



# Tow Bitts



Leland Schmidt

**INDEPENDENCE IN TOW** The *Lindsey Foss* took the lead, with the *Andrew Foss* on the starboard side and the *Henry Foss* on the port side, as the carrier *USS Independence* was towed out of Bremerton. More photos on Pages 10-11.

## HISTORIC MOVE AS VENERABLE AIRCRAFT CARRIER BEGINS LAST VOYAGE

In a challenging job that was completed successfully and safely, three Foss tugs moved the retired aircraft carrier *USS Independence* out of its mothball berth in Bremerton and handed it off to another company's tug for a two-month trip to a scrap yard.

The 1070-foot, 61,000-ton ship is being towed around the continent of South America, past Cape Horn, to its final resting place in Brownsville, Texas, where it will take about a year and a half to cut it up.

"The Navy is very concerned about  
(Continued on pages 10-11)

INSIDE



**Historic Tow**

Three Foss tugs moved the venerable aircraft carrier *USS Independence* out of its mothball berth in Bremerton. The ship is being towed by another company to a scrap yard in Brownsville, Texas.

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**Remembering Piper Cameron**

The accidental death of **Piper Cameron** on the *Emma Foss* helped provide impetus for a new safety culture at Foss. The 10th anniversary of her death was observed in late February by her family, friends, co-workers and clergy.

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**Top Mariner**

Marine Transportation Port Engineer **David Atkins** stepped up to the plate recently and, in addition to his regular duties, designed a program that resulted in all but two of his 35 engineers receiving licenses or upgrades. His accomplishment netted him a Top Mariner Award, including a \$3,000 cash stipend.

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**41 Years at Foss**

**John Barrett**, director of Fleet Engineering, says all the teams he worked with in his 41 years at the company seemed to pull together and work toward a common goal. Barrett, 64, retired on April 17.

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THE LITTLE THINGS YOU DO

Make a Big Difference

By **Scott Merritt**  
Chief Operating Officer



Scott Merritt

Not until I reached senior management at Foss did I have the opportunity to effect significant change in a short amount of time the way I did in my first job, as a dispatcher in Seattle.

In dispatch, you see every aspect of our services, including taking orders from customers, scheduling crews and boats, recording times and helping with billing. You get the first call at night when a boat breaks down somewhere in remote Alaska, and you learn to call the right people to solve the problem.

In short, you get a sense of how the whole business works. And at the end of a shift, you could identify things you did that drove value or saved the company money. It was really gratifying to feel like you were the hub of the wheel.

Since then, I've had a lot of great jobs at Foss in the San Francisco Bay Area and at headquarters in Seattle, and I've truly loved 98 percent of them (I won't single out the one I didn't like.) I've also worked with a lot of great people who have made a difference, both for me and my career and for the company as a whole.

As chief operating officer, I have hand picked the people with whom I work directly to face the challenges of the next 5 to 10 years. I know that these are great people who have the same commitment I do, to do the very best job and make sure our equipment and processes are the best they can be.

That's an attitude, in fact, that I've

seen time and again in the employees whose efforts have led to our greatest accomplishments. We need to hold each other accountable to this standard, on our boats, in our shipyards and in our offices.

We deliver services with people, and the little things they do make a great difference in the success of this company.



**The time has come** to re-engage our marine and shipyard employees on the issue of safety and identify the areas within our safety culture that we need to reinvigorate and processes we need to change. We must drive our lost-time and recordable injury rate down to zero and remove risks from our operations.

We started our Operational Excellence program in 2005, realizing that our safety culture needed improving. We worked with our customers, hired experts, did the research and took on the challenges. As a result, our lost-time injury rate of 6.8 per 100 employees per year in 2005 dropped to .14 in 2010.

Since then, our injury rates have plateaued and are now slightly rising.

This is something we are going to have to get our hands on. We need to recognize that we're not done, and our rates indicate that we are putting our marine and shipyard employees at a greater risk than we should be comfortable with.

Stay tuned.



# Scott Merritt is Appointed Chief Operating Officer; Says Meeting Challenges has made Foss ‘What it is Today’

In his 33 years at Foss, **Scott Merritt** has seen the company re-invent itself several times.

When he arrived in the early 1980s, Foss was mainly a marine services provider for forest products companies. That business took a dive in the late 1980s, and the company shifted its focus to the oil industry, offering tanker escort and assist services on Puget Sound, San Francisco Bay and in Southern California.

