

# SOUNDINGS



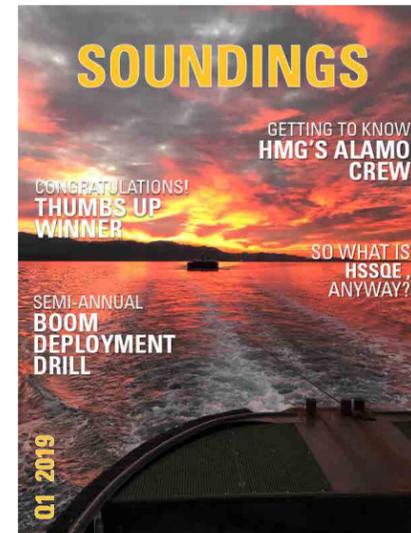
OTB'S NEW  
CHARTER  
BARGE  
**CASCADES**

SUMMER  
GRILLING  
**SAFETY**  
MESSAGE

GETTING TO KNOW  
**TWO DIFFERENT  
CREWS**

HARLEY MARINE  
**SUPPORTING  
OUR INDUSTRY**

**Q2 2019**



Read the previous issue of Soundings by clicking on the image above.

Soundings Q2 cover photo courtesy of Captain Michael Ryan Parks, back cover photo courtesy of Tankerman Jimmy Hargrove.

Visit our website [harleymarine.com](http://harleymarine.com) to learn more about our vessels and the stories behind them.



Soundings is now published on a quarterly basis.

For questions, feedback, or to subscribe, please contact us at [soundings@harleymarine.com](mailto:soundings@harleymarine.com)

#### **Soundings**

A Harley Marine Services Publication

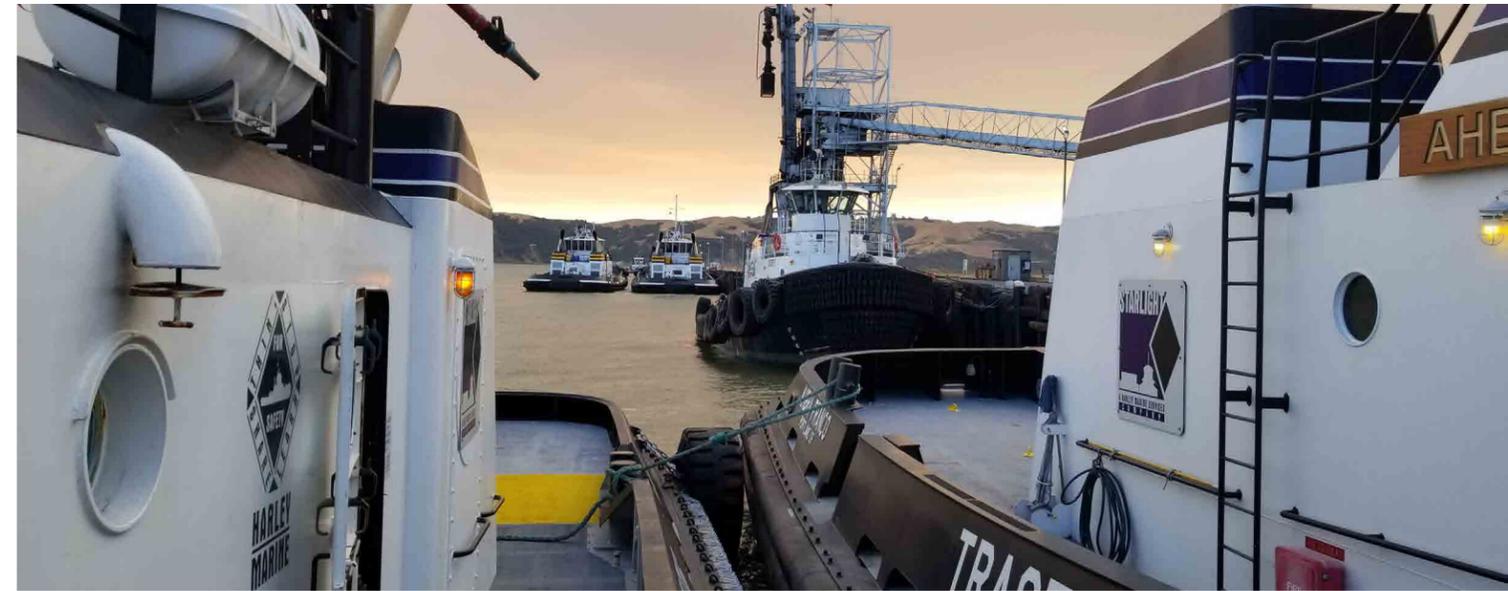
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Seattle, WA 98134

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Harley Marine World Headquarters in Seattle, WA



## Thank you, Starlight Marine Services

By Ben Ostroff, *Operations Manager*

Throughout the month of May, Starlight Marine Services' employees have demonstrated hard work, and put in a lot of effort to get through very busy work days, specially on May 17<sup>th</sup>. We would like to highlight the following crewmembers and shoreside employees for their performance.

**AHBRA FRANCO Crew** – Thank you for your great job during the inspection and coming away with no observations. It was your knowledge and attendance that also helped the ROYAL MELBOURNE inspection go very smoothly.

**Charlotte** – Thank you for all you do; we want you to know we couldn't do it without you. It might seem like another day to you, but we appreciate the things you do for all of us.

