed and retained in the Tug Record Notebooks as per MOM 02-040 Attachment B.

The new Electronic Wheelhouse Log will also minimize the use of paper. We urge vessel crews to file reports using the associated electronic forms rather than hand written paper forms. Not only will you save paper but the system will be more responsive and efficient.

Aboard the vessels it is important to separate oily rags and absorbents from the used oil filters as they will be handled differently. The filters should be well drained so they can be crushed and recycled. Please remember to carefully handle used motor oil and filters in order to minimize the amount of contaminated material generated during cleanup.

Thank you for your efforts to make Harley Marine **GREEN** and protect the environment.

See you on the water!

### **QSMS - Q & A**

Should used flashlight batteries go in the garbage?

**No, batteries contain environmentally unfriendly materials and should be recycled or have proper disposal.**

Do we need to separate plastic, glass, paper, cardboard and aluminum?

**You should check with your local office to find out the expectations of the regional recycling.**

## ***The Happenings at Starlight Marine Services...***

***By: Lauren Raney***

### **“Parade of Sail” - July 23rd**

Starlight was delighted to be a part of the “San Francisco Parade of Sail” last month. The Millennium Falcon escorted the impressive M/V APL Singapore through the apex of this event. As written by one journalist: *The final vessel of the Parade was the massive APL container ship Singapore, one of the largest container ships in the world, and a daunting presence for the spectating boats dotting the Bay.* The event, serving as a glorious exhibition of our industry was a wonderful opportunity to show fellow mariners & San Francisco spectators our presence in the Bay Area. I, along with Summer Connelly, were lucky enough to board our tug for the parade. Thank you to the crew on the Falcon for the educational ride along and for a successful event!



### **“Dieter Engelmann Retires”**

After nearly 50 years of dedication to Hapag Lloyd, Dieter Engelmann will soon start a new chapter of his life, the Golden Years! On July 25<sup>th</sup>, Bo Jun and I attended a retirement celebration for our good friend and loyal customer in San Rafael. The large attendance demonstrated Dieter’s wide-held respect by the maritime community. As a little token of our appreciation for all of Dieter’s support over the years, we presented him with an HMS backpack filled with HMS apparel, wine, and an engraved clock reading, *“In recognition and sincere appreciation for continued friendship and support of Harley Marine Services”*. We will certainly miss working with Dieter; he was as genuine, fair, and loyal as they come. We hope he will join us annually for our Fleet Week excursion as our lifetime honored guest. All the best, Dieter.



*A letter from Dieter:*

*Dear Bo and Lauren,*

*After almost 50 years with Hapag-Lloyd it is time to take a break. This is my last day. New adventures are waiting. Thank you all for your support and cooperation. It was fun to work with you. All the very best for Harley Marine and for you and your families. Thank you so much for your very generous farewell presents.*