In the mid-2000s, another transformation occurred as Foss morphed itself into a premier provider of logistics services for projects in extreme environments. The company completed sealifts of oil production equipment to Sakhalin Island in the Siberian Arctic in 2003, 2005 and 2006. Last year, the company performed a fourth Sakhalin sealift, and another will be undertaken this year.

A third re-invention occurred concurrently with the Arctic projects. Foss adopted an “operational excellence” program that gave safety the highest priority in everything the company does. The effect was to reduce its lost-time injury rate to a fraction of what it had been.

And today, faced with a challenging business environment and market conditions and tough competitors who are catching up with Foss, another re-invention may be in order.

“This isn’t anything new to Foss Maritime,” Merritt said. “These are similar to challenges we have faced in the past, and meeting those challenges has made us the company we are today.”

He continued, “We can build on the capability and knowledge of our employees and look for opportunities to solve some of our customers biggest challenges.”

Merritt, 56, recently was named chief operating officer of the company.

He joined Foss in 1983 as a dispatcher in Seattle and served in a

number of positions until 1993, when he opened Foss’ San Francisco Bay operation as its first manager. Later, as regional director on the Bay, Merritt oversaw the growth of the region from a one-tug operation to a provider of a wide range of services, including tanker escort and assist, fuel oil delivery and sand dredging.

He returned to Seattle and in 2005 became senior vice president for Harbor Services, and then senior vice president of Operations. In 2013 he reassumed the leadership role in Harbor Services, before being appointed to his current position.

Foss President and CEO **John Parrott** said Merritt brings a deep knowledge of the towage industry to his new role.

“He has an even deeper knowledge of Foss, our customers, our employees and the culture that ties us all together,” Parrott said. “I place great trust in Scott’s ability to provide a steady hand at the wheel.”

A key milestone for the company, according to Merritt, was in the 1990s, when Foss set its sights on being a provider of marine services without equal.

“We entered the 90s with new ownership and a new sense of what was achievable. We began to see ourselves as potentially one of the premier providers of marine services,” Merritt said. “It began with our building a worldwide reputation for our tanker escort and assist services, and for the technical knowledge, training and competence of our crews and captains. We added to our reputation with our offshore lighterage operations in the Alaskan Arctic, rocket transport with the *Delta Mariner* and our delivery of oil and gas production modules to the Siberian and Alaskan Arctic.”

Regarding Foss’ return to the Siberian Arctic this summer, Merritt said there are just a handful of companies in the world with the



Scott Merritt

competence to accomplish such a project, “and Foss is among the elite group of companies that can do that and do it well.”

He added, “We were not that company in the late 1990s, but through the leadership and the vision of **Steve Scalzo** and **Paul Stevens** and the knowledgeable employees and the expertise of (former President) **Gary Faber**, we developed the core competence, and now we are that company. We believed we could perform these functions with the best companies in the world and do it better. We did just that.”

As for future business prospects, Merritt said oil and gas and other forms of energy generation will definitely be a part of the company’s future. Among those will be the transportation of LNG as a fuel and the development of renewable energy projects such as offshore and near-shore wind farms and the marine components of those projects.

Foss also will continue to move sensitive cargo for the commercial sector as well as equipment for the aerospace industry.

“As we look to how we perform these services, what we must continue to keep in mind is that the customer defines value, and our success is in being the solution to their toughest challenges. To do this we must always stay on the leading edge of innovation and technology — That’s what we sell; that’s the value we bring to customers,” he said.





Alex Otero

**FLEET MONITORING CENTER OPENS IN PORTLAND** *The new Foss Fleet Monitoring Center at the company's Portland office is now fully operational, handling customer service, dispatching and fleet monitoring for Foss' international fleet of tugs as well as the fleets of sister companies Tote and Tropical. The facility is open 24/7 and also is capable of providing company mariners with up-to-date weather information and forecasts. In the photo above, Customer Service Representative Brian Knight is at his station in the new facility. Below is Customer Service Representative Frank Aquino.*







## Grad Students are Immersed in Maritime Industry; Project Called a ‘Win-Win’ for Foss and Interns

From left in the photo are business students **Naoko Oguri**, **Tor Petersen**, **Ari Varley**, **David Perry**, **Ken Sauerbrunn** and **Amy Franklin** and Foss Senior Training and Talent Development Specialist **Justin Borland**.

Over the last few months, six graduate students from the University of Washington’s Foster School of Business have been taking an inside look at the arcane world of marine engineering at Foss.

The first-year candidates for Master of Business Administration degrees performed job analyses for seven engineering positions, rewriting job descriptions for the positions aligned with standards of the U.S. Coast Guard.

