

# SOUNDINGS

Safe ♦ Responsible ♦ Reliable ♦ Efficient

February 2009

## *Starlight Marine Services Saves the Day and the Bay*

On the evening of January 27th, the Overseas Cleliamar lost power just west of the Golden Gate Bridge. The pilot onboard immediately demanded the tanker drop its anchor and called for all nearby tugs to respond. After being contacted directly by the pilot, the Z-4 was the first tug on scene and secured a line to the stern of the vessel to pull it away from the nearing coastline. Immediately following, another four tugs arrived on scene, two of which were the Millennium Falcon and Millennium Star. The combination of tugs that responded safely were able to tow the tanker back to Anchorage 9 under a Captain of the Port Order.

The Overseas Cleliamar is a 741-foot, 69,000-dwt OSG tanker that was built in 1993. Luckily, the vessel had just unloaded their cargo at Point Richmond and was headed to Ecuador light boat. The tanker did regain power after five minutes, but Coast Guard crews remained at its side, checking for any possible damage or leaks. The quick response by the numerous tugs along with the Coast Guard prevented the tanker from collision and any environmental impact.

Thank you to all crew onboard the Z4 for your initial response as well as the crews from the Millennium Falcon and Millennium Star who assisted in getting the Overseas Cleliamar to safe anchorage for repairs and inspection. Your efforts and professionalism were reflected in the safe rescue.

Z-Four — Captain Hal Eltzroth, Captain Dave Cadiz, Engineer Christopher Royeton, AB Kalin Downing  
Millennium Falcon — Captain Jason Lorenz, Engineer Sterling Jones, Deckhand Jacob Grobler  
Millennium Star — Captain Brian Shea, Captain Jeff Rickard, Engineer Dan Colvin, AB Justin Rogers



The view from the Z4 as they near the scene.

Letter from United States Coast Guard:

*"Jonathan,*

*It was great to talk to you this afternoon. Please pass to your crews our gratitude for their fantastic response to the Cleliamar's loss of power & propulsion, helping to avert the vessel from going aground.*

*As you know, the Tug Z-Four was on scene in less than 10 minute - a truly remarkable response time. Tugs that assisted during the first hour following the loss of power/propulsion included:*

*Tug Z-Four (Starlight Marine) - on scene within 8 minutes Tug Millennium Falcon (Starlight Marine) - on scene within 25 min Tug Lynn Marie (Foss) - on scene within 25 min Tug Revolution (AmNav) - on scene within 45 min Tug Millennium Star (Starlight Marine) - on scene within 45 P/V Golden Gate - on scene within 52 minutes*

See Boating SF web site for AIS replay:

[http://www.boatingsf.com/ais\\_cleliamar.php](http://www.boatingsf.com/ais_cleliamar.php)

*As discussed, you might also be interested in some of this week's media feeds, which had some very positive things to say about the overall response. The SF Chronicle specifically mentioned the Tug Z-Four:*

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/01/29/MN3V15ITLG.DTL&t>

<http://www.ktvu.com/video/18581284/index.html>

<http://www.ktvu.com/news/18579883/detail.html>

<http://cbs5.com/local/tanker.ship.aground.2.919597.html>

*It is truly refreshing to witness the high degree of professionalism exhibited by the Bay Area's maritime community working together to seamlessly render aid when it is needed.*

Thanks again!

Regards,

LCDR Kevin Mohr  
USCG Sector San Francisco  
Waterways Management Division"



The Z4 as she approaches the Overseas Cleliamar.

**Gordon Smith**  
**1938 - 2009**

Gordon Smith, Port Mechanic for Public Service Marine passed away January 12, 2009. He was born October 18, 1938 in Yakima, Washington and was a beloved member of the SoCal and HMS family.

Pete Hofmann hired Gordon for PSMI in September, 1995. Prior to working for PSMI, Gordon worked 20 years for ICO Tubular Service as a superintendent and 13 years for Goodrich Engine Service. He spent four years in the US Navy, as an Engine man, 3<sup>rd</sup> Class.

Gordon was known in SoCal, as a first rate, natural born mechanic who could fix anything. He was a true gentleman in every sense of the word. His core values, including hard work, excellence in performance, and dignity were evident to all that knew him. He was Employee of the Month and Quarter many times during his employment at PSMI. He saved our company untold amounts of money in the emergency repairs he was able to affect, and many saw him as a true genius.

