

# SOUNDINGS

Safe ♦ Responsible ♦ Reliable ♦ Efficient

## Shipyard Visit

At the beginning of January, Harley Franco, Chairman and CEO and Keith Barnes, Director of Barge Operations and Project Manager visited our newest double hull petroleum barge, the *Sixty Five Roses*, at the U.S. Barge shipyard in Portland, Oregon. She is remarkable — 422 feet long, 77 feet wide and has 12 cargo tanks with a capacity of 83,800 barrels. The barge is OPA 90 compliant as well as ABS Classed Maltese A-1 and Loadline Un-Manned Ocean Services.

Upon completion at the shipyard, she will transit to Seattle for her final outfitting before entering service for Harley Marine. She is expected to be completed by March and will operate in the U.S. West Coast market. The *Sixty-Five Roses* is our 19th double hull barge to enter the fleet. Harley Marine Services is committed to operating a first class double hull fleet well before the OPA 90 requirement of 2015.



**February 2010**

## February Holidays

---

**12th - Lincoln's Birthday**

**14th - Valentine's Day**

**15th - Presidents' Day**

*(HMS offices will be closed in observance of Presidents' Day)*

**17th - Ash Wednesday**

**22nd - Washington's Birthday**

## Safety Corner

### “New Coast Guard Physical Requirements”

Recently, a major topic of concern has been the U.S. Coast Guard Navigation and Vessel Inspection Circular (NVIC) 04-08, which established physical and medical standards not seen in our industry before. When the new Medical NVIC came out, one of my main concerns was the BMI (Body Mass Index), and sure enough it has turned out to be a problem. The BMI alone is causing problems but the NVIC also details over 201 conditions that require a medical waiver from the Coast Guard — along with the time-consuming review process it involves. This long list includes everything from mundane conditions like wearing glasses, to more serious problems such as bipolar disorder.

Many mariners have been unhappy about the implementation of the new medical standards, not only because of the onerous requirements but because the medical evaluation branch at the National Maritime Center has been so understaffed that thousands of applications have been delayed for weeks or months, forcing many merchant mariners into unemployment while awaiting medical approval for their credentials.

Being shore side for the last six years has taken its toll on me personally in the weight department. I made the mistake of commenting on the new physical requirements to my wife one morning. I assured her that I was under the (BMI) of 40. Being the inquisitive type, she wanted to see the BMI chart and look for herself. Guess who was right at the cutoff of 40 and is now on a diet?

We have had employees affected by the BMI, as well as other medical conditions during the renewal process. One particular case raises some very serious concerns for me. In this particular case, the mariner had a medical condition that was under control and not a concern to him or his doctor. His doctor gave him a full fit for duty, no restrictions, and all looked good with the physical. That is until he submitted his renewal paperwork to the National Maritime Center. He received a letter from the MEB stating that he was denied renewal pending further testing. His doctors clearance was not good enough.

With this new physical form, BMI is not the only thing you need to pay attention to. Make sure your doctor writes you a letter to put with your physical if you have any of these problems: vision, hearing, heart, medications, surgeries, mental, breathing, digestion, renal, sleep disorders, breathing disorders, or any other weight related problems that the doctor can think of. This will prepare you, in advance, and you can have the doctor (at the time that the physical is done) write a letter concerning any condition that may affect your renewal. I am sure it won't be the “end all” letter, but it will be one less thing that the Medical Evaluation Branch (MEB) will have to write you a letter about. I would also recommend that you renew early if you have any medical issues that may slow down the renewal process. You can renew up to one year before your expiration date. You should consider this as a proactive measure on your part and it might save you some heartaches, headaches, frustration and time, when going down the MEB road.

During these financially challenging times, it's easy to be anxious and insecure when you hear news of companies facing bankruptcy, or laying up boats. Instead of worrying, I urge you to add checking to see how you stand with your credentials, making sure all your documents are current, and renewing well in advance of your expiration date to your list of things to do. There have been a number of booms and busts since I began in the maritime industry 35 years ago, and I can say unequivocally that the effort you spend making sure that your career is secure could make all the difference in how you'll ride out this economic downturn.

Scott Manley  
Director of Marine Operations  
Harley Marine Services

**Q-Factor****#2 Safety Tenet - Care for Each Other's Well-Being**

*By Keith Barnes, Director Barge Operations*

For the next several months we will be reviewing each one of our Safety Tenets – “Top 10 Things I Can Do for Safety” to achieve: Zero Spills, Zero Incidents. The second safety tenet is “Care for Each Other's Well-Being”.