They also created an employee development resource that not only shows career progression but consolidates important outside resources, such as exam topics and potential courses that engineering employees can take to help them advance their knowledge, skills, and abilities necessary to advance to the next pay grade.

“Learning about the maritime industry has been fascinating,” said **Amy Franklin**, who spoke for the group and admits to having had no knowledge of the industry before starting the project. “It’s also been

really interesting to learn about the engineers’ space and what the experience of being an engineer is like.”

Foss’ involvement with the business school was initiated by Human Resources Vice President **Darlene Crowder**, who also worked with a group of Foster School interns while in her previous position as head of human resources at Swedish Medical Group in Seattle.

“It’s a win-win, a win for the company and a win for the students,” Crowder said. She and Foss Chief Operating Officer **Scott Merritt** are executive sponsors of the project and **Justin Borland** of the HR department is helping to guide the interns through the project.

Foss was one of about a dozen companies represented at a reception at the university last November, and the only one offering a project with an HR focus. Other Seattle-based companies there included Microsoft and Amazon.

Franklin said she was attracted to Foss because she’s leaning toward a

human resources career, and she liked the size of the company and what she perceived to be its culture.

“Foss views its employees as family, and employees have more input in the decision making process there than at other companies,” she said. “And I think the work we do can have more impact than it would at a bigger company.”

Franklin, a Bay Area native, has a background in insurance and investment. Three others are from the military — Navy, Coast Guard and Army; one worked in the automobile industry and another was in HR.

Their research has included plowing through current job description documentation for engineers, training manuals and other Foss HR materials. They also spent time on tugs, interviewing engineering employees, watching them work and learning about their job requirements and skills.

“Everyone on our team put in for Foss,” she said. “So we’re really glad we got this project.”





## Piper Cameron Remembered: Deckhand's Death Helped Birth New Safety Culture

Twenty-four people gathered for the remembrance ceremony honoring **Piper Cameron**.

The Foss Southern California group on Feb. 20 held a ceremony commemorating the 10<sup>th</sup> anniversary of the accidental death of **Piper Cameron**, a well-liked and respected mariner whose passing helped to provide the impetus for a new safety culture at the company.

Twenty-four friends, family members, Foss co-workers and clergy rode the *Arthur Foss* to the spot near Point Fermin, where Cameron's ashes had been interred. The Foss tugs *Campbell Foss* and *Alta June* and the *Seana C* from Curtain Maritime also participated.

Following the remembrance ceremony that was broadcast to



**Piper Cameron**

all the vessels, Cameron's father, **Curt Cameron**, threw a wreath into the water, others scattered flowers, and the tugs gave one long blast to end the event.

Cameron, a mate and deckhand, died aboard the *Emma Foss* during a hand off of a barge to another tug. A second crewmember was seriously injured when he went to Cameron's aid.

"Piper was an enthusiastic, energetic young woman with a bright future in our industry and will be remembered forever," said **Bob Gregory**, Foss director of operations for California. "She was working her way through the ranks and one day would have been captaining a boat or running the company."

Gregory continued, "Her death was tragic and shattered the lives of her family, friends and co-workers. However, this tragic accident birthed a new safety culture at Foss Maritime. It was this accident that ignited conviction among all employees that accidents are preventable and our goal of 'zero incidents' is obtainable."

Following the accident, Foss named a vessel the *Piper Inness* in her honor. Inness was Cameron's middle name. The vessel is used to service the Pacific Area Lightering Zone, but was not available for the ceremony.

**Jerry Allen**, Foss fleet engineering manager in Long Beach, who is a close friend of the Cameron family, helped coordinate the ceremony.

"It was a good day to pay our respects to a very special shipmate and friend," he said.





**Curt Cameron**, father of **Piper Cameron**, tossed a wreath into the ocean near where her ashes had been interred.

“Piper was an enthusiastic, energetic young woman with a bright future in our industry and will be remembered forever ... Her death was tragic and shattered the lives of her family, friends and co-workers. However, this tragic accident birthed a new safety culture at Foss Maritime.

— **BOB GREGORY**



The *Arthur Foss*, foreground, and the *Alta June* leave the harbor on the way to the ceremony honoring the memory of **Piper Cameron**.

## SAFETY CORNER | Safety as a Way of Life

By *Al Rainsberger*

Director of Health and Safety

Safety is a way of life — meaning that it is not something one should have to stop and think about, but should be as familiar and automatic as breathing. Of course, breathing comes naturally from day one, but safety only becomes automatic as we gradually absorb the lessons learned from our own trial-and-error experiences.

