

SOUNDINGS

Safe ♦ Responsible ♦ Reliable ♦ Efficient

May 2010

Safety Training Week at Starlight Marine Services

Starlight Marine Services conducted a week long safety training session in March for Vessel and Shore side crews. The week commenced with HAZWOPER Technician and Refresher classes and Confined Space Entrant and Attendant training. A Bow Tie/Job Hazard Analysis session was also conducted. The classroom training was followed up by the joint SMS/US Coast Guard MIRT training (full story on page 3) followed by a full day of hands on safety and survival training aboard the tugs at the SMS Alameda dock. Employees participated in several training sessions including abandon ship drills, water rescue, as well as proper usage of flares and line throwing guns.

Training is a crucial part of our safety commitment and culture at Harley Marine Services. Classroom style learning is very important, but having the opportunity to do hands on training is priceless. Everyone concluded the week feeling better prepared in case of an emergency.



MAY HOLIDAYS

May 5th - Cinco de Mayo

May 9th - Mother's Day

May 31st - Memorial Day

(offices will be closed on 5/31 in observance)

THUMBS UP

- ♦ Thumbs Up to Trent Newlon for bird dogging the Olympic Spirit and getting the VRU up and running. Trent traveled from the Bay area all the way to Burnaby B.C. in order to facilitate getting the VRU back on line. Thank you!
- ♦ Thumbs Up to Matt Hammond for supervising the start up and initial transfer operations on the 65 Roses in Canada, San Francisco, and its trip back to Portland.
- ♦ Thumbs Up to Sean O'Connell for training the LA/LB crews on the Webb Moffett boiler system. Sean did a great job on showing the WMS tankerman the proper start up and shut down procedures on the system. With his training we were able to become efficient in the utilization of the system. Sean is a true team player, and an important asset to the HMS team.
- ♦ Thumbs up to Wojciech Satlawa for finding and returning a lost iPod he found on the Pacific Falcon. It is now back in the hands of its rightful owner who was elated to be holding his tiny bundle of joy once again.

HARLEY MARINE NY RECEIVES 2010 U.S. ENVIRONMENTAL QUALITY AWARD

NEW YORK, NY (April 23, 2010) – Harley Marine NY (HMNY), a subsidiary company of Harley Marine Services, has been selected to receive a 2010 U.S. Environmental Quality Award from the Environmental Protection Agency. Harley Marine NY has demonstrated an outstanding commitment to protecting and enhancing environmental quality and public health. This award is the highest recognition presented to the public by the EPA. HMNY is the only maritime company to receive this award.



Karl Kontselidze of HMNY as he accepts the Environmental Quality Award, pictured with Chief Oren Lyons of Onondaga Nations and Judith Enck, EPA Region 2 Regional Administrator.

In addition to exceeding compliance with local, state and federal environmental regulations and requirements, Harley Marine New York continues to lead the way with the following innovative and environmentally responsible programs: company-wide ISO 9001 and 14001 standardization for Safety and Environmental Management Systems; ABS SQE certification for our offices and tug boats; annually updated environmental objectives & targets for tug boats, barges, shop and office; energy management plan to reduce fuel consumption; hazardous material reduction; company-wide recycling; and the reduction of NoX and particulate emissions by replacing older engines and generators on the HMS Liberty with EPA Tier II Compliant Cummins OSK-38 main engines and John Deere powered generator sets.

Harley Marine NY began bunkering service in NY Harbor on January 3, 2007 with three 30,000 barrel bunkering barges. In their three years of operation, HMNY has delivered over 3,500,000 metric tons of bunkers to a variety of shipping and tanker customers in the NY Harbor area. HMNY is committed to an efficient, safe, and environmentally friendly operation in NY Harbor and any location that Harley Marine Services provides support.

For more information on ways that Harley Marine is continuing to lead in safe, responsible, reliable and efficient operations to ensure a sustainable future for generations to come, visit their website at www.harleymarine.com.