**What does it mean to care for each other's well-being?**

In reality, it means more than what can be written in this short article. The relationships of the crew on a vessel, whether it is a ship or tug, a two man crew or a five person crew, are not made up of brick and mortar. Rather, the structure has to be more flexible. In a shoreside work environment, after the work day is over employees go home and tend to their personal life, whereas on a tug that is not always the case. Onboard a tug, you not only work with the same group of people, you live with them and that is where the care factor comes to life.

Working on the water onboard a tug can be a hostile work environment where safety is first and foremost. Crew members need to depend on each other and look out for each other's safety and well being. Caring for each others well-being is such a large part of sea going life, that it can be a driving factor that will determine the overall safety and effectiveness of the crew as a whole.

If, for instance, you worked in a factory with 100 other people, you may not care as much if one of your co-workers became sick. However, on a tugboat, each crew member depends on the other to maintain a safe and healthy living and working environment. Most seasoned shipmates have developed a sense of caring for their fellow crew members that goes well beyond the normal co-worker relationship because when it gets right down to it, there will be a time when you all have to depend on a fellow shipmate. Whether on a vessel or in an office work environment, your fellow co-worker is your teammate and the care factor for your co-worker only increases the health of the team and in the end produces a safe, effective and productive work environment.

Keith Barnes

Director, Barge Operations

Harley Marine Services



## Preparing the Z-Five for Kodiak, Alaska

The crews of the Z-Five and shoreside staff at Starlight Marine worked hard to prepare the tug for her departure from the Bay. She has now arrived safely in Alaska and is performing ship assist services for Horizon Lines. The Z-Five will return back to the Bay in late March to fulfill her regular duties at SMS of safely escorting and assisting ships to their docks. Thank you to everyone who participated in the preparation of the tug, your help is greatly appreciated.



## Hypertension (High Blood Pressure)

Hypertension, also known as High Blood Pressure, is a serious medical condition that can lead to heart disease and strokes if not treated. It is important to note that a single occurrence of elevated blood pressure does not necessarily mean that you have hypertension—your doctor will want to monitor your blood pressure over a period of time to determine if hypertension is a problem for you.

A blood pressure reading is made up of two parts—a systolic pressure reading (the amount of force that is created as the heart pushes blood through the body) and a diastolic pressure reading (the amount of force used by the walls of the arteries as they resist blood flow). These readings are categorized into three main groups, as indicated in the chart below.

Category	Systolic pressure	Diastolic pressure
Normal	Below 120	Below 80
Prehypertension	120 to 139	80 to 89
Hypertension	140 and above	90 and above

Individuals who are classified as “prehypertensive” are at an increased risk of developing hypertension, and people with systolic pressure between 130-139 and diastolic pressure between 80-89 have twice the risk of developing hypertension. Although the cause of hypertension is not known, certain factors increase your chances of developing high blood pressure. They are:

- Heredity
- Race
- Gender
- Age
- Obesity
- Heavy alcohol consumption
- Smoking
- Oral contraceptive use
- Lack of exercise

Lifestyle changes, such as eating a healthy, low-salt diet, not smoking and getting regular exercise can help lower your blood pressure. Your doctor might also prescribe medications to manage hypertension.

## February Birthdays

### Harley Marine NY

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

### Millennium Maritime

Phillip Ruan	2/5
--------------	-----

### Olympic Tug & Barge

Joe Elton	2/3
Joel Russell	2/5
Daniel Nystrom	2/6
Haldor Dahl	2/7
Craig Smith	2/7
Johnny Parckys	2/12
Daniel Colvin	2/13
Leah Nelson	2/13
Andrzej Borowski	2/15
James Berge	2/16
Wayne Allen	2/17
Neil Billingsley	2/17
Steven Carleton	2/20
John Lennon	2/20
Ahmet Gumusyazici	2/21
Timothy Olson	2/24
Robert Harmeling	2/27
Timothy Whitehouse	2/27
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