Most of us have by this time reached the point where certain habits of safety are ingrained — such as looking in all directions before crossing at a busy intersection, staying out of the bight of the line and fastening our seat belts. But to ensure the security that comes from making safety a way of life, on and off the job, we have to pay the price — which is

cheap, compared to the dividends.

This means that until we have made safety a part of everything we do in our lives, we need to force ourselves to think how to do it in such a way that neither we nor anyone else will suffer harm as a result. This can be done. After all, consider the challenging jobs we perform at work every day without harm.

But we know that incidents, sometimes dreadful ones, do happen on the job and at home, with severe injuries or even death as the result. Does that mean that safety training and practice are not enough to keep us injury free at our jobs either? Not necessarily.

Here at Foss, however, we're all on the same team. We may want to surpass a former production rate or

be more efficient than our competition — but we don't do it by taking chances with our own safety and that of our co-workers who are our teammates.

Instead, we continue to think about safety whenever a work decision has to be made. We conscientiously observe the safety rules and constantly practice the safe behaviors we've learned. We wear safety glasses, personal floatation devices, clear the debris from the aisles, mop up spills promptly, and read the label on any chemical we're going to use.

At any rate, once we have all paid the necessary price of practicing safety, we will all share the dividend — going home safely to our families.







**A BRAND NEW CUTTER** *The Garth Foss escorted the new Legend-class Coast Guard Cutter Munro into Seattle's Elliott Bay on March 29 and, along with the Marshall Foss, docked the ship at Pier 91. The 418-foot cutter, which was commissioned on April 1 in Seattle, was named for Signalman First-Class **Douglas Munro** of South Cle Elum, Wash., the Coast Guard's only Medal of Honor winner. He was killed in Guadalcanal in 1942 while rescuing a detachment of 500 U.S. Marines who were under attack. The Munro, which will be home-ported in Alameda, Calif., is the sixth vessel in a new generation of National Security Cutters, the largest and most technologically sophisticated ships in the Coast Guard fleet.*





**WINTER SUN** *The tug Daniel Foss was photographed amid patches of ice in January on Cook Inlet at the Port of Anchorage. The ship-assist tug is 94 feet in length and is rated at 3,300 horsepower. It is assigned to Foss subsidiary Cook Inlet Tug & Barge.*



Dan Butts

## HAWAII DRYDOCKING

*The ocean-going tug Drew Foss in late April was drydocked for some steel replacement and to have its bottom painted at the Marisco shipyard in Kapolei, Hawaii, on the island of Oahu. The Drew is 119 feet long and is rated at 3,000 horsepower. The tug is assigned to Foss subsidiary Young Brothers to tow barges carrying interisland cargo.*



Rick Wilson



(Continued from the cover)

how these ships are handled, and we had to convince them that we could do this job and do it safely,” said Pacific Northwest Port Capt. **Joe LeCato**, who wrote the plan and oversaw the tow.

Capt. **Dave Corrie** of the *Lindsey Foss* was lead captain on the job. Also participating were the *Henry Foss*, under the command of Capt. **Bob Bezona**, and the *Andrew Foss*, under the command of Capt. **Bill Archer**.

The *Independence* was commissioned on Jan. 10, 1959, the fourth in the Forrestal class of aircraft carriers. During its nearly 40 years of service, the ship made one tour off the coast of Vietnam in 1965, carried out air strikes against Syrian forces during the Lebanese civil war and enforced the no-fly zone over southern Iraq as part of Operation Southern Watch.

**Photo 1**

Capt. **Dave Corrie**, gesturing at right, led a safety meeting before the job.



**Photo 2**

Pilots and line handlers boarded the carrier by rope ladder.



**Photo 3**

The *Henry Foss* pulled the ship away from the pier.

**Photo 4**

At the stern, the *Henry* executes an indirect move.

**Photo 5**

The *Lindsey Foss* pulls the *Independence* through Rich Passage.





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## Shortage of Engineers? David Atkins had a Solution

Like the rest of the Maritime industry, Foss in recent years has been wrestling with a shortage of qualified engineers to crew its vessels, and beginning in 2014, Foss Marine Transportation Port Engineer **David Atkins** attacked the problem head on.

In addition to his regularly assigned duties, Atkins worked extra hours to review Coast Guard licensing and training requirements for advancement for each of the 35 engineers he supervises.

Atkins also personally scheduled classes and vessel sea time to ensure that each engineer was prepared to sit for their respective Coast Guard exams. The program has resulted in all but two engineers being licensed or upgraded.