STARLIGHT MARINE SERVICES PARTICIPATES IN THE COAST GUARD'S MARITIME INDUSTRY RESCUE TRAINING (MIRT)

ALAMEDA, CA (April 1, 2010) – Starlight Marine Services, a full service marine transportation provider and subsidiary of Harley Marine Services, has collaborated with the United States Coast Guard to conduct on-the-water rescue training. The first training was conducted on January 15th and the more recent was on April 1st. This training marked the first time the air station trained with members from the tug and barge industry.



During the April training, two Coast Guard MH-65 Dolphin class helicopters were on scene from Air Station San Francisco to conduct hoist training with the crew from Starlight Marine's Millennium Falcon. The training included numerous rescue training attempts while the tug was underway. This requires the use of a trail line and pristine communication between the vessel and helicopter. A combination of both litters and rescue baskets were used during the training. A rescue swimmer was also lowered to the tug during the training.

Starlight Marine Services is honored to be a part of this training cycle with the Coast Guard. Having the ability to execute real time training exercises of this magnitude is an invaluable asset to our safety and training programs. With the wide variety of maritime services we provide, this opportunity has only bettered our readiness in the event this type of rescue was ever needed. Practicing real time scenarios much like this is an integral part of our corporate goals and objectives. Starlight Marine looks forward to further cooperation with the Coast Guard.

Photographs provided by the U.S. Coast Guard and taken by Petty Officer 3rd Class Pamela J. Manns.



SAFETY CORNER

Proper Lifting – Six Steps to Prevent Back Injury

Step 1: Size up the load before lifting it. If it's too heavy, get help.

- ◆ Test the weight by lifting one of the corners.

Step 2: Bend your knees. Let your legs do the work.

- ◆ Place your feet apart and close to the object.
- ◆ Center yourself over the load, bend your knees, and get a good hand hold.
- ◆ Lift straight up, smoothly.
- ◆ Never bend at the waist.

Step 3: Never twist or turn your body once you have made the lift.

- ◆ Keep the load steady and close to your body.
- ◆ Never carry a load above your head or at your side.

Step 4: Make sure you can carry the load to its destination before attempting the lift.

- ◆ Make sure your path is clear of all obstacles.

Step 5: Set the load down properly.

- ◆ Bend your knees.
- ◆ Keep your back upright.
- ◆ Let your legs do the work.

Step 6: Always push, don't pull an object.

- ◆ Pushing puts less strain on the back.



Q-Factor**#5 Safety Tenet - Stop for Safety**

By: Andre Nault, Safety Manager-California

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 fifth safety tenet is - Stop for Safety.

Our business is full of deadlines. Getting the numerous jobs scheduled, the equipment staged and manned, the moves made and the work completed on time is an everyday occurrence. Our dispatchers, vessel crews, maintenance crews, office staff and managers continuously respond to deadlines in order to do as much work as possible in the shortest amount of time. We work with heavy equipment, sometimes under adverse conditions. Each of us must make a conscious effort to work safely despite the time constraints and potentially hazardous conditions that may exist. A high degree of safety awareness must be maintained so that the safety factors involved in a job become an actual part of the job. By being conscious of the tasks we are performing, the environment in which they are being performed, as well as how we are going to actually perform the task, we will be capable of identifying potential hazards that will cause us to act in an unsafe manner, and minimize or eliminate them.

In order to be safe, we need to accomplish our work proactively rather than reactively. When we act reactively, we are responding to problems after they occur. When we act proactively, we anticipate problems before they occur and take steps to make sure accidents don't happen. Obviously we are best protected when we act proactively. One of the things that is hard to do when trying to meet deadlines is to remember that some things you just can't rush without sacrificing safety. Safety doesn't slow the job down but mishaps do. It is important for all of us to remember to allow enough time to get the work done safely, and if something unpredictable happens and sets us back, we need to make every effort not to rush or take shortcuts to make up for lost time.