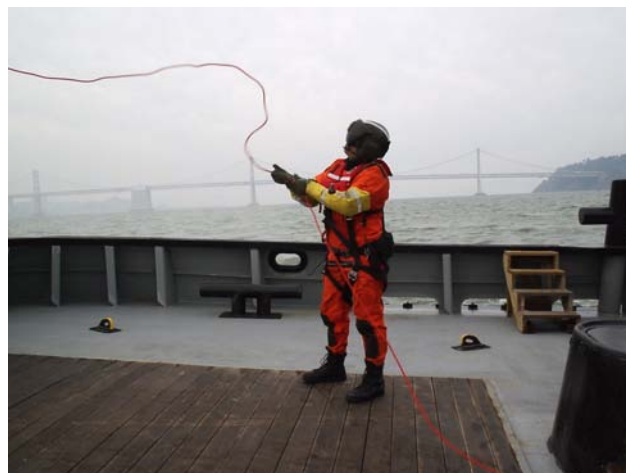
Mark Abercrombie	2/7
Brent Ralph	2/8
Michael Rose	2/11
Joe Wilson	2/11
Erick Willson	2/20



## Starlight Marine Participates in the Coast Guard's Maritime Industry Rescue Training (MIRT)

On January 15th, the Millennium Falcon participated in a rescue training scenario put on by the U.S. Coast Guard San Francisco Air Wing. At 1300 on the 15<sup>th</sup> the Millennium Falcon approached Anchorage 8 with Captain Jordan May, Captain Dan Nystrom, Engineer Jack Matievich, Deckhand/Engineer Ryan Tom, Port Captain Dan Morrison, and USCG Bob Blomerth onboard. Helo 635 met the Falcon and crew at Anchorage 8 to begin the training. The objective of the helicopter's first pass over the tug was to visually inspect the area for any obstacles. On the second pass, a rescue swimmer was lowered to the tug. According to Dan Morrison, the training was not only educational but quite the experience. He has said, "When you see a man come out of a perfectly good aircraft and hang by a small cable to train, that's when you know these guys are pretty amazing. No words can describe the feeling of what you are watching." After lowering the swimmer to the tug, they continued the training with four more evolutions; two with the basket, one with the life sling and the final to retrieve the rescue swimmer.

The noise put out by the aircraft made it difficult to hear anything on deck so onboard communication was done by hand signals. The crew of the Helo 635 were professional, skilled and very talented. Starlight Marine looks forward to working with the USCG in future training exercises.





## Human Resources Department

There has been a recent re-organization of the HR Department. The correct point of contact for each HMS Company is as follows:

### Cheryl Domier:

- ◆ Millennium Maritime
- ◆ Olympic Tug & Barge
- ◆ Pacific Coast Maritime
- ◆ Public Service Marine

### Contact Info:

Email [cdomier@harleymarine.com](mailto:cdomier@harleymarine.com)  
 Direct Line (206) 829-7505  
 Fax (206) 774-6414

### Courtney Wickens:

- ◆ Harley Marine New York
- ◆ Harley Marine Services
- ◆ Pacific Terminal Services
- ◆ Starlight Marine Services
- ◆ Westoil Marine Services

### Contact Info:

Email [cwickens@harleymarine.com](mailto:cwickens@harleymarine.com)  
 Direct Line (206) 829-7508  
 Fax (206) 428-7179

Please contact Deborah Franco or your HR Manager with any questions or concerns.

## February Anniversaries

### **Harley Marine NY**

William Nicholson Jr. - 3 years  
 John Curtin - 2 years

### **Harley Marine Services**

Stephanie Wright - 5 years

### **Millennium Maritime**

David Cadiz - 3 years  
 Josiah Layfield - 3 years  
 Louis Mungaray - 3 years

### **Olympic Tug & Barge**

Larry Gladsjo - 16 years  
 Adam Goodfellow - 13 years  
 Timothy Curley - 12 years  
 John Kochis - 12 years  
 Haldor Dahl - 5 years  
 Lowell Swett - 5 years  
 James Heckathorn - 4 years  
 Joe Hoats - 4 years  
 Tadeusz Prus - 3 years  
 Joseph Allnoch - 2 years  
 Timothy Brown - 2 years  
 Andrew Pugh - 2 years  
 Steven Eggleston - 1 year  
 Timothy Whitehouse - 1 year

### **Pacific Coast Maritime**

Chris Iszler - 13 years

### **Public Service Marine**

Urban Alexander - 9 years

### **Starlight Marine Services**

Douglas Anderson - 4 years  
 Jason Vogel - 4 years  
 Jordan May - 3 years

### **Westoil Marine Services**

Vincent Logrande - 10 years  
 David Holguin - 5 years  
 Rosie Chavez - 4 years  
 Giuseppe Logrande - 4 years  
 Erick Willson - 4 years  
 Anthony D'Aquanno - 3 years