In recognition for his work, Atkins was recently presented with a Foss Top Mariner Award, including a \$3,000 cash stipend. The awards go to employees who submit ideas or perform a job or task that goes above their normal job responsibilities and aids in the success of Foss Maritime.

The suggestion could be one that improves the financial condition of the company, provides a safer work environment, strengthens customer relations or has other positive effects.

Atkins, 54, is a native of England, and early in his maritime career worked on sail training ships out of both Australia and Seattle. He started with Foss in 1999 as engineer on the *Iver Foss* and subsequently worked on most of the company's ocean boats before becoming port engineer in 2013.

In nominating Atkins for the award, Fleet Engineering Director **Tim Stewart** said Atkins personally engaged each engineer to customize



**David Atkins**, Marine Transportation port engineer, received a Top Mariner Award recently for developing a program to bolster the competency and upgrade the licenses of Foss Marine Transportation engineers.

their training and vessel assignments, as well as providing one-on-one training to assist with their course studies.

"Dave continues to personally mentor Foss engineers and has taken on the collateral role as the training coordinator for the Seattle Maritime Academy Engineering Simulator," Stewart said. "In this role Dave will be creating simulator scenarios and developing a training matrix for the entire Foss organization."

Stewart continued, "Dave Atkins is a motivated port engineer who carries out his duties in an exemplary fashion.

Dave is highly respected by his supervisors, peers and the engineers in our fleet. Dave's honesty, hard work and devotion to excellence are most heartily commended and are a credit to Foss Maritime Co."

Atkins, who says he has little spare time but likes to work on MG automobiles when he does, lives in Poulsbo with his wife, **Rebecca**, a daughter, 17 and a 13-year old son.

What does he plan to do with the money?

"My daughter is going to college next year," he declared.



"Dave's honesty, hard work and devotion to excellence are most heartily commended and are a credit to Foss Maritime Co." – **TIM STEWART**





**FOSS VESSEL TO SUPPLY RADAR SHIP** *Foss was recently hired by sister company Tote Services to charter the offshore supply vessel Silver Arrow from Louisiana-based Hornbeck Offshore Services. The 240-foot ship is being used to deliver personnel, supplies and fuel to the Sea-based X-Band Radar (SBX-1), part of the U.S. missile-defense system. The self-propelled radar vessel is based in Honolulu. In the photo above, the Silver Arrow passes through Seattle's Ballard Bridge after being outfitted at Foss Shipyard in February. In the photo below, the vessel arrives in Honolulu.*

Rick Wilson







**Corey Cook** joined Foss 18 years ago as a laborer and now is general yard assistant foreman.

Tonya Todd

## Rainier Assistant Foreman Might Have Been a Dentist, But Interest in Welding and Fabrication Drew Him to Foss

By *Hilary Reeves*

As Foss Maritime prepares to launch the *Nicole Foss* — the third of three state-of-the-art Arctic-class tugs — from its Rainier, Oregon shipyard later this year, Foreman **Corey Cook** said the gradual transition from repair work to building new boats has been an exciting one for his crew.

“Rainier was basically a repair yard until 2003,” said Cook, general yard assistant foreman at Rainier Shipyard. “That’s when things took off. Foss started building new boats, and the work has been pretty steady since.”

The three Arctic-class tugs built at Rainier feature hulls designed specifically for polar waters, reinforced to maneuver in ice.

Cook grew up in Rainier, working on cars with his father.

“At one point, I thought I should be a dentist, but I decided to go to work right out of high school,” he said.

After making the decision not to pursue higher education, Cook jumped at an opportunity to join Foss.

“I was always interested in welding and fabricating, and I thought Foss was a great company to get some on-the-job training,” he said. “I started as a laborer and moved up from there.”

Building 10 Dolphin-class boats, barges, pilot boats, and now the completion of the third Arctic-class tug proved a tremendous learning experience.

“I really like the variety of what we do,” said Cook. “The greatest challenge has been to stay competitive and offer a superior product while working on many different projects simultaneously, no matter the obstacles. Usually, my day involves managing people in the yard, helping them work efficiently and effectively on whatever is needed to meet our schedule, making sure they have

the proper information and material before they need it.”

Cook said not pursuing education after high school isn’t exactly a regret, but if he could go back, he would have taken more classes to better prepare him for the position he’s in now: a manager of people after 18 years with the company. He lives in Rainier with his wife and two children, and said his free time is spent pursuing their love of sports.