Gordon also had a love for motorcycles. At one time, he fabricated one of the most desirable, custom Harley Davidson motorcycles ever to be found in the US. He would go to extreme lengths to protect his finished product, going so far as to park it in his living room, bolted to the floor to prevent theft. Several of those attempts were made, and unfortunately, the last one was successful. He never built another after that. He then turned his artistry to Model Railroading. He would turn a model scene into realism, so much that you would think you were standing on the side of the tracks to the Southern Pacific mainline. For several years, while PSMI was housed in the International Bank Building in downtown Long Beach, CA, Gordon helped build a "G" scale model railroad that was suspended just below the ceiling, going through the operations and maintenance managers offices, down the hall and back into the office in a continuous loop. Only the company President's office remained without the railroad, as he would say that someone in the office had to play the role of a grown up. Many of the customers would come into the PSMI office just to see the railroad run. Gordon also built and flew radio controlled airplanes and won trophies with his wife for disco dancing in the 1970's. Gordon was a very talented individual and carried that same artistry and zeal into his business life with PSMI and HMS.

Gordon is survived by his wife, Rusty; two sons, Sandy and Skipper; two daughters, Bambi and Gera; a sister, Barbara Biehler Larson in Oklahoma; a brother, Kenneth Biehler in Oregon; and three grandchildren, Brendan, Alicia, and Emily.

Gordon loved Nascar, and donations may be made in his memory to Kyle Petty's Camp for Kids. Victory Junction Gang enriches lives of children with chronic medical conditions or serious illnesses by providing life changing camping experiences in a safe and medically sound environment. Contributions may be sent to Victory Junction Gang Camp, 4500 Adams Way, Randleman, NC 27317.

A memorial for Gordon will be held on Thursday, February 5th at 1900 in the Southern California office. When Gordon passed away, HMS was directed by Chairman and Founder, Harley Franco, to have all flags at company buildings and vessels to be flown at half mast to honor Gordon and all that he did in his commitment and dedication to HMS.

We will miss you Gordon.



*Gordon Smith smiling, just as we remember him.*



*Chabria Sea flying her flags in NY Harbor at half mast in honor of Gordon.*



*A Model Railroad bridge in "G" scale that Gordon designed and built. It would be called a "Truss Bridge". He used scrape lumber from a lumber yard, hardware, and stained the bridge to look like an original still in use today on some tourist railroads. Gordon was very much an artist.*

## February Anniversaries

### Harley Marine NY

William Nicholson Jr.—2 years  
John Curtin—1 year

### Harley Marine Services

Stephanie Wright—4 years

### Millennium Maritime

Louis Mungaray—2 years

### Olympic Tug & Barge

Larry Gladsjo—15 years  
Adam Goodfellow—12 years  
Haldor Dahl—4 years  
James Heckathorn—3 years  
Thomas Hoats—3 years  
Tad Prus—2 years  
Joseph Allnoch—1 year  
Timothy Brown—1 year  
Timothy Curley—1 year  
Darren Johnson—1 year  
John Kochis—1 year  
Stephen Pool—1 year  
Andrew Pugh—1 year

### Pacific Coast Maritime

Chris Iszler—12 years  
Carlos Trinidad—1 year

### Public Service Marine

Urban Alexander—8 years  
Lowell Swett—4 years

### Starlight Marine Services

Douglas Anderson—3 years  
Jason Vogel—3 years  
Jordan May—2 years

### Westoil Marine Services

Vincent Logrande—9 years  
David Holguin—4 years  
Rosie Chavez—3 years  
Giuseppe Logrande—3 years  
Erick Willson—3 years

## Housekeeping Tips

Harley Marine Services provides a clean, healthy, and safe work environment to promote productivity and effectiveness. Everyone is expected to cooperate in the overall tidiness of the working area, while being responsible and picking up after yourself. HMS allows food and beverages to be consumed in offices and workstations, however, food containers, eating utensils and dishes must be removed from desks then cleaned and stored at the end of the workday. Any waste materials and recyclables should be disposed of properly in designated containers, dishes and eating utensils borrowed from the community kitchen should be placed in the dishwasher for the next cleaning cycle. In the event that the dishwasher is running, please wash your dishes by hand and put them away. If the dishwasher is finished running, please lend a helping hand and empty for the next round of dishes. **Please be considerate of others. Do not leave any dirty items around for others to clean!**

Work related and personal items should be organized on shelves or work surfaces within each workstation/office and living quarters on the vessels. To ensure safety and maintain a professional work area, items should not be left on the floor outside an office or any walk way at any time. Personal items must be in good taste and only displayed within your workstation/office and living quarters. All work surfaces and living quarters should be cleaned and organized before departing and lights and/or heater/fans must be turned off each evening. Additionally, at the completion of a meeting in the conference room all materials used must be removed and the room picked up.