**Dispatch** – Thank you for everything today, there were a ton of moving parts and requests and you got them all done. We're thankful everything got done in the most efficient manner possible. You guys do the best, day in and day out.

**ROYAL MELBOURNE and BERNIE BRIERE Crew** – Thank you for doing everything today; from barge swap, to vessel changing, to a no observations

inspection, to another load. You guys were on top of it!

**Shop Guys** – Thank you for your efforts today, and every day. We want you to know that we see and appreciate the effort you put in, not only today, but every day. You keep us running safely and efficiently.

**Z3Crew** – Thank you for conducting a fuel transfer, crew transfer from the ROYAL MELBOURNE, and barge take over, and smoothly getting the barge to the next load. It was a lot of work to do in such a short period of time.

**Z4 Crew** – Thank you for helping with the barge swap; you helped the 65 ROSES into the stream so the BERNIE BRIERE could be where it needed to be.

**Z5 Crew** – Thank you for taking the brunt of the mid-day assist work so the others could focus on different tasks, and for loaning us crew to help with the fuel transfer.

## Thank you all!!!



*getting to know*  
**Harley Marine New York's  
DR. MILTON WANER**

**CREWMEMBER SPOTLIGHT**

What boat are you on and where are you located?

**On the DR. MILTON WANER, in Philadelphia.**

How long has each member worked for the company?

**Romolo Dicesare: 4.5 years**  
**Mike Michnya: 1.5 year**  
**Michael Parks: 1 year**  
**Scott Parks: 1 year**  
**Shane Crockett: 1 year**

Best pizza topping?

**Seafood pizza**

Coolest animal seen on a job?

**Romo's trained geese**

Best song to jam to on the boat?

**Cemetery Gates by Pantera**

Would you rather be working on the boat during the summer or winter season?

**Winter because the summer is best spent with family back at home**

Group dinner of choice?

**Shane's Tuna Steaks**

Best breakfast on the boat?

**Special K cereal with almonds**

Vanilla or chocolate?

**Chocolate**

Which crewmember snores the loudest?

**Tossup between Scott and Shane**

What is your favorite part of working on the boat?

**Five friends working together, and the views**

What is your favorite movie or show to watch as a crew?

**Bar Rescue**

Who is the best cook and what's the best dish they make?

**Romo's pizza or ziti**

Who has the best singing voice?

**Mike**

Pepsi or Coke?

**Pepsi**

Bacon or sausage?

**Sausage**

Hard shell taco or soft shell taco?

**Taco boats**

Coffee or tea?

**Coffee**

Double Stuffed or Original Oreos?

**Double Stuffed**

Bagels or muffins?

**Bagles**

Ketchup or mustard?

**Ketchup**





Left to right: Michael Myers, Bruce Reed, Congresswoman Cathy McMorris, and Michael Auer.

## Harley Marine Supporting our Industry

By Michael Myers, *Director Business Development*

On Wednesday, April 10<sup>th</sup>, Michael O'Brien, Ed Suhovsky, and Michael Myers joined a couple of hundred maritime colleagues in Washington, DC for the American Waterways Operators' *Spring Convention & Barge-In 2019*. The attendees split up into teams and hoofed it all day long across the Capitol grounds to meet with almost all of the offices of the current US Senators, and Representatives to discuss issues in support of the tug and barge industry.

The main issues discussed this year focused on:

- ◆ Federal Primacy – insuring that state and local regulations are aligned with federal regulations, and do not put undue burden or hinder interstate commerce
- ◆ Support of the Jones Act (see inserts on pages 8 and 9 for additional information)

- ◆ Waterway infrastructure – support for federal budgets to provide ports and waterways improvements without taxing transportation companies, and to protect existing locks and waterways from removal or restrictions

By the end of a long day, the Harley Marine team had met with offices of:

- ◆ Representatives – Pete King, Grace Meng, Thomas Suozzi, Kathleen Rice, Lee Zeldin, Jaime Herrera Beutler, Cathy McMorris Rodgers, Dan Newhouse, Suzanne Bonamici, Mike Simpson, and Russ Fulcher
- ◆ Senators – Mike Crapo, and Jim Risch