“I’m probably most proud that I’ve been with Foss for more than 18 years, and my attendance record speaks for itself,” he concluded.

*This profile originally appeared in the online magazine People of Saltchuk.*

*Time-lapse videos of the Nicole Foss construction can be viewed at [foss.com/shipyards/](http://foss.com/shipyards/)*







**CHECKING AND WELDING** Foss Shipyard welder *Simon Izotov* checked the fit of an engine bed bracket and then welded the bracket into place recently at the yard. The engine bed belongs to the 21-vehicle ferry *Guemes*, below, which is operated by Skagit County between *Guemes Island* and *Anacortes, Wash.* The ferry was drydocked at the yard in March for extensive maintenance.







John Barrett, in a recent photo.

## Looking Back on 42 Years at Foss; Engineer Approached Problems ‘Like a Logic Computer’

Does **John Barrett**, director of fleet engineering, have any regrets about his 42 years at Foss?

“Not that I can think of, certainly nothing major,” said Barrett, who joined the company as an oiler on the ocean boats in 1975. And he notes that the most positive aspect of his four decades with the company has been working with great teams of co-workers.

“It always has seemed like they have a common focus, whether they be the mariners on the boats, the design team for a new tug or the craftsmen in the shipyard,” Barrett said recently. “They all seem to pull together and work toward a common goal.”

Barrett, 64, retired on April 21.

The son of a Foss ocean captain,

the late **John Barrett Sr.**, Barrett rose from his entry-level position to become a chief engineer, working on the company’s ocean tugs, and came ashore in 1987 as port engineer. After a couple of years in that job, he went back to sea for 10 years before becoming port engineer for the Pacific Northwest Harbor Services fleet.

In 2005, he became engineering manager for the entire Foss vessel fleet, a job, which was later retitled director of fleet engineering.

His most memorable projects include the Prudhoe Bay sealifts of the 1970s, the Sakhalin Island sealifts of the mid-2000s, and being on the design teams for the Dolphin-class harbor tugs and Arctic-class ocean tugs, the third of which is nearing

completion at Foss Rainier Shipyard.

Other challenges successfully met included upgrades on the integrated tug-barge *Thunder and Lightning* after Foss acquired it in 2007 with the purchase of America Cargo Transport.

“We had it in yards in Singapore and the Philippines, and they are quite the negotiators,” Barrett said. “The travel and the language were challenging, but there was always someone around that was reasonably fluent.”

What does he believe made him a good engineering manager?

“When I encounter an engineering or other issue my thought process runs like a logic computer program,” he said. “Throw out everything illogical and narrow it down to



possible logical conclusions and then define them further to narrow it down to the root cause or issue.”

He also tried to follow the example set by now-retired Foss President **Steve Scalzo**, and notes, “So well educated and polished, Steve was and is welcome and respected everywhere from Washington, D.C. to all of our worthy competitor and industry groups.”

Barrett believes he is leaving fleet management in good hands. His successor is **Tim Stewart**. **Jerry Allen**, overseeing the harbor fleet, and a yet-to-be named ocean fleet engineering manager will report to Stewart.

“Tim and Jerry are extremely talented guys, and they don’t need a lot of help,” Barrett said.