We all take pride and like to work in a clean environment, which can be achieved by following these simple guidelines. Let us all do our part to contribute and maintain an orderly and professional atmosphere!

Thank you,  
HR Department

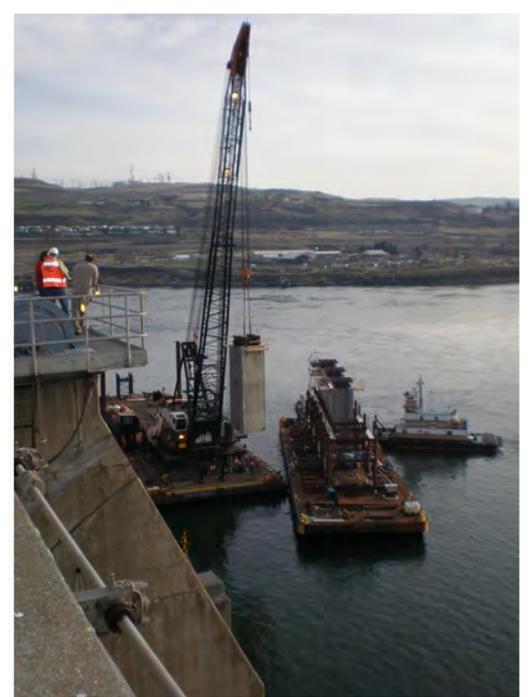
## ***Olympic Tug & Barge @ The Dalles Dam***

Recently, Olympic Tug & Barge was awarded a two year multi-faceted towing agreement to support the new project at the Dalles Dam on the Columbia River. The U.S. Army Corps of Engineers are mandated to improve survival of out-migrating salmonids through the dams on the Columbia River. In their attempts to increase the overall dam-passage survival, a spillwall has been designed and now constructed that will direct the migrating fish towards the fish ladder and away from the shallow, rocky river edge. It is estimated that the spillwall will increase the overall dam-passage survival by as much as 4% for both yearling Chinook and steelhead and 3% for subyearling Chinook.

Olympic Tug & Barge is assisting with the transportation and movement of equipment, barges and cranes. The crews at the Dalles Dam are working long days, and in order to maintain the normal workload, dispatch is having to be very creative so that all jobs are covered and performed safely and timely. Some of the Seattle crew have also volunteered to work out of Portland's operation to assist in covering the extra workload.

Inside the wheelhouse, communication between all parties is constant, with 9 channels operating on four VHF radios. The strong and multi-directional currents make maneuverability a challenge for our tugs throughout the day. And, some areas near the dam are restricted and very shallow. Every morning a joint safety meeting is conducted to ensure all parties are on the same page for the day's activity. Additionally, proper safety gear must be worn at all times during operations.

Crews onboard the Lissy Too, Max Sondland, Lucy Sondland and Aries all deserve a great Thumbs Up, your hard work and professionalism are greatly appreciated. Your attention to detail and safety are forefront and you clearly are an example to the rest of us!





Karl Kontselidze and the St. Andrew during her last haul out.

## January New Hires Welcome to the Team!

### Westoil Marine Services

Kelly Moore, Tankerman  
Marshall Novack, Tankerman  
Ulysses Demendoza, Tankerman  
Patrick Wheat, Tankerman

### Pacific Terminal Services

Wally Weiss, Operator (December)

*Wally, welcome back to the Portland terminal, we are happy to have you on our team after working for years at the Portland terminal for Pacific Northern Oil.*

### Congratulations

The Portland General Manager for Olympic Tug & Barge, Bryon Fletcher, was recently elected as a board member of the Maritime Fire and Safety Association. Bryon is also part of the Oil Spill Response Committee and has accepted a seat on the CRSOA Board. Congratulations Bryon—your commitment and participation in these causes are greatly appreciated.