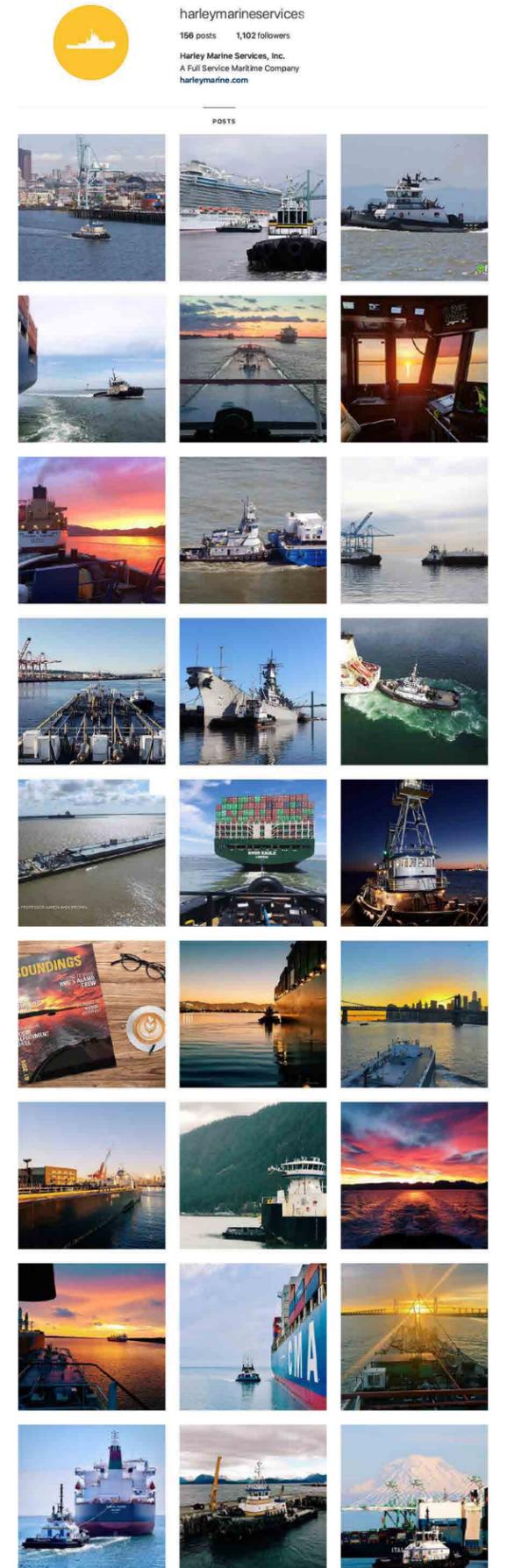
The meetings were all well received, and we heard support for most of our causes. The primary focus of discussion being a renewed campaign of disinformation attacking the Jones Act as it nears its 100<sup>th</sup> anniversary acted into law.

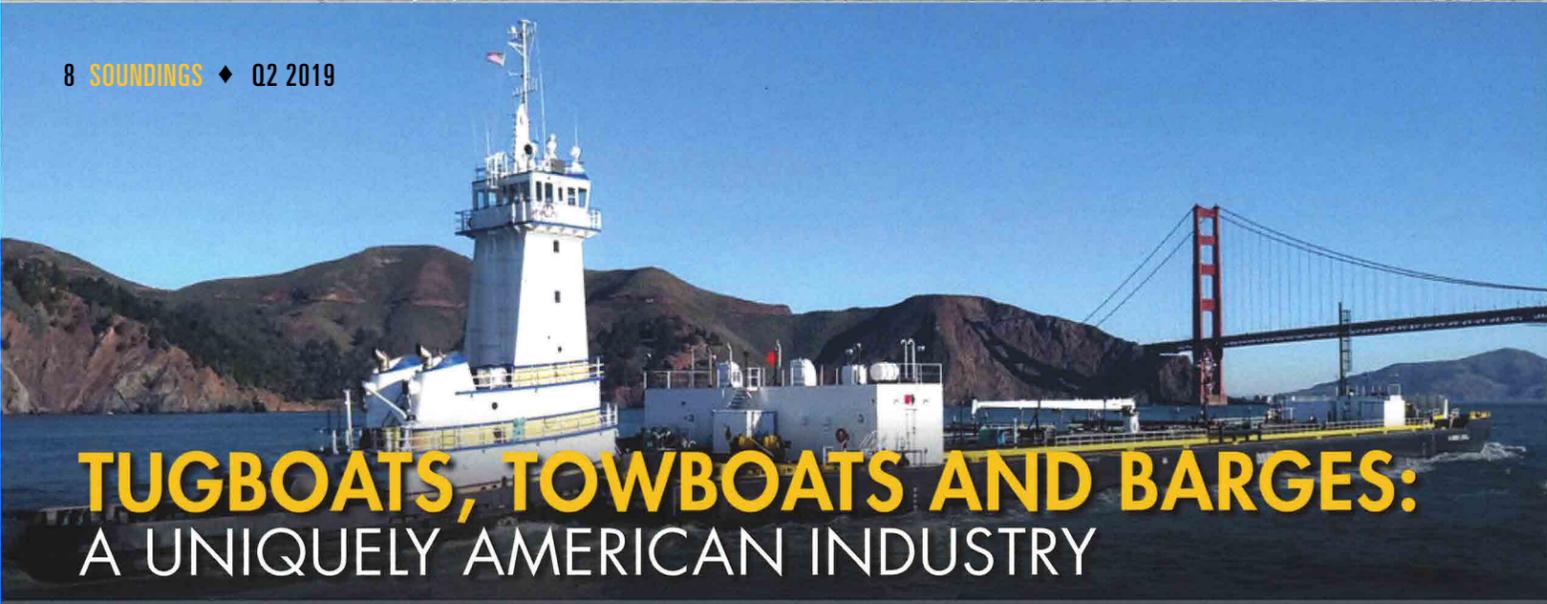
All HMS employees are encouraged to understand how the Jones Act protects all American seafarers, and American maritime companies, including shipyards, from foreign companies and crews from taking our jobs. Some of the anti-Jones Act commentary is falsely blaming American shipping for problems in Puerto Rico, and even traffic jams in New Jersey.

For more information on the Jones Act and how you can help support all of our jobs and our industry, please send an email to [info@americanwaterways.com](mailto:info@americanwaterways.com) or send an email to [mmyers@harleymarine.com](mailto:mmyers@harleymarine.com).