Safety must come first, no matter how urgent the job! Planning the jobs well, keeping up a safe pace, and slowing down or even stopping for safety will help us to reach our goal - Zero Spills, Zero Incidents.

May Anniversaries**Harley Marine NY**

Steven Pokas - 3 years
William Richardson - 3 years
Christopher Tranos - 3 years
William Odegaard - 2 years

Harley Marine Services

Rod Gullickson - 19 years
Deka Sheikh - 6 years
Michelle Moll - 3 years
Cheryl Domier - 2 years
Dan Payne - 2 years

Millennium Maritime

David Cadiz - 19 years
Bo Jun - 10 years
Phillip Ruan - 10 years
Neal Salamunovich - 10 years

Olympic Tug & Barge

Brett Nelson - 13 years
Steve Springman - 10 years
Chris Starkenburg - 10 years
Rosalio Castro - 8 years
Byron Peterson - 8 years
Allen Hall - 7 years
Eric Chisman - 4 years
David Ferguson - 3 years
Bradley Hilton - 3 years
Caleb Sheaffer - 3 years
Paul Thompson - 3 years
William Eckler - 2 years
Andrew Martin - 2 years
Timothy Hayward - 1 year

Pacific Coast Maritime

Dennis Pinfold - 3 years

Public Service Marine

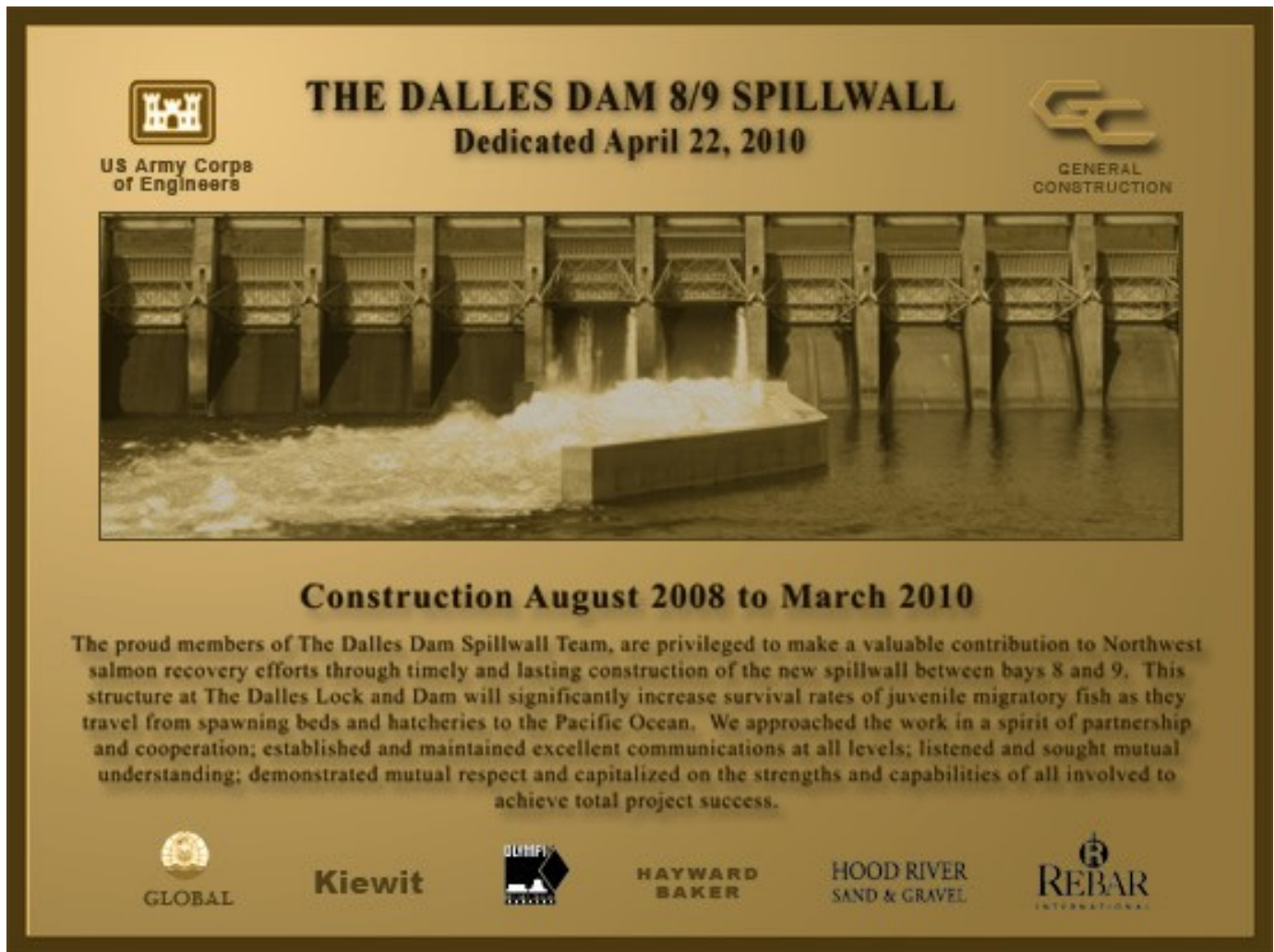
Nels Gorne - 3 years

Starlight Marine Services

Ryan Tom - 4 years
Jacob Laprade - 3 years

Westoil Marine Service

Tony Danelo - 9 years
Louis Randazzo - 6 years
Joshua Bobic - 4 years
Ryan Voci - 4 years
Joe Wilson - 4 years
Rodolfo Hernandez - 2 years
James Carignan - 1 year
Lovell Hunt - 1 year



Our Portland Olympic Tug & Barge crew just completed a two year project at the Dalles Dam on the Columbia River. The project included the construction of an 830-foot wall in the middle of the mighty Columbia River. It was designed to deflect the spillway's flow and guide endangered juvenile salmon to the deepest, fastest and safest part of the river downstream from the Dalles Dam, away from ambushing predatory fish and birds.

On April 22nd, the Spillwall was dedicated. General Construction presented the Army Corps of Engineers the bronze plaque shown above with the below inscription. This plaque will permanently be on display at The Dalles Dam for visitors to see.