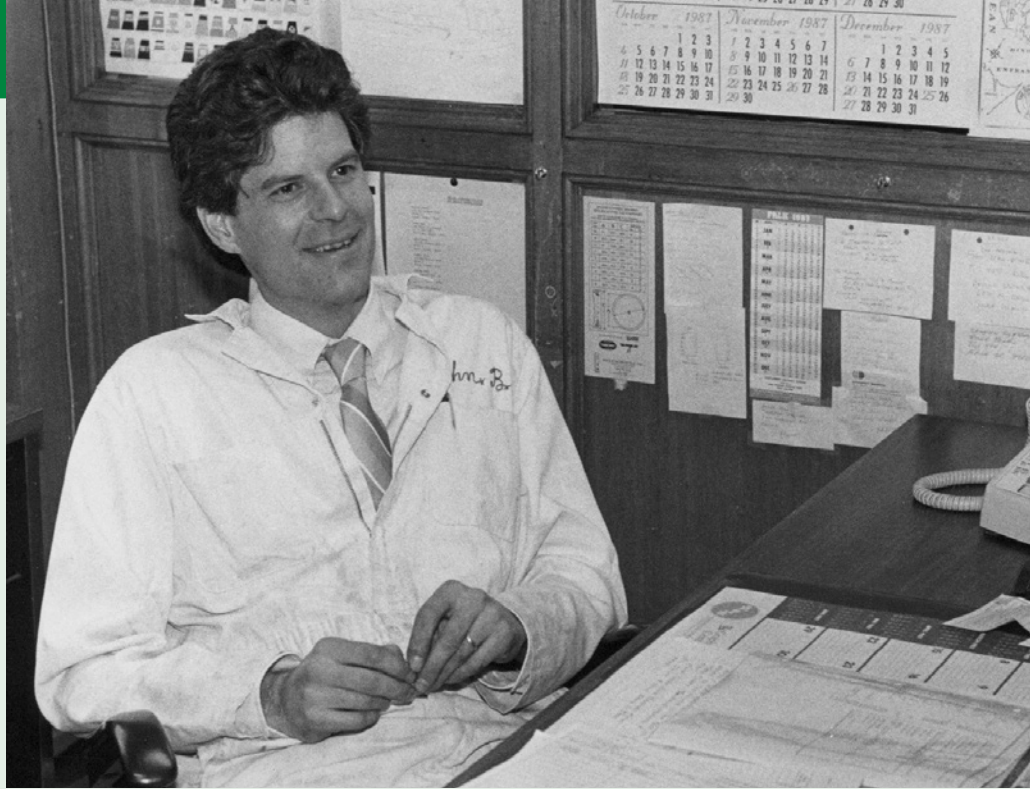
Stewart said Barrett has been a personal mentor to him and many other Foss engineers.

“John’s calming demeanor and logical approach to problem solving provided an everlasting example for us to follow,” Stewart said. “John truly placed family first, and many can testify that John stepped in to cover for someone to allow them to attend a family event. John is a true professional and genuine person. His contribution to both Foss and all those he influenced can never be repaid.”

In retirement, Barrett plans to pay more attention to hobbies he hasn’t had time for, travel with his wife of 45 years, **Linda**, and spend time with his seven grandchildren.

Through all the changes in the tugboat industry since he started his career, Barrett believes Foss has remained at the top.

“I’m proud of what Foss has accomplished compared to anybody in the industry,” he said.



Barrett, in a 1988 photo taken when he took his first shoreside job.



In 2008, **Barrett** received a “Sea Warrior” award for operational excellence from **Gary Faber**, left, then president and COO of Foss, and **Steve Scalzo**, who at the time was president of the holding company overseeing Saltchuk’s tug-and-barge properties.

“John’s calming demeanor and logical approach to problem solving provided an everlasting example for us to follow. John is a true professional and genuine person. His contribution to both Foss and all those he influenced can never be repaid.” – **TIM STEWART**





# A History of Service to the U.S. Navy

By Mike Skalley

As the tractor tugs *Lindsey Foss*, *Andrew Foss* and *Henry Foss* towed the aircraft carrier *Independence* (CV 62) out of the Inactive Ship fleet at Puget Sound Naval Shipyard in Bremerton on March 11, it brought to mind a tow of the battleship *West Virginia* (BB 48), some 56 years earlier from the same Puget Sound Naval Shipyard in Bremerton to Todd Shipyard in Seattle for scrapping.

The *West Virginia*, served our country well from its commissioning in 1923 until its decommissioning shortly after World War II ended. The vessel lay in mothballs in Bremerton for the next 12 years until being sold for scrap.

Foss tugs were involved in the tow of the 35-year-old battlewagon in September 1959. The advent of powerful tractor tugs was still 20 plus years away, but Foss put forth two of their best, the newly commissioned “twins,” the 1200-horsepower ship assist tugs, *Carol Foss* and *Shannon Foss*, both only one year old. Assisting the *Carol* and *Shannon* were two veteran Foss tugs, the 1500-horsepower, twin screw ocean class tug *Agnes Foss*, built in 1904, and the 1500-horsepower “Miki” class tug *Patricia Foss*, built in 1944. These four tugs made the tow across the busy shipping lanes to the Todd facility on Harbor Island in a matter of hours, including the docking process.

Foss tugs also were involved in the towing of the *West Virginia*'s sister ships, the *Colorado* (BB 45) and the *Maryland* (BB 46), also in 1959. The tow of the *Colorado* was a repeat of the tow of the *West Virginia*, from Bremerton to Todd Shipyard Seattle. However the tow of the *Maryland* was a bit more time consuming, as Foss was directed to tow the *Maryland* from Bremerton to Oakland, California, a distance of 850 miles. Foss called on two of their 1500-horsepower



Four Foss tugs moved the battleship *West Virginia* through Rich Passage near Bremerton in 1959. They were the *Shannon Foss*, towing, *Carol Foss*, port side forward, *Agnes Foss*, port quarter, and *Patricia Foss*, starboard quarter.