Ed Suhovsky visiting New York Representative Suozzi's office.





## TUGBOATS, TOWBOATS AND BARGES: A UNIQUELY AMERICAN INDUSTRY

Comprising 5,500 tugboats and towboats and 31,000 barges, the tugboat, towboat and barge industry serves the nation as the safest, most environmentally friendly and most efficient mode of freight transportation.

### WATCH US WORK

- We operate on 95,000 miles of coastline and 25,000 miles of navigable inland waterways
- We transport over 760 million tons of cargo every year
- We directly provide 50,000 family-wage jobs to American mariners and shoreside personnel, and support more than 300,000 jobs nationwide
- We directly contribute \$9 billion to the U.S. GDP every year, and support nearly \$34 billion in economic output annually

### MEET OUR FLEET

#### Inland rivers and waterways

- Towboats move barges carrying agricultural products, petroleum, and other raw materials
- A single inland dry cargo barge carries as much cargo as 16 rail cars or 70 tractor trailers

#### Harbor assist

- Tugboats safely escort and assist larger ships like oil tankers and containerships through congested waterways into port

#### Articulated tug-barge units (ATBs)

- Specially-designed tank barges interlock with a tugboat
- The size, design and ocean-going capability of ATBs allow them to safely transport petroleum products along our coasts

#### Alaska, Hawaii, U.S. territories and the coasts

- Tugboats pull deck barges laden with cargo containers, vehicles, and other consumer goods
- In Alaska, tugboats designed for Arctic conditions provide a vital lifeline of fuel and other necessities for cities and remote coastal communities

### OUR PRIORITIES

- **Safety and Environmental Stewardship:** AWO members have demonstrated their commitment to safety leadership through voluntary initiatives and partnership with government regulators to protect mariner safety and safeguard the marine environment. In concert with the U.S. Coast Guard, AWO was instrumental in establishing Subchapter M, a comprehensive inspection regime for towing vessels that took effect on July 20, 2018.
- **Secure and Reliable Maritime Transportation:** The Jones Act underpins the tugboat, towboat and barge industry as the largest segment of the domestic fleet, ensuring a secure, reliable connection between U.S. states and territories and supporting economic, homeland and national security.
- **Infrastructure Development:** Modern lock and dam infrastructure is essential to safe and efficient waterborne commerce and supports U.S. competitiveness in the global market.
- **Federal Primacy:** Federal laws governing the operation of vessels in interstate commerce promote safety, efficiency and environmental protection. Federal authority is necessary to prevent a patchwork of inconsistent, overlapping or conflicting state and local laws.



## THE JONES ACT SAFEGUARDING ECONOMIC, NATIONAL AND HOMELAND SECURITY

The Jones Act (formally the Merchant Marine Act of 1920) requires vessels carrying cargo between ports in the U.S. mainland, Alaska, Hawaii, and Puerto Rico to be **OWNED BY U.S. COMPANIES, CREWED BY U.S. CITIZENS, AND BUILT IN U.S. SHIPYARDS.**

For nearly a century, the Jones Act has supported economic, national, and homeland security by ensuring that interstate maritime commerce remains in the hands of Americans.

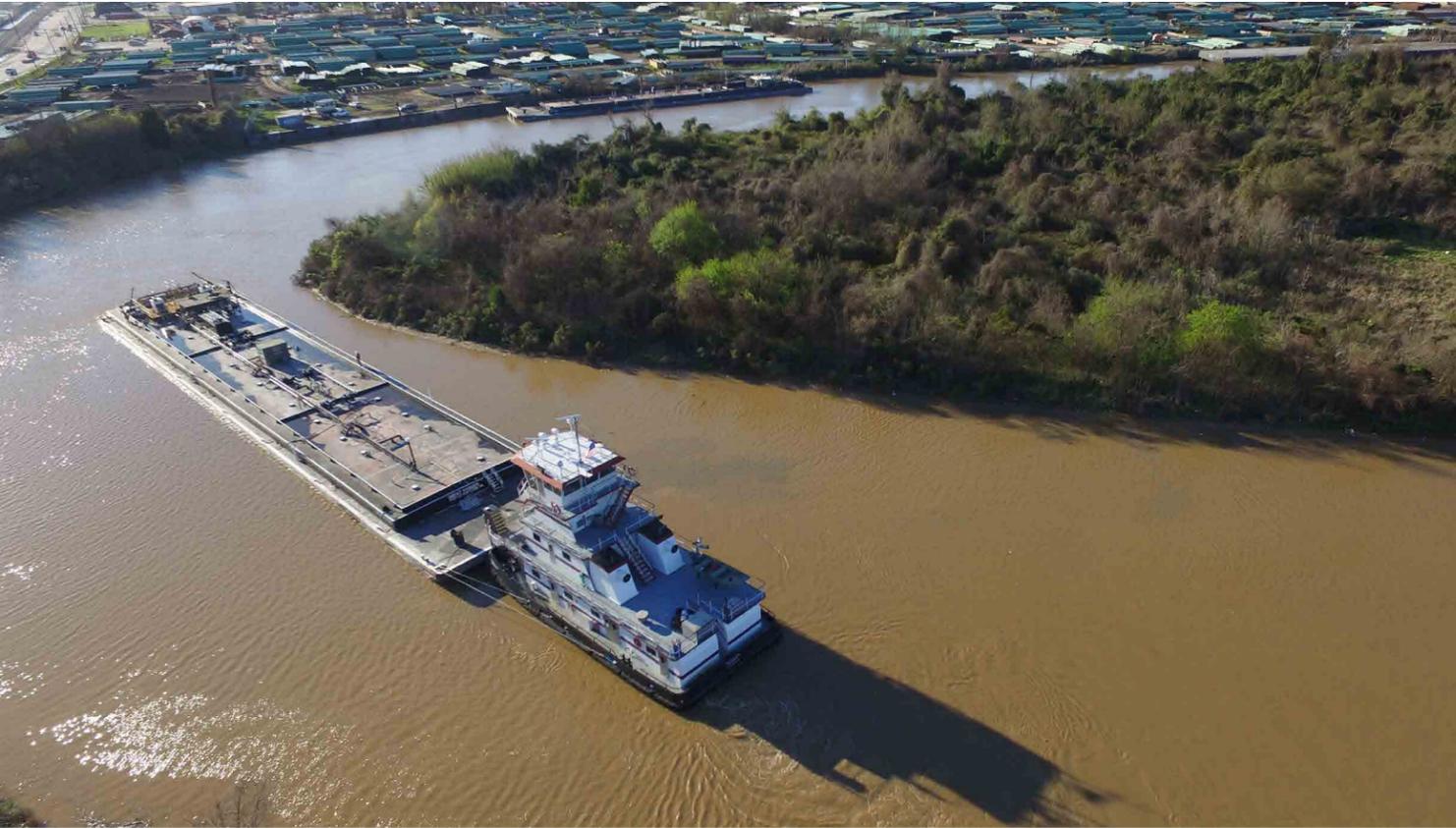
**THE JONES ACT IS THE FOUNDATION FOR A VIBRANT MARITIME ECONOMY.** The Jones Act fleet and the industries that support it are economic drivers for communities along America's coasts in the Atlantic, Pacific, and Gulf of Mexico; throughout the Great Lakes; and on the inland rivers and waterways. Through the Jones Act, the American maritime industry:

- Drive over \$154 billion in economic output annually
- Supports nearly 650,000 family-wage jobs
- Builds economic opportunity for working Americans—including veterans—through high-paying jobs and upward mobility
- Provides reliable, dedicated transportation links between the U.S. mainland and non-contiguous states and territories

**THE JONES ACT FLEET IS ESSENTIAL TO NATIONAL SECURITY.** America's ability to project and deploy forces globally depends on having the civilian sealift capacity to transport military and humanitarian cargos. Military leaders consistently express strong support for the Jones Act because it ensures a domestic maritime industrial base of vessels and mariners to reliably transport equipment and supplies from U.S. ports to distant parts of the world.

**JONES ACT MARINERS ARE A FORCE MULTIPLIER FOR PROTECTING THE HOMELAND.** With the United States encompassing 95,000 miles of shoreline and 25,000 miles of navigable inland waterways, the Jones Act makes America's domestic vessel fleet and the mariners who crew those vessels indispensable homeland security assets. Jones Act mariners serve as the U.S. Coast Guard's eyes and ears on the waterways and consistently come to the aid of their fellow Americans in times of emergency. In the immediate aftermath of Hurricane Maria in 2017, the Jones Act fleet led the way in getting relief supplies to Puerto Rico, and it continues to support the long-term rebuilding of the island. Similarly, following Hurricane Lane's landfall on Hawaii in 2018, the Jones Act fleet swiftly restored transportation links with the Port of Honolulu.

The Jones Act is a time-tested, effective policy with strong bipartisan support. It is fundamental to the economic well-being of our nation, to port and waterway safety, and to national and homeland security.



## HMS Looks to Grow Gulf Based Bunkering Operation

By Kelly Moore, *Senior VP, East and Gulf Coast Operations*

After several years in the gulf region, HMS is excited to announce its further growth and commitment into the Gulf bunkering business. The company has been a significant player in the Gulf based bunkering market since 2011 when it acquired MGI Marine. That acquisition introduced HMS to the region and enabled the company to bring enhanced customer service, standards of care, and operational experience to the Gulf market. Now, in 2019, the company is excited to announce its further commitment to the region as it looks to bring added equipment and crew to grow its already existing significant bunker barge fleet.

This announcement will see HMS expand its customer presence in the region and grow into new gulf markets outside of the Port of Houston. The expected result will be a significant uptick

in volume of barrels moved and increase what is an already existing significant portion of the HMS business. “We are committed to the gulf region and think our gulf based crews and shoreside employees have done an excellent job establishing HMS as a significant player in the region” said Matt Godden, President of Harley Marine Services. Matt went on to say “over the last few years we’ve looked to simplify our service offerings in the gulf, including the recent divestiture of our unit tow business so we can focus on what we are good at – bunkering and blue water terminal transportation.”

HMS is expected to further announce incremental new contract wins and bunkering fleet growth in the latter half of 2019 as the company expands to market demand from the 2020 IMO sulfur regulation changes.