The proud members of the Dalles Dam Spillwall Team, are privileged to make a valuable contribution to Northwest salmon recovery efforts through timely and lasting construction of the new spillwall between bays 8 and 9. This structure at the Dalles Lock and Dam will significantly increase survival rates of juvenile migratory fish as they travel from spawning beds and hatcheries to the Pacific Ocean. We approached the work in a spirit of partnership and cooperation; established and maintained excellent communications at all levels; listened and sought mutual understanding; demonstrated mutual respect and capitalized on the strengths and capabilities of all involved to achieve total project success.

New Life for Old Spectra

Hanging Tires on a Tractor Tug

Originally Published by: [Towmasters: the Master of Towing Vessels Assoc. Forum](#)

Most of us never cease to be amazed by the increasing strength and decreasing size of modern synthetic lines. What used to require a length of manila as big around as your thigh can now be achieved with a piece of Spectra the size of your little finger. The worn hands and aching backs of many sailors have found welcome relief in ditching wire rope and instead utilizing lightweight softlines where appropriate. While wire rope hawser (steel cable) is still used for long towing astern there has been some discussion about the use of soft toelines if the same catenary could be duplicated. On heavier crane booms with multiple block systems it's harder to imagine how a soft line would lead and wear better than wire rope, but that's about the only application I can think of where cable may not be replaced by synthetic line soon. Headlines, mooring lines, pennants, and single part lifting gear can usually be adapted and replaced with synthetic line for better performance and safety margins.