Miki-class ocean tugs, *Donna Foss* and *Patricia Foss* to make the tow. In decent late summer weather they completed a successful voyage averaging 5 knots, arriving under the Golden Gate eight days after departing Bremerton.

More recently, in 1971, two other historic Navy tows took place by the 5000-horsepower ocean class tug, *Arthur Foss*. The Zidell ship dismantlers of Portland had purchased two of the Navy's decommissioned aircraft carriers, *Philippine Sea* and *Princeton* for scrapping in their Tacoma yard on the Hylebos Waterway. In April 1971, under the guiding hand of Capt. **Guy Johnson** the *Arthur* successfully delivered the first carrier, *Philippine Sea* from San Diego to Tacoma at an average speed of 4.9 knots.

The carrier, registered at 27,800 displacement tons and 888 feet in length created quite a “sail” for the *Arthur*. But with favorable weather conditions tug and tow arrived at the mouth of the Hylebos Waterway on

April 19. Moving the giant carrier up the Hylebos Waterway to the Zidell facility was a significant challenge requiring the combined force of seven Foss harbor tugs including tugs from the Everett and Seattle divisions.

Two months later the carrier *Princeton* was also delivered by the *Arthur* from San Diego to Tacoma. The 888-foot *Princeton* had been retrofitted in 1959, increasing her displacement from 27,800 tons to 30,000 tons, making this the largest and heaviest tow by any Foss tug. With following seas and calm winds the *Arthur* completed this trip with a slightly better speed of 5.6 knots. When Capt. Johnson was asked if this tow was one for the record books, he commented, “Whether a tow is a record depends on who is doing the tallying. A towboat record is often a matter of horsepower-to-drag ratio.”

**Editor's Note:** Mike Skalley is the Foss historian and is the author of several books on the company.



# Veteran Captain Started Career on River; Son says McCleary was a “Master of his Trade”

Capt. **Monty McCleary**, a 38-year veteran of Foss and its predecessor companies who started his career on the Columbia River, plans to spend much of his future traveling with his wife and working on his old cars, including a 1966 Mustang.

McCleary, who retired in March, started in 1979 with Portland-based Knappton, which later became Brix Maritime, working on log-towing boats. In his early days he worked as a deckhand for his father, **Melvin “Mac” McCleary**, who was a Brix Maritime captain and employee for 33 years.

His first job as captain was in 1985 towing jetty rock into Newport Oregon on the tug *Siegfried Tiger*.

In 1993 when Foss Maritime bought Brix Maritime, McCleary was spending most of his time on tugs like the *Astoria* and *Howard Olsen*, towing loaded chip barges from Columbia River to various ports up and down the coast, from Eureka to Canada and back again. He made so many trips with chip barges up the Frasier River in Canada that he gained

pilotage on that river.

McCleary’s son, **Monty McCleary Jr.**, started with Foss in 1998 and is currently a mate onboard the *Pacific Knight*.

“I am very proud to be his son and trying to follow in his footsteps,” said McCleary Jr. “He is without a doubt a master of his trade. He is well known for his professionalism, kindness, and calm demeanor no matter what the situation.”

In 2007, McCleary transferred to San Francisco Bay and has been a harbor captain ever since, going outside only to make the occasional tug delivery and also a brief stint in Neah Bay, during which he and his crew onboard the *Marshall Foss* executed the successful deployment of the ESTS and rescue of the stricken car ship, *M/V Ryujin*.



**Monte McCleary**, with a gift presented at his retirement party.

## PEOPLE NEWS

### NEW EMPLOYEES

**Michele Romano**  
Office Assistant  
Seattle Shipyard

**Dennis Stambaugh**  
Financial Analyst III  
Seattle Corporate Office



### PROMOTIONS

**Todd Mickelson**  
From Scheduler/Assistant  
Project Manager to  
Project Manager, Engineering Group,  
Seattle Shipyard

**Megan O'Connor**  
From Assistant Foreman,  
Labor Shop, to  
Scheduler/Assistant Project Manager,  
Engineering Group,  
Seattle Shipyard

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James Tarin

**EVERGREEN ASSIST** *The tugs Arthur Foss, foreground, and Alta June recently assisted the Evergreen container ship Ever Shine into its berth at the Port of Los Angeles. The Ever Shine is 984 feet in length and carries cargo between U.S. West Coast ports and Taiwan, China and Hong Kong.*