*Goodbye,*

*Dieter Engelmann*

## August Anniversaries

### **Harley Marine NY**

James Rogers—1 year

Jack Sica—1 year

### **Harley Marine Services**

Michelle Belben—1 year

Jim Flies—2 years

Scott Manley—2 years

Desiree Otsuka—3 years

Todd Prophet—11 years

### **Millennium Maritime**

Joseph Blanks—8 years

Stephen Higgins—7 years

Doug Houghton—8 years

Anthony Lobro—4 years

Gary Smith—8 years

### **Olympic Tug & Barge**

James Berge—4 years

Brandon Chafe—8 years

Scott Coleman—8 years

Chris Deicks—4 years

Joe Elton—1 year

Jack Forsyth—3 years

Ron Kallinen—3 years

Andrew O'Donnell—14 years

Ken Olson—14 years

Tim Olson—4 years

Craig Smith—1 year

Ron Starheim—13 years

Richard Middleton, Jr.—1 year

### **Pacific Coast Maritime**

Mark Hurst—10 years

Troy Lynch—4 years

### **Public Service Marine**

Mark Sanders—2 years

### **Pacific Terminal Services**

John Wild—5 years

### **Starlight Marine Services**

Frank Dignon—1 year

Albert Hendricks—3 years

Michael Price—3 years

Justin Rodgers—5 years

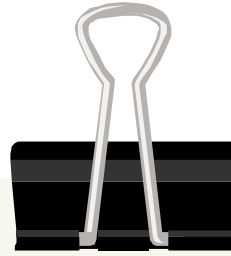
Josh Stultz—2 years

### **Westoil Marine Services**

Anthony Meyers—12 years

Marvin Munoz—2 years

John Skow—17 years



## **Special Thanks from Olympic Tug & Barge**

We would like to thank Captain Tim Hinman on the Lela Joy, Captain Brian Bamer on the Ernest Campbell and Captain Sean O'Connell on the Lucy Franco and their crews for mustering together and collectively repairing the tow wire on the Lela Joy after it was fouled on the drum. Together they managed to get the Lela Joy back in service within six hours so that they would not delay their next job. The teamwork and leadership was remarkable, you guys all deserve a special THANKS! Keep up the hard work.

## New Hires in the Month of July

### **Olympic Tug & Barge**

Rick Simpson—Deckhand / Engineer

Phillip Jordan—Shoreside Maintenance

Thomas Flies—Shoreside Maintenance

### **Pacific Coast Maritime**

Stephen Timmer—Deckhand / Cook

### **Starlight Marine Services**

Michael Rubino—Mate

Matthew Jenness—Deckhand

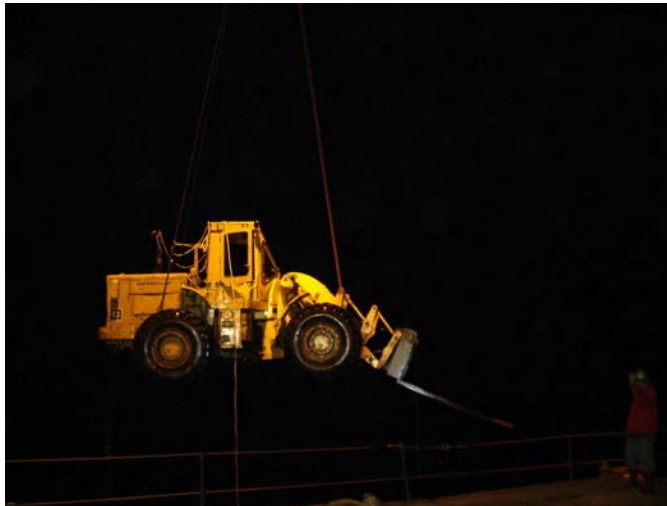
**Welcome to the TEAM!**



## ***HML 240-2 Stays Busy in Dutch Harbor***

The HML 240-2 barge, operated in Dutch Harbor by Pacific Coast Maritime does more than just take containers back and forth from the Trident Seafoods processing facility in Dutch Harbor.

The first photo on the right shows PCM rescuing a front loader that was driven off a gravel barge while the barge was pulling away from the Trident dock.



This front loader sank into 120 feet of water! Trident Seafoods hired a diver and PCM used the Manitowoc crane on board the HML 240-2 to complete the rescue.

The second photo shows PCM loading a container top pick onto the HML barge for transit to Akutan for use in the container yard there. Pacific Coast



Maritime often makes these general cargo moves using the HML 240-2 and the Gyrfalcon.