Recently a few of us we were sitting around on Starlight Marine's z-drive tractor tug Z-5 (these pictures are of the Z-4) in Alameda, Cal. brainstorming on how to hang a set of three giant tires on the tugs bow for fendering. Chain and, to a lesser extent, wire have traditionally been the materials of choice for hanging tires. Chain is inexpensive and strong enough to withstand the heavy abuse inflicted on a tug's bow. We had just rotated out a length of used 2 1/8-inch diameter Samson Amsteel-Blue 12-strand headline. After about 1,000 hours, depending on its condition and what kind of abuse it's been subjected to, the headline is taken out of service. Often we can utilize different lengths of it for other less-critical applications and, after trying out a few ideas, we came up with an interesting way to hang tires. First you have to endure the fun of hand-drilling a few holes through several inches of heavy rubber. Lots of dish soap and a strong back are needed, and the bigger the drill the better. We started out using a sharp, two-pronged "Pickle-Fork" with a long drill bit in the center to start the hole and guide the forks. It really worked better than the wide auger-type bits I've used before, but it still sucked the life out of the poor sap clinging to the drill. After one of the forks broke off it actually worked better because the rubber wasn't pinching the steel tips on both sides.

With lots of wrestling and soap we finally made enough holes to try hanging the tires. We actually made a "bra" out of three tires, and bolted them together with a length of 3-inch diameter all-thread and some large plates of steel for washers. Then we stabbed the "bra" with a forklift and hung the whole contraption over the bow of the tug on four lengths of the old headline.



Continued on the following page...

New Life for Old Spectra

Hanging Tires on a Tractor Tug

(continued)

By running it down through the holes in the tires and then tying double-overhand knots in it we had obstructions the size of basketballs that couldn't squeeze through the fist-sized holes. After burning a pair of holes through the bow bulwarks just below the rail we welded in little 3-inch chocks to lead the two middle lines through, allowing them to be tied off to the support posts under the staples. To pin the tires up and aft from the ends we made holes in some existing loop-fendering gussets, installed screw-pin shackles, and ran the Samson through them, finishing the ends in an overhand or figure-8 knot. Burning the bitter ends to prevent future unraveling is also a good idea. Short eye splices were also tried, but they tended to loosen up under strain, so for now the knots seem to be the best way to go.

After several ship jobs and some adjusting of the Samson the tires hung where we needed them to and the softline has been an awesome improvement over chain. There are several advantages to the tires being hung on softlines: the new headline (shipline) runs smooth and free from snags over the old line and it doesn't get chewed up on rusty chain, with shackles and wire sticking out. This extends the working life of this very expensive but vital component of all modern ship-assist work. In addition, the rusty chain doesn't beat up the tug's hull and paint when you mash the tires or bounce them around while sliding up and down against the ship, and the dings in the ships hull and scratches to their paint (which we never caused!) are also eliminated.

The lengths of Samson are rated for about 400,000 lbs. of pull apiece, even in a somewhat worn condition, and with four lengths holding up the tires we're good for around 1,600,000 pounds. The tugs bow would probably peel off before any of the lines ever parted. All that and it beats throwing worn line in the dumpster to be trucked off to an ever-expanding landfill. What to do with it after the tires I don't yet know, but it will probably be a long time before that becomes a worry.

Captain Jordan May
Starlight Marine Services



65 Roses and Pacific Falcon
as they enter
San Francisco Bay



May Birthdays

Harley Marine NY

John Walls	5/2
John Curtin	5/6
Riley Canterbury	5/28

Harley Marine Services

Gregg Nelsen	5/3
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Millennium Maritime

Mario Meyers	5/23
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Olympic Tug & Barge

Bart Sappington	5/1
Brian Bamer	5/3
Darian Williamson	5/4
Patrick Harris	5/8
Ronald Winterfeld	5/8
Chris Swan	5/9
Wojciech Satlawa	5/9
Matthew Jacobs	5/17
Andre Pugh	5/17
Kirk Bonnin	5/27

