



Tow Bitts



STANDING BY ON ELLIOTT BAY The enhanced tractor tug *Garth Foss* stood by the COSCO *Tianjin* recently on Elliott Bay after assisting the containership from its berth at the Port of Seattle. The *Tianjin*, at 915 feet in length, has a capacity of 5,570 20-foot-equivalent container units. The *Garth Foss* is 136 feet long and is rated at 8,000 horsepower.

Peter Kim

LARGE-SCALE SPILL DRILLS HELD IN LONG BEACH AND PORTLAND

Foss held large-scale table-top spill drills in Portland and Long Beach in June, working with local, state, federal and industry representatives to prepare for an accident that all hope will never happen.

The Long Beach drill on June 3 included 27 participants from Foss,

the U.S. Coast Guard, the California Office of Oil Spill Prevention and Response (OSPR), Chevron, Marine Spill Response Corp. and National Response Corp.

The aim of the drill was to develop an initial report on a spill, including

(Continued on page 4.)

INSIDE

Tow Bitts

Spill Drills in Portland, Long Beach

If a real accident happens, it's beneficial to have already met the myriad of officials and company representatives you'll be dealing with. That's a major benefit of spill drills, including two held recently, in Portland and Long Beach.

Cover

Housecleaning at the Warehouse

The aisles of the Foss Seattle warehouse will be navigable, and employees won't have to sort through dusty crates to find things following the most extensive reorganization of the facility in decades.

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Matching Cultures

Joe LeCato, the new Pacific Northwest port captain, thought the toughest part of life after the Coast Guard would be adapting to the culture of his new employer. Not so at Foss, he said, where