## Notice to All Mariners

Licenses and documents are five year documents. The USCG does not give extension renewals and or allow you to sail on your credentials once they have expired. The process for renewal is more extensive now than ever, and final decisions and issuance are being made in Virginia now. To avoid any delay, it is recommended that you submit application 90 days ahead of time, although you may renew any time in the fifth year. You are still required to do a radar refresher every 5 years, however, the USCG will not require you to get your license reprinted with the endorsement on it, as long as you carry your original radar cert. and the most recent renewal cert. along with your License.

Captains operating towing vessels inland (inside the boundary line) will not automatically have their STCW Basic Safety Training renewed, unless they have at least one year of service outside, but they will still receive their STCW certificate upon license renewal. If they operate inland or harbor only, they will be required to take Basic Safety Training renewal classes to keep that part of the STCW certificate current.

General requirements for renewals are listed below.

- Two pieces of Identification.
- Drug test or letter from company stating that your are participating in a random drug testing program.
- USCG approved physical with in one year of application
- Sea time letter for licenses and or endorsements such as PIC. If you do not have enough sea time to renew your License (such as managers) you may be able to renew your present License by taking open book exams after submitting your application. Your local USCG exam center will explain this to you.
- Renewal application.
- 105.00 for application and issuance fees.

It is recommended that you start this process well ahead of your expiration date. If your documents expire, you will not be allowed to work. You must, at a minimum hold a valid MMD to work on any vessel over 100 gross tons, it is also a condition of employment that you hold this document and it is current. The best way to make sure you have answered all the requirements for renewing or upgrading your License or document is to put your application together and make sure with your local USCG exam center that you have everything included and all your questions answered before you send your application to the National Maritime Center. Your Local USCG will normally send your application for you once you have had your application evaluated by them.

Thanks,  
Mike Coleman, OTB Port Captain

# Photo Gallery

*River Elegance Emergency Tow*



*Thank you to all the crew, management and staff involved with the tow, your professionalism and hard work are truly appreciated.*

## Cooking with the Captain

### Captain Chris Starkenburg, Gyrfalcon

### White Bean Chili

**Ingredients:**

4-5 cups	Chicken Breast, grilled and diced
4-6 strips	Thick, smoked bacon, diced and cooked crispy
4 Tbls.	Olive Oil (omit if you use bacon)
4 stocks	Celery, chopped
1 medium	Yellow onion, chopped
3 cloves	Fresh Garlic, minced
1/2 cup	Red bell pepper, finely diced
3/4 Tsp.	Crushed red chili flakes
1 Tsp.	Ground white pepper
1 Tbls.	Chili powder
1 Tbls.	Ground cumin
1 Tbls.	Tabasco Hot Sauce

1	Lime, zested
1	Juice from one lime
1 1/2 cup	Tomato, seeded and diced
6-8 cups	Chicken Stock
8-15.5 oz.	Can of Great Northern White Beans, drained and rinsed
2 Tbls.	Fresh Basil, rolled and sliced fine (save some for garnish)
3 Tbls.	Fresh Cilantro, chopped, no stems (save some for garnish)
	Kosher Salt to taste
1 cup	Green onion, for garnish
1 cup	Sour Cream, for garnish