### **August Birthdays**

Birthstone: Jade / Peridot  
Flower: Gladiolus

#### ***Harley Marine NY***

Gerard Fromm—8/13  
Chris Tranos—8/27

#### ***Harley Marine Services***

Scott Manley—8/6  
Rod Gullickson—8/11  
Courtney Wickens—8/23

#### ***Millennium Maritime***

Mark Fuelle—8/8

#### ***Olympic Tug & Barge***

Alejandro Sanfeliu—8/4  
James Sellers—8/4  
Kurt Zaverson—8/4  
Stephen Warren—8/5  
Brian Healy—8/7  
Joel Gerstenberger—8/8  
Chad Boulay—8/9  
Greg Hull—8/10  
Ritchie Vogel—8/10  
Robert Mather—8/15  
Larry Holland—8/16  
Hugh Maffett—8/17  
Ron Kallinen—8/20  
Marek Kaszewicz—8/24  
Sven Christensen—8/26  
Kristopher Laakso—8/26

#### ***Pacific Coast Maritime***

Stephen Timmer—8/20

#### ***Pacific Terminal Services***

Burton Nye—8/16  
John Wild—8/17  
Kevin Buffum—8/22

#### ***Starlight Marine Services***

Frank Dignon—8/1  
Matthew Fike—8/6  
Josh Stultz—8/9  
Michael Limon—8/10

#### ***Westoil Marine Services***

Jonathan Stanley—8/3  
Nels Gorne—8/5  
Aaron Wells—8/9  
Adam Dalton—8/24

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## ***Harassment Policy***

Harley Marine Services, Inc. intends to provide a work environment that is free from intimidation, hostility or other offenses. Harassment of any sort – verbal, physical, visual, sexual – will not be tolerated. The following is a summarized version of the HMS Harassment Policy. Please consult your employee manual for a complete description.

### **What is Harassment?**

Workplace harassment can take many forms. It may be, but is not limited to, words, signs, offensive jokes, cartoons, pictures, posters, e-mails, pranks, intimidation, physical assaults or contact, or violence. It may also take the form of other vocal activity including derogatory statements not directed to the targeted individual but taking place within their hearing. Any retaliatory action against an employee for discussing or making a harassment complaint is prohibited.

### **Reporting & Responsibility**

While HMS encourages you to communicate directly with the alleged harasser, and make it clear that the harasser's behavior is unacceptable, offensive or inappropriate, it is not required that you do so. Any employee who becomes aware of an incident of harassment, whether by witnessing the incident or being told of it, must report it to a management representative with whom they feel comfortable. When management becomes aware of the existence of harassment, it is obligated by law to take prompt and appropriate action, whether or not the victim wants the company to do so. All reports will be promptly investigated with due regard for the privacy of everyone involved. However, confidentiality cannot be guaranteed. Any employee found to have harassed a fellow employee or subordinate will be subject to severe disciplinary action up to and including termination. No adverse employment action will be taken for any employee making a good faith report of alleged harassment.

### **Sexual Harassment**

Generally, sexual harassment falls within two categories. The first, "quid pro quo," may be defined as an exchange of sexual favors for improvement in your working conditions and/or compensation, either implicitly or explicitly and when an employment decision is based on an individual's acceptance or rejection of such conduct. The second category, "hostile, intimidating, offensive working environment," can be described as a situation in which unwelcome sexual advances, requests for sexual favors, or other verbal or physical contact of a sexual nature when such conduct creates an intimidating or offensive environment. HMS will investigate any complaint of sexual harassment and will take immediate and appropriate disciplinary action if sexual harassment has been found within the workplace.

If you have any questions or concerns regarding these policies, please contact the Human Resources department.

## ***Mt. Whitney Hike... they made it!***

On Friday, July 11th the Harley Marine troops headed to the Whitney Portal Campsite so they could camp out before their hike to the summit of Mt. Whitney. After settling in at their campsite, they all headed to Lone Pine for a nice dinner to fuel up before their long journey awaiting them the next morning.

Saturday morning started early, the first group of hikers including, Mishael Romero, Anthony Lobro, Brian Healy, Mike Curry, and Rick Freeman (a friend of Mike Curry) left camp at 03:00 to hit the trail. The second group of Doug Houghton, John Beckman (from Chemoil), Bo Jun, Trent Newlon, and Mark Bixby (a friend of Doug Houghton) left shortly behind the first group at 04:00.