Pacific Coast Maritime

King Morris	5/1
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Public Service Marine

Trent Newlon	5/29
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Pacific Terminal Services

Tracy Wild	5/5
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Starlight Marine Services

Todd Yeilding	5/16
Jordan May	5/21
David Prouty	5/23
Jonah Petrick	5/26
Kevin Caldwell	5/28

Westoil Marine Services

Joseph Randazzo	5/1
Marvin Munoz	5/2
Carlton Fromhold	5/4
James Carignan	5/19
Boris Klarin	5/19
Matthew Drake	5/22

Asthma

According to the Centers for Disease Control and Prevention, more than 17 million Americans suffer from asthma. It is among the top ten reasons people are hospitalized each year. The American Academy of Allergy, Asthma and Immunology estimates that 4 out of 5 Americans either have or know someone who has asthma. It can affect people of any age, but it is estimated that one third of all asthma sufferers are under the age of 18. Asthma is the most prevalent of chronic pediatric illnesses.

Asthma, a chronic inflammatory lung disease, is marked by spasms and tightening of the bronchial tubes that result in heavy or strained breathing. Asthma attacks are brought on by triggers such as:

- ◆ allergies (80% of children and 50% of adults with asthma have allergies)
- ◆ weather
- ◆ exercise
- ◆ airborne irritants (such as smoke and chemical fumes)
- ◆ respiratory infections
- ◆ stress
- ◆ hard laughing or crying

Symptoms include:

- ◆ wheezing
- ◆ shortness of breath
- ◆ a feeling of tightness in the chest
- ◆ coughing that may occur only at night

Management of asthma involves a complete plan including medication to treat or prevent asthma attacks, immunotherapy (allergy shots) to manage allergies, and avoidance of known asthma triggers.

Trusted Plans Service Corporation

Emergency Preparedness: At Home, Work and in the Car

Get Trained

An emergency can strike anyone – a father who suffers a heart attack, a child who chokes and stops breathing, or a colleague who collapses at work.

If you sign up for a safety training class you can learn how to save a life. Classes are provided by several organizations, a few examples are provided below.

American Red Cross: Check with your local chapter (try Bing.com; enter, “Red Cross”, followed by your city) for training in first aid, CPR, water safety, emergency response, baby sitter training, wilderness and remote first aid, and even first aid for dogs and cats.



Your Local Fire Department: Many fire departments offer low cost first aid and emergency preparedness classes.



Your Local Emergency Management Office: Many cities and counties offer training.

Community Emergency Response Team (CERT): This program (training usually presented without cost) educates people about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, CERT members can assist others in their neighborhood or workplace following an event when professional responders are not immediately available to help.

Department of Homeland Security’s Web Site: www.Ready.gov will guide you to prepare, plan and stay informed.

Many more training opportunities are available for those willing to volunteer their time and skills.

This is the last of the Emergency Preparedness Series.

Submitted by Kevin Buffum, GM of Pacific Terminal Services, originally published by American Red Cross



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FOR IMMEDIATE RELEASE
April 27, 2010

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AWO Gratified by Supreme Court Ruling Against Closing Chicago Locks

WASHINGTON, D.C. – The American Waterways Operators (AWO), the national trade association for the tugboat, towboat and barge industry, hailed the U.S. Supreme Court decision announced yesterday to deny the State of Michigan's motion to close Chicago area locks.

AWO is gratified that the Supreme Court's action will keep waterborne commerce flowing and will avoid the devastating impact that closing the locks would have on Midwest consumers and the hard-working Americans employed in the towing industry and other industries that rely on commodities shipped by barge. The benefits of barging go beyond the fact that it is the safest, most economical way to ship cargo. Barging has the smallest carbon footprint of all transportation modes and is the most environmentally friendly way to move critical commodities, reducing traffic congestion and air pollution.