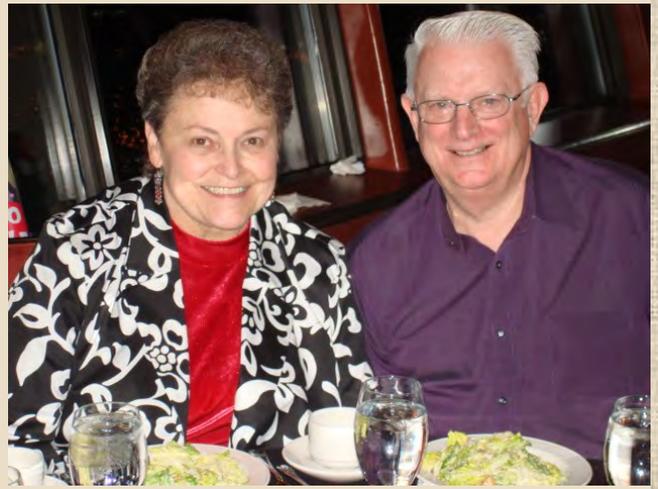
**Directions:**

1. Grill chicken and allow to cool before cutting into pieces.
2. In a large, heavy bottom soup pot, cook diced bacon on medium-high heat until crispy.
3. Remove the cooked bacon, but leave the fat in the pot.
4. Add the celery and onions and sauté for 10 minutes. Add the garlic and red bell peppers and reduce the heat to medium-low and continue to cook for an additional 5 minutes.
5. Stir in all the spices and hot sauce.
6. Add all the remaining ingredients, including the bacon bits, basil and cilantro. Save half of the basil and cilantro and some of the bacon until later.
7. Simmer the chili for several hours.
8. 45 minutes before serving, remove 2 cups of the chili and pulse in a blender until smooth. Pour the blended chili back into the pot, this helps thicken the chili without losing any flavor.
9. Add the left over basil, cilantro and bacon.
10. Serve chili in a bowl and garnish with sour cream, green onion, bacon bits, fresh cilantro, a pinch of chili flakes and a wedge of lime.
11. If you want to slow cook in a crock pot, cook the bacon in a separate pan and add all the ingredients to the crock pot (including the cooked bacon). Cook for 6-7 hours on the low setting, thicken and garnish the same as above.



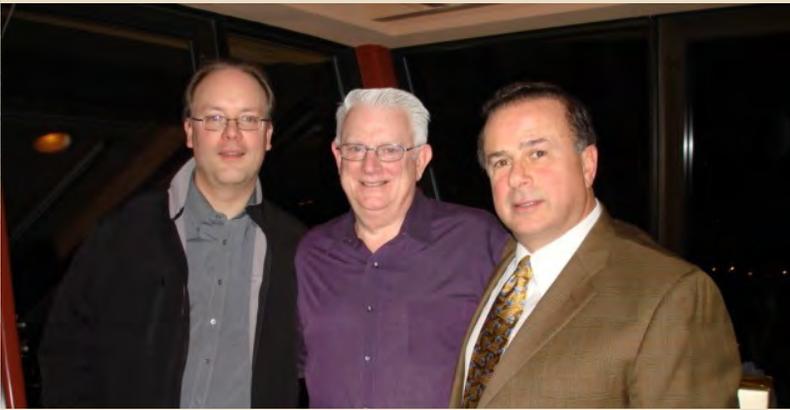
## *Gary Nelsen's Retires After 15 Years*

On January 9th Gary's family, friends and co-workers gathered at the Space Needle in celebration of his retirement from Harley Marine Services. Gary started his career at Harley Marine in 1993 in the accounting department, where he also fulfilled his tenure. His leadership, patience and friendship have assisted HMS achieve several milestones over the years.



The night was full of fun stories and memories of Gary's career and time with Harley Marine Services. Gary will truly be missed in the office by all. One of the special highlights of the night was the attendance of Gary's mother, Valda. Just before the retirement party, Valda had celebrated her 99th Birthday! To recognize this achievement, all of the guests sang Happy Birthday to Valda.

Gary, warm wishes for a happy retirement full of good health and fun experiences with your family and friends.



*Gary, I have known you now for over 22 years. Needless to say you are one of the most decent, kindest and dearest person I know. You are a huge part of HMS because every day your bright smile, happy grin, work ethic, commitment, sacrifices and effort have made a difference at HMS. Your friendship, concern and caring for others has been a key ingredient and secret weapon to our many successes. ~Harley Franco*

*I feel so blessed to have been able to spend so many hours over the years with Gary. His attention to detail when it comes to billing is certainly a noteworthy characteristic, but to speak from the heart, the one thing that sticks out most about Gary is the love he has for his family. ~Brian Healy*

*Congratulations on your retirement! I certainly have enjoyed seeing you when I make my visits to the office. Thank you for the work you have done for PCM and myself over the past few years. You have been especially helpful and quickly responsive in all the requests I have made to you. I have certainly appreciated the effort you put forth, always with a smile on your face. ~Jim Weimer*

*For the past 9 years Gary has been the man I could always come to with any number of questions or concerns in regards to billing issues and paperwork. He is always there to answer when I call and has always been friendly, with a quick response and a solid answer. His knowledge and accessibility have been key to the smooth flow of paperwork with our charters and making sure we on the boats do things properly and in a timely manner. ~Captain Bud Carley*