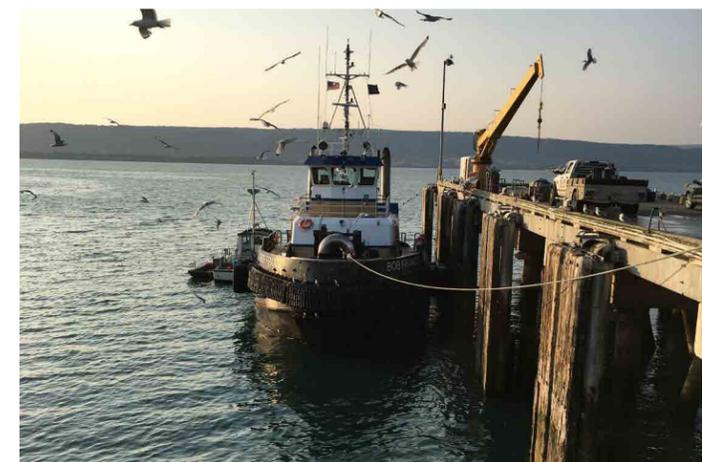
## Re-fendering the BOB FRANCO

By Corey Cote, *Port Engineer*

Olympic Tug & Barge would like to give a thumbs up to the BOB FRANCO crew: Captain, Conrad Shinn, Chief Mate, Akine Franciscone, 3<sup>rd</sup> Mate, Gordon Wunder, LE, Rick Saladin, and AB, Travis Koso for their amazing work performing all summer maintenance in a span of 10 days without going out of service!

Some of the main projects that took place between June 20<sup>th</sup> to June 30<sup>th</sup> consisted of re-fendering the bow of the BOB FRANCO, installing a new satellite phone system, and a full under water hull survey, among many other projects.

All of this couldn't have been accomplished without the team's hard work and dedication. Thanks guys!



*getting to know*  
**Pacific Coast Maritime's  
MILLENNIUM FALCON**

What boat are you on and where are you located?

**On the MILLENNIUM FALCON, in Dutch Harbor, AK.**

How long has each member worked for the company?

**Roel Villamor: 10 years**  
**Steve Partridge: 4 years**  
**Amy Knutsen: 2 years**  
**Joe Stuart: 1.5 year**

Best pizza topping?

**Pepperoni or BBQ Chicken**

Coollest animal seen on a job?

**Albatross and Arctic Fox**

Best song to jam to on the boat?

**Do You Really Want to Hurt Me by Culture Club**

Would you rather be working on the boat during the summer or winter season?

**Summer**

Group dinner of choice?

**Hamburgers**

Best breakfast on the boat?

**Oatmeal with berries**

Vanilla or chocolate?

**Chocolate**

Which crewmember snores the loudest?

**Chewbacca**

What is your favorite part of working on the boat?

**Camaraderie**

What is your favorite movie or show to watch as a crew?

**Orville Hook Training**

Who is the best cook and what's the best dish they make?

**Captain Iszler's sourdough bread**

Who has the best singing voice?

**Captain Stuart**

Pepsi or Coke?

**Neither**

Bacon or sausage?

**Bacon**

Hard shell taco or soft shell taco?

**Both, hard shell inside of soft shell**

Coffee or tea?

**Coffee**

Double Stuffed or Original Oreos?

**Double Stuffed**

Bagels or muffins?

**Muffins**

Ketchup or mustard?

**Ketchup**





## Summer Grilling Safety Message

By Rich Softye, VP HSSQE

As summer approaches, a favorite American pastime approaches as well: backyard grilling! Many of us have moved away from wood and or charcoal grilling. I say most as I still use good old charred wood. However, I do still maintain a gas grill for those quick hamburger or hot dog nights where I don't want to ceremoniously create the **perfect grilling fire**.

Starting up the gas grill has for many become an **unconscious routine**, where you turn the valve on a tank and either strike a match or use a click and point gas fire starter. And there you have it; instant fire, cook away!

Stop for a moment and think about what you just did, and think of the inherent hazards with igniting an **extremely flammable and explosive** gas. Have you checked the tank for rust and corrosion? Have you checked the flexible rubber type hose from the tank to the burners that has hung just below the fire for the last few summers?

Have you removed the **greasy drippings** from years past that once heated up can ignite from your current fire? Are there any overhead combustibles, i.e. plants, patio covers, branches, that **may ignite** if the fire gets too high?

Gas grilling is an **inherently hazardous undertaking**. Stop and do a job hazard analysis as you do at work on your tugs and barges. Here

is how to grill in the most non-hazardous way:

1. *Check the tank for integrity and of course feel the weight to see that there is in fact gas in it*
2. *Check the valves and hoses for any inherent damage/corrosion or fatigue cracks that may be points of failure*
3. *Check for overhead combustibles*
4. *Keep pets and children clear*
5. *Never try to start your grill with the cover closed*
6. *When you open the valve on the tank do you hear excessive gas escaping, and smell a particularly strong rotten egg odor more than normal as you may have an excess of gas escaping. For those of you so inclined, take the bubble-stuff from the kids and apply to the hoses and valves to detect leaks.*
7. *Do you have a dry chemical fire extinguisher close by?*
8. *Do you have a charged water hose close by? (Remember that grease and gas fires do not respond well to water as an extinguishing agent.) The charged hose is for other combustibles that may catch fire*

The National Fire Protection Agency says propane related grilling accidents cause more than **6,000 fires and explosions annually** resulting in 20,000 emergency room visits and at least 20 deaths. Don't become part of this statistic. Lastly, did you remember the ketchup and mustard? Happy and safe grilling!