Their long journey began with 27 switchbacks over knee gnawing granite. This was just a taste of what was to come for the hikers. After a couple of miles into the journey Mike, Brian, and Rick broke ahead of Mishael and Anthony and didn't look back. Not long after, the second group of hikers had also passed Anthony and Mishael.

It was then apparent that the hikers were going to have to pull from within themselves to get through the hike. Each hiker journeyed on at their own pace as they passed by beautiful Mirror Lake. The trail allowed for beautiful scenic views of lush trees, waterfalls, and flowing streams fed by snowmelt.

As the hikers continued to trek on, they soon left the tree line behind them. The sun was shining bright on the peaks of Mt. Whitney, giving each hiker a personal goal that they would soon attain.

The trail then offered 99 switchbacks to the hikers, making it feel and appear impossible to reach the top. Each hiker had to persevere through the altitude sickness, the aches in their legs, and the hallucinations to reach their personal goal...the SUMMIT. The company they received from each other helped motivate and encourage themselves to carry on and keep walking!



*The Harley Marine hikers at dinner the night before their hike.*



*Mirror Lake*



*The Finish Line—the plaque at the Summit of Mt. Whitney*

*Continued on next page...*



Eight of our ten hikers, including, Brian Healy, Mike Curry, Rick Freeman, Doug Houghton, John Beckman, Bo Jun, Trent Newlon and Mark Bixby rose to the challenge and made it to the summit of Mt. Whitney. Their goal was conquered! From the top the view was outstanding, it extended over both the Western and Eastern Sierras and made it worth the trip up the trail.



However, their excitement was only short lived as they soon realized they had to hike back down to the campsite. Even though the hike down was considered the homestretch, it felt endless.

Exhausted and relieved, the group made it back to camp just before dusk and more importantly before the rain and thunderstorms. Hats off to all the hikers for endured and pressed on even when it felt impossible, your dedication and perseverance paid off!

Everyone involved on the hike had a great time and even though they found out that it was tougher than they expected, they all agreed they would do it again and would recommend it to any other ambitious hikers. As expressed by one of the hikers, "No matter if you make it one mile, or 22 miles, the experience is well worth it and no one will regret the visit to Mt. Whitney".

Special thanks to Doug Houghton and Mishael Romero for all their hard work coordinating and making the trip happen.

### SAFETY REMINDER

As a reminder, it is now illegal to talk on your cell phone while driving in Washington, California, New York and New Jersey. Additionally, it is illegal to text message (including blackberry email) while driving in Washington and New Jersey.

Employees in Oregon and Alaska, while not illegal, are also encouraged to use a Bluetooth headset for their safety while driving.



*Gary St. Luise and his beautiful daughter Brooke visited Harley Marine Services last month and we were all entertained by her fascination with the fish tank.*

# New Babies in the Harley Marine Family

## **Gavin Matlock**

Birthdate: June 10, 2008

Weight: 8 lbs. 5 oz.

Length: 20 1/2 inches

Proud Parents: Thomas (WMS) and Karen Matlock



## **Katelyn Lucetta Parckys**

Birthdate: July 23, 2008 @ 8:04am

Weight: 8 lbs. 11 oz.

Length: 20 1/2 inches

Proud Parents: Johnny (OTB) and Traci Parckys



## **Connelly Trinidad**

Birthdate: July 29, 2008 @ 10:59pm

Weight: 6 lbs. 13 oz.

Length: 19 3/4 inches

Proud Parents: Carlos (PCM) & DeeAh Trinidad



## ***Towboat Invitational***

This year Harley Marine Services along with Foss Maritime and Sause Bros. sponsored the 2008 Towboat Invitational that was held on July 28th at The Golf Club at Newcastle.

A total of 240 golfers from the Towboat Industry attended the event. The tournament had such a great response that the Towboat Committee decided to expand to two courses, and still the tournament was SOLD OUT!