*Thank you for all of your hard work, dedication, patience and assistance. I wish you great enjoyment in your retirement and I hope you have a great time with your family. Best of luck! ~Jonathan Mendes*

*You will be missed by all in Southern California. Although we do not make it to Seattle many times during the year, you are definitely at the top of the welcoming committee. We will miss your happy-go-lucky demeanor. Best wishes for both you and your wife. ~Doug Houghton*

**February Birthdays****Harley Marine NY**

Erick Ocasio—2/4  
 Brian Kelly—2/5  
 Shane Harris—2/22

**Harley Marine Services**

Desiree Otsuka—2/9

**Millennium Maritime**

Phillip Ruan—2/5

**Olympic Tug & Barge**

Joe Elton—2/3  
 Daniel Nystrom—2/6  
 Haldor Dahl—2/7  
 Craig Smith—2/7  
 Johnny Parckys—2/12  
 Daniel Colvin—2/13  
 Leah Nelson—2/13  
 Andy Borowski—2/15  
 James Berge—2/16  
 Neil Billingsley—2/17  
 Wayne Allen—2/17  
 Steven Carleton—2/20  
 Ahmet Gumusyazici—2/21  
 Tim Olson—2/24  
 Robert Harmeling—2/27  
 Greg Morris—2/28  
 Ron Rustad—2/28

**Pacific Coast Maritime**

Dennis Pinfold—2/28

**Starlight Marine Services**

Tom Larsen—2/5  
 Richard Sheldon—2/19

**Westoil Marine Services**

Brent Ralph—2/8  
 Joe Wilson—2/11  
 Jeffrey Salcido Sr.—2/18  
 Erick Willson—2/20

*Happy Birthday!*

***New Build Program******UPDATE***

Harley Marine Services has began the year with the operation of two new barge classes. The DUGAN PEARSALL, 38,500 BBL class, was delivered by Gunderson Marine and is in service for Tesoro Marine; and the DAVID FANNING, 31,500 BBL class, was delivered by U.S. Barge and is in service for ConocoPhillips.

Due for delivery in the 1<sup>st</sup> quarter of 2009, are the WEBB MOFFETT and BERNIE BRIERE. The WEBB MOFFETT, 52,000 BBL class, will go on charter to ConocoPhillips upon delivery and is a sister to the LOVEL BRIERE (with some design changes). The BERNIE BRIERE will be the second 31,500 BBL class barge and is due for delivery at the end of February. The remaining two 31,500 BBL class barges will be delivered this spring and early summer.

The 31,500 BBL class barges are being built by U.S. Barge in Portland, OR with the same design. However, each barge will have small differences because as the barges enter service and as production moves along, design and operational changes may become apparent. Such changes could include re-routing hydraulic, electrical and other conduits inside the containment, height of pipe lines and headers on deck, and positioning of valves for easier operation. Even with the potential changes, Harley Marine will strive to keep the basic operation similar for ease of operational training.

Although not confirmed as of this writing, it appears that Harley Marine will position a 31,500 BBL class barge in San Francisco and one in Long Beach with the other two remaining in Puget Sound working for ConocoPhillips.

Harley Marine's new build program started several years ago with internal design concept, design drawings by Naval Architects and shipyard bids. We are now beginning to reap the benefits of these decisions as the barges enter the Harley Marine fleet. Discussions are ongoing within HMS for a further new build program to continue to meet the needs of their customers. Harley Marine Services is committed to its New Build Program of OPA 90' Compliant Double Hull tank barges to keep them at the fore front of industry standards.

Keith Barnes, Director of Barge Operations

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

### ***QSE Intermediate Tug Audits***

Harley Marine Services has been certified as compliant in the ISM Code and ISO 9001:2000 for more than two years. The certification requires external audits; however the requirements differ between the vessel and office audits. Annual external audits are required for the company whereas the tug certificates are in force for five years and only require an Intermediate Audit (external) at approximately the midway point. Even though HMS added the ISO 14001:2004 Environmental Certification last year, the added endorsement did not change audit dates or the expiration dates of current certificates.

Most of the HMS Fleet will receive their Intermediate Audits in the next four months. The audits will be very similar to the previous internal and external audits conducted on the vessels. Captains and crew should pay particular attention to any past audit findings, open Work Orders and open nonconformities. Additionally, proper disposal of trash, sewage and recycling including the documentation of such is mandatory.