Thank you for being a subscriber.



## Harley Marine Outing

By Staff

On Wednesday, May 29<sup>th</sup>, 2019, Harley Marine Services employees were able to take a field trip to enjoy a beautiful sunny day together. The team attended the **Seattle Mariners vs. Texas Rangers** game at the newly renamed T-Mobile Park in Seattle, WA.

Everyone was able to bond with other departments while relaxing, watching the game, and enjoying all the great food that the stadium has to offer. Unfortunately for Seattle Mariners fans, the Texas Rangers won 8 to 7.

Everyone had so much fun, we hope to be able to do it again!



On Tuesday, May 21<sup>st</sup>, Harley Marine New York's tug, **HMS JUSTICE**, picked up **Ryan Monaghan** and **Max Foster** from **Global Companies LLC** at IMTT Bayonne and took them on a boat ride to Downtown Manhattan. Ryan and Max were able to take a tour of the vessel and familiarize themselves with the equipment and crew on board.



# HAZARD IDENTIFICATION

By David Ferenczy, HSSQE Advisor

Take time to walk through the vessel with the crew to identify hazards, and record any items of note in the Safety Meeting Form located in the Wheelhouse. A general walk through of the vessel can be done with the crew aside from formal inspections and can be a part of the safety meeting.

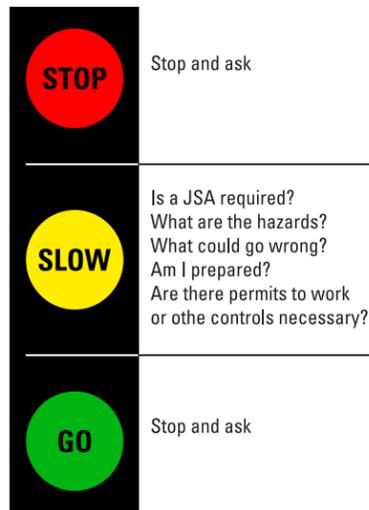
## STOP WORK AUTHORITY

During our time in this industry, we may be exposed to a situation that is not safe, or possibly is not lawful. As a crewmember, these situations can be difficult to face. Leading to decisions that may go against a direct order and command, or suffering from an injury.

According to the Safety Management System, every Harley Marine employee can utilize the Stop Work Authority.

This authority is given to everyone to stop a job due to unsafe hazards, unsafe situation during the job, and any procedure that goes against Harley Marine Policy or maritime laws. To the side is a checklist that helps prevent certain situations from occurring.

This can be found in our SMS under HSI 05-241 (Job Safety Assessment JSA & Stop Work Authority). The checklist will ensure crewmembers look at all hazards that may be present to that particular job. After listing the hazards, a JSA will be conducted in a meeting that involves everyone enrolled with the job. These JSA are a crucial part in our safety and recognizing potential hazards that are around us every day we are out on the seas. Job Safety is considered number one priority to Harley Marine.



Laws and policies are not new to the maritime industry. It may seem that as we spend more time on the water the list of laws increases with it. Every law and policy has a purpose, it's when one is broken that we must act and prevent any unlawful decision. One of the most common



**Every employee has the obligation and authority to stop any operation when concerns for safety, health, or the environment exist.**

scenarios this industry faces is the "Magic Pipe". A pipe that illegally discharges oil or slops from containment. Another is discharge of unrecorded ballast.

Stop Work Authority protects the crewmember and ensures we maintain a lawful industry. When faced with a decision crewmembers are instructed to follow their chain of command and notify the DPA. The Designated Person Ashore is there to bring the circumstance to a higher level of management and help the crewmember or members through the situation.

Hazards identified that are rectified on the vessel can be input into the safety meeting, if there are any hazards that require shoreside support, also include in the safety meeting notes, and follow up with the appropriate Material Requisition or eMaint work request. If you have any questions, please contact your regional safety representative.



Harley Marine New York's Dispatch Manager, Sarah Fryer, and the Health, Safety, Security, Quality, and Environmental (HSSQE) Advisor, Dave Ferenczy, prepping for the WW2 reenactment.



Millennium Maritime's Port Captain, Mike Golden, aboard the TIM QUIGG during an indirect, assisting the CMA CGM T JEFFERSON into the Port of Los Angeles.



ATB unit (tug) DALE R LINDSEY and (barge) PETRO MARINER bunkering MS Queen Elizabeth in Juneau, AK on May 18, 2019.

# Want a chance to win HMS gear? Here's what you have to do:

Submit a photo of a Harley Marine vessel to be entered into the contest\*, the best photo wins!  
Winners will be announced on Thursday, July 27th.

\*Submissions must be emailed to soundings@harleymarine.com before Tuesday, July 25, 2019. All submissions must be original photographs, please do not submit photographs that do not belong to you.



## Do you like us?

Click on the any of the social icons to follow us!



The crew of the Pacific Falcon aboard the barge, CASCADES.

## OTB's New Charter Barge, CASCADES

By Michael Myers, *Director Business Development*

The crew of the tug, **PACIFIC FALCON**, consisting of Brandon Cloud, Mike Mena, Mark Karuza, Germain Navarro, Tom Houghton, Tom Atwell, Chris Lisowski, and Jade Lyon, were sent off by Sharon Cunningham, Dan Alnoch, Sven Christensen, Sterling Adlahka, Michael Myers, Rich Softye, Sven Titland, and Chris Ryan, as they tow the barge, **CASCADES**, for a season in Western Alaska.