The day was full of fun - the sun was out, the live and silent auction items were a hit, the food was wonderful and the industry showing was fantastic!

Together we all raised **\$300,000** to support the Heart Institute at Virginia Mason Medical Center and the Boys & Girls Club of Southwestern Oregon.

The Heart Institute at Virginia Mason provides exceptional care for patients and has been a pioneer in the introduction of innovative surgical techniques, anticoagulation management, cardiovascular risk reduction and diagnostic and interventional cardiology. The Boys & Girls Club is a positive place that offers a variety of educational, recreational and social activities. Caring, trained youth development staff provide guidance to help youth, especially those from disadvantaged circumstances, develop the qualities needed to become caring, productive and responsible citizens.

Harley Marine Services is very ecstatic that the industry came together for such a great cause and had the opportunity to raise money for both the Virginia Mason and the Boys and Girls Club of Southwestern Oregon.

**AUGUST TUGBOATER SAFETY KNOWLEDGE: CLASSES OF FIRE.****1. Classes of fire are grouped into four categories:**

- a. Grades A, B, C, and D
- b. Types 1, 2, 3 and 4
- c. Class A, B, C, and D
- d. Incipient, Flammable, Combustible, Explosive

**2. A fire in trash and paper waste would be classified as:**

- a. Class A
- b. Class B
- c. Class C
- d. Class D

**3. Burning wood would be what type of fire:**

- a. Class A
- b. Class B
- c. Class C
- d. Class D

**4. The class of fire on which a blanketing effect is essential is:**

- a. A
- b. B
- c. C
- d. D

**5. Which of the following may ignite fuel vapors:**

- a. Static Electricity
- b. An Open and Running Motor
- c. Loose Wiring
- d. All of the Above



**Answers: 1-C, 2-A, 3-A, 4-B, 5-D**

## JULY EMPLOYEE OF THE MONTH

### **Chris Royeton, Starlight Marine Services**

Chris Royeton has been working for Starlight since June of 2005. In that time, Chris has secured his permanent position aboard the Z-4 as the Engineer. Chris has demonstrated his great value to the company by continuing to keep safety first, staying ahead of the maintenance aboard the tug to prevent major problems and has been a big player in the rollout of our eMaint program. Chris is always there to help whenever called upon no matter what the task is, and will always accommodate unscheduled work day requests. Chris – your dedication, professionalism and longevity with our team is much appreciated.

### **Harley Marine Services, Inc.**

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[www.harleymarine.com](http://www.harleymarine.com)

### **Ritchie Vogel, Olympic Tug & Barge**

The employee of the month for July is Deck/Engineer Ritchie Vogel. Ritchie started as a deckhand a little over a year ago and has since worked his way into the Deck/Engineer position. Over the course of the past months Ritchie has been the “go-to” guy for young engineers. Ritchie has been called in repeatedly on his time off to fill in where needed and to train on different vessels that he hopes to one day work as engineer. Ritchie is a great shipmate and is a great asset to the crews and engineering department; thank you Ritchie for all of your hard work!

### **Tony Danelo, Westoil Marine Services**

Tony Danelo has been a solid contribution to the Westoil team this month. He has shown that he will and can do any task thrown at him without complaints or saying it can't be done. He figures out ways to accomplish the job at hand and always has great suggestions on how something can be done better and more efficient. Keep up the great work Tony and thanks for all your dedication and hard work.

### **David Spanjol, Millennium Maritime**

Since joining the Millennium Maritime Dispatch team in April of this year, David Spanjol has been a quick learner to the position. He adapts to the ever changing demands of our customers and handles the pressure without missing a beat. He has built solid relationships with our crew members and is a pleasure to work alongside. He is always willing to go the extra mile to get things done. Congratulations David, July's Employee of the Month.

**Congratulations to all of our recognized employees!**