All required reports and forms should be printed and filed in the Tug Record Notebooks as “back up copies” to aid in ensuring a successful audit. The Wheelhouse Management System (WMS) routes forms electronically to management which saves paper and eliminates lag time. The WMS should be used for all reports whenever possible. The Vessel Forms Book with the blank paper forms is now considered to be a back up system.

The main difference between the upcoming and past audits is the addition of the Environmental Management System. The auditors will be looking for evidence that the crew members are aware of the program. An overview of the Environmental Management system can be found in section 11 of the Marine Operations Manual and specific actions and responsibilities are laid out in the Environmental Objectives and Targets.

See you on the water!

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

#### **Who conducts the Intermediate Audit?**

Intermediate Audits are carried out by the external auditor, who is contracted out by Harley Marine Services to the American Bureau of Shipping (ABS).

#### **When must the Intermediate Audit be conducted?**

The Intermediate Audit is a mid-term audit that is required anytime from the second to the third anniversary of the certification date.

#### **Can we expect to see a different focus on these audits?**

Last year Harley Marine Services gained additional certification for our Environmental Management System (EMS) as well as ISO 14001:2004 Certification. The auditor will be looking for evidence that employees are familiar with the EMS and Environmental Objectives and Targets. The Objectives and Targets are required to be posted aboard each vessel and the crews are expected to follow their guidance.

## Harley Marine Services, Inc.

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Editor: Stephanie Wright  
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### February Holidays

2nd—Groundhog Day  
12th—Lincoln's Birthday  
14th—Valentine's Day  
16th—Presidents Day  
(HMS Offices Closed)  
22nd—Washington's Birthday  
25th—Ash Wednesday

### Thumbs Up

- Thumbs up to Westoil/MMI Deckhand Thomas Matlock for his quick action and attention to his surroundings. Recently, Matlock was doing fire and security watches on two Westoil Barges at LA 240 Z, when he observed a pickup pull into the parking lot. Several men got out of the truck and started picking up anything made from metal, including covers from the street, and putting it in the back of the truck. He made a call to the Port Police who apprehended the men with the stolen loot as they were leaving the area. His quick action may have prevented further theft from occurring in the area or onboard the equipment. Way to go Thomas!
- Thumbs up to PTSI's Jack Wild, Burt Nye and Tracy Wild for helping to establish a Portland terminal Safety Committee. We are off to a great start!

## January Employee of the Month



### Olympic Tug & Barge

#### Phil Jordan, Port Mechanic

OTB employee of the month goes to Portland mechanic Phil Jordan. Phil has been hard at work helping the PDX crews get caught up with many projects and repairs. Phil has a strong background in welding, fabrication, hydraulics and anything mechanical. Everyone who works with Phil appreciates his great work ethic and his patient demeanor. Thank you Phil for all you do.

### Starlight Marine Services

#### Dan Porshein, Port Mechanic

#### Marc Douville, Port Mechanic

SMS employee of the month goes to both Dan Porshein and Marc Douville for their hard work and dedication over the past month. They have both gone above and beyond to assist in supporting and maintaining our vessels from shore-side. Dan and Marc are a true example of team players that no matter when called upon, they are always willing to stick it out. Congratulations to both of you!

### Millennium Maritime

#### Josiah Layfield, Captain

MMI employee of the month goes to Captain Josiah Layfield for his positive work ethic and "can do" spirit. Josiah has been with Millennium Maritime since February 2007 as a Tractor Captain and has always proven to be professional in all aspects of the job. He has been willing to work with both Millennium and Starlight whenever the call of duty came forth. Recently, he was the Captain aboard the Millennium Dawn during the rescue of the Cosco Vessel, River Elegance.

## More International Travel at the Harley Marine New York Office

Helen Sun, HMNY's Dispatch Supervisor, recently returned from a long awaited vacation to her native country, China. During her trip, Helen visited with her friends and family. She also visited some of the famous landmarks of the Beijing Olympics. Pictured below is Helen and her son at the famous "Bird's Nest". The National Stadium was designed for use during



the 2008 Summer Olympics and is the world's largest steel structure. The stadium cost nearly \$500 million, stands 230 feet tall, seats 91,000 spectators and is nicknamed the "Bird's Nest" after its unique structure of woven steel.