Olympic Tug & Barge began a new charter on May 5<sup>th</sup>, with our newest customer, Delta Western, to deliver fuel to the communities of Western Alaska. This new opportunity will provide for a seasonal charter through 2023, and give Harley Marine Services more opportunities in the Alaska market in the future.

For those salmon fishermen at HMS, the **PACIFIC FALCON** will be working in Bristol Bay, which is home to the largest salmon run in the world; 2018's catch was over 50 million salmon caught so expect nothing less for 2019.



# HARLEY MARINE GULF

I P P X X L S T A R D U S T W  
 S H E L S O W T R X Z C X G T  
 D G L B M S U Z J I I K A Q X  
 T F N E J H R I R C G K A V Z  
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 FURY  
 GULF  
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- Fever
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- Nausea / Vomiting
- Pink eye
- Rash
- Respiratory problems
- Sore throats
- Urinary problems / UTI
- Vaginitis
- And more

e-prescriptions can be sent to your local pharmacy (if needed).

Don't wait until you're sick. Activate your MDLIVE account today.



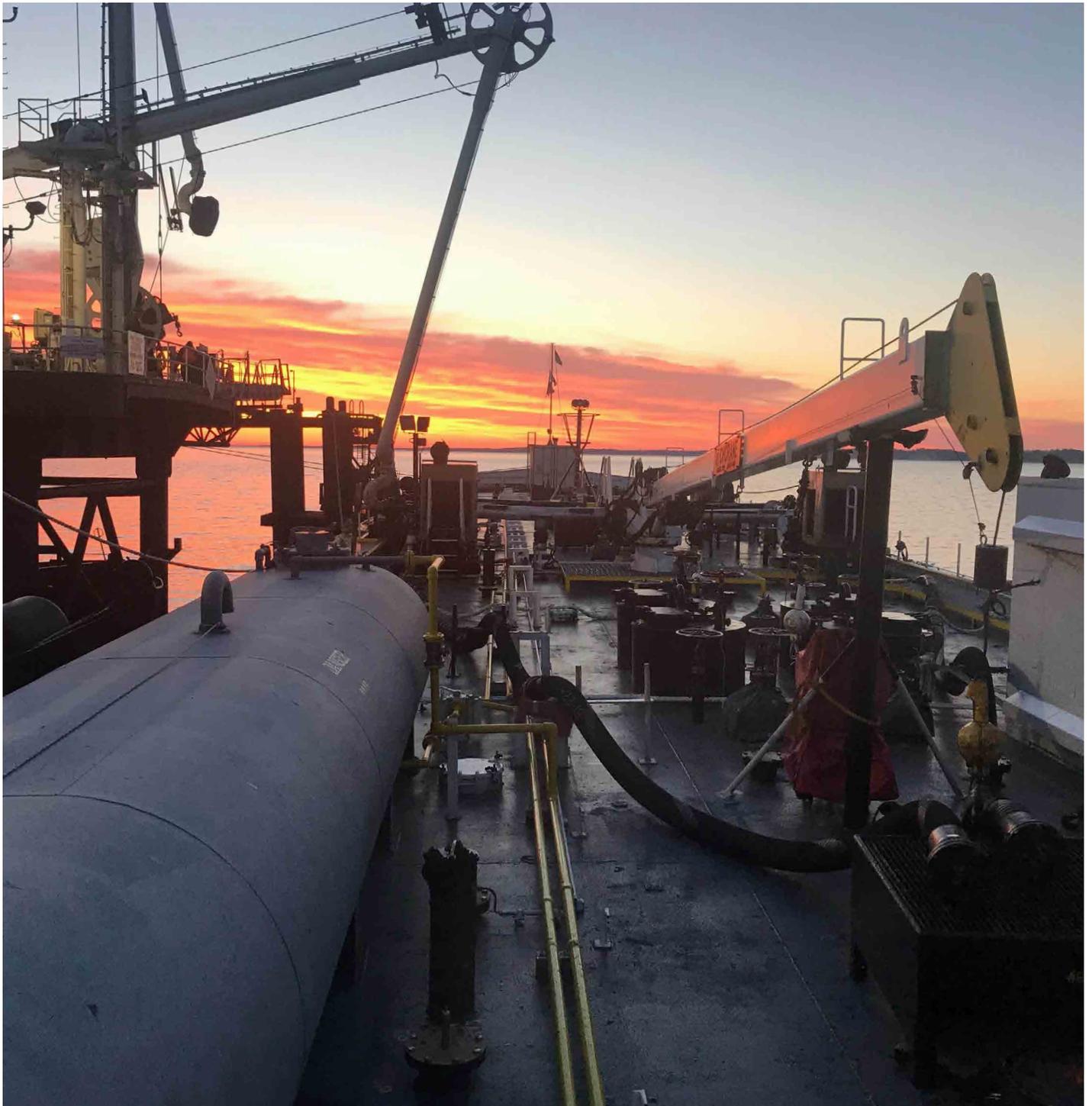
Download the MDLIVE App.





## HARLEY MARINE OUTFITTERS

Visit our [online store](#) to view prices and browse more items.



# SOUNDINGS

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