## MILLENNIUM ASSISTS USS LOS ANGELES

On January 20, 2010 the Millennium Dawn and the John Quigg assisted the USS Los Angeles submarine into Long Beach Harbor. This nuclear attack submarine, based in Pearl Harbor, Hawaii, came to the Harbor for a decommissioning ceremony that took place on January 23 in San Pedro, California. After 33 years of patrolling the oceans, the USS Los Angeles departed Long Beach on January 26, headed for deactivation in the Puget Sound Naval Shipyard in Washington.



Pictured below is HMNY dispatcher Karl Kotselidze and OTB dispatcher Brian Healy as Karl trains Brian on the HMNY scheduling system. Karl will be taking a month long vacation to visit his family in the country of Georgia. During that time, Brian will be assisting HMNY with scheduling support.

Good luck Brian and have an enjoyable vacation Karl!



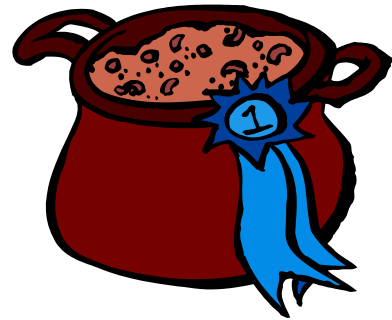


**Cooking with the Crew**  
**Deck/Tankerman Eric Liedberg**  
**Olympic Scout**

***“Eric’s Famous Chili”***

**Ingredients:**

- 3 to 4 lbs. of chuck roast
- 1 16oz. can of tomato sauce
- 1 can green chilies
- 1 can of fire roasted tomatoes with green chilies
- 1 large onion
- 2 cans of black beans
- 2 cans of red kidney beans
- 2 cans of pinto beans
- 3 to 4 garlic cloves or 1 tablespoon of jarred garlic
- 2 Tablespoons of chipotle chili pepper or canned chipotle chili season to taste
- 2 chili powder packets
- Salt and pepper to taste



**Directions:**

1. Cut the roast into 1” pieces, brown in a skillet, and place the cooked meat in a Crockpot.
2. Add the tomato sauce, green chilies and the fire roasted tomatoes to the Crockpot.
3. Dice the onion and sauté in a pan until tender, add to the crock pot.
4. Drain the beans and add to the Crockpot.
5. Add all the remaining ingredients to the Crockpot and cook on high until tender.

**Eric’s Recommendations:**

I have used left over chicken, pork and beef in the past.

Eric brought his famous chili in for a company lunch in Seattle. Everyone loved the chili so much we requested his recipe for the *Soundings* so we could add it to our personal cookbooks.

**Harley Marine Services, Inc.**

910 SW Spokane Street  
Seattle, WA 98134  
(206) 628-0051

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

Editor: Stephanie Wright  
[swright@harleymarine.com](mailto:swright@harleymarine.com)

**JANUARY EMPLOYEE OF THE MONTH**

**Westoil Marine Services**

**Michael Traugher, Deckhand**

Westoil Marine would like to recognize Michael Traugher as January's employee of the month. Michael has been with Westoil since the acquisition of South Bay Barges. He brings over 30 years of experience working in the Los Angeles/Long Beach Harbor. He currently assists the tankermen on the barges as a deckhand. With his knowledge and expertise, he ensures that the deliveries are made timely and flawlessly. He helps out in every way possible with making sure all the work is covered. Westoil Management appreciates Michael's exceptional work. Thank you for all you do!

**Olympic Tug & Barge**

**Henry Torgramsen, Engineer**

Olympic Tug & Barge would like to recognize Henry Torgramsen as January's employee of the month. Henry is a pleasure and asset to have on any vessel in the fleet. His knowledge, work ethic and attention to detail make Henry a valued employee. Henry is generally available to help in a pinch and is a benefit to any crew regardless of the circumstance. Thank you Henry for your hard and professional work. Congratulations!

**JANUARY NEW HIRES**

**Harley Marine NY**

David Eisenberg - Deckhand/AB

**Westoil Marine Services**

Justin Houghton - Port Mechanic

**Welcome Aboard!!**