AWO has endorsed nine actions other than lock closures put forward by a federal agency consortium in its Asian Carp Control Strategy Framework that should be implemented to stop the Asian carp. AWO remains committed to working in partnership with the U.S. Army Corps of Engineers, EPA, the U.S. Coast Guard, the White House Council on Environmental Quality, and other federal and state agencies to prevent the spread of Asian carp into the Great Lakes while ensuring the free flow of essential commerce.

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Cooking with the Crew

Spaghetti Casserole

By: Chris Starkenburg

Ingredients:

1 lb.	Spaghetti Pasta	8 oz.	Cream Cheese (cubed & room temperature)
1 1/2 cups	Ground beef, veal, sausage or chicken	8 oz.	Ricotta Cheese
1	Onion (diced fine)	4 oz.	Heavy sour cream
1 cup	Red Bell Pepper (diced fine)	1 cup	Parmesan Cheese (grated)
3 cloves	Garlic (minced)	1 1/2 cups	Cheddar Cheese (shredded)
3 quarts	Marinara Sauce	3 cups	Mozzarella Cheese (shredded)
2 cups	Petite white frozen corn	Garnish	Italian Parsley (chopped)

Directions:

1. Preheat oven to 350°F.
2. In a large skillet over medium-high heat, brown the meat, you can add salt and pepper to taste.
3. When the meat is nearly done, add the onions, peppers and garlic.
4. Continue to cook until the onions are translucent and tender, then add the frozen corn.
5. Remove from the heat and drain off the excess grease.
6. Cook pasta Al-Dente according to the box and add 1 tablespoon of kosher salt to the water. After the pasta is cooked, drain but do not rinse. Place the cooked pasta back in the pot.
7. While the pasta is still warm, stir in the cubed cream cheese.
8. Once the cream cheese melts, add the ricotta cheese and sour cream. Gently mix until it is incorporated with the pasta.
9. Spray or lightly oil a 13"x9" glass casserole baking dish.
10. To assemble, ladle a light layer of marinara sauce into the bottom of the dish, then layer with the pasta, then the meat mixture and sprinkle with the Cheddar and Mozzarella cheeses.
11. Repeat this process using the remaining ingredients.
 - ◆ Note: You want to retain half of the red sauce to serve on the side.
12. Place in the oven and bake for about 30-45 minutes.
13. Once the dish is done, allow it to rest for 10-15 minutes before serving.
14. Warm the remaining red sauce to serve with the casserole.

You can check the progress of the dish by placing a butter knife through the middle, when it is finished the knife will come out relatively clean. If the cheese begins to brown too quickly, rest a piece of tinfoil on top.

Serves: 6 to 8 people



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APRIL EMPLOYEE OF THE MONTH

Olympic Tug & Barge

Ron Kallinen, Engineer

The April Employee of the Month for Olympic Tug and Barge is engineer, Ron Kallinen. Ron has been with Olympic for 4 years and is currently the engineer aboard the vessel Hunter D. Since he has started, he has proven to be a great engineer. Recently, Ron went above and beyond the normal expectations by covering a fellow co-worker's rotation when time was needed away from work. His flexibility was greatly appreciated. Keep up the hard work!

Westoil Marine Services

Patrick Speers, Deckhand Engineer

The April Employee of the Month for Westoil Marine Services is deckhand engineer, Patrick Speers. Patrick has been with Westoil since 2002 and is currently the engineer aboard the vessel Millennium Dawn. He has been working hard at keeping the Tug properly maintained. He has been willing to come in on his days off and cover the jobs in a pinch. He shows the "can do" attitude with all of his job responsibilities. For all that he does, Westoil Management is honored to have Patrick as the Employee of the Month.

APRIL NEW HIRES

Harley Marine Services

Susan Caufield - Receptionist

Olympic Tug & Barge

Lawrence Anderson - Port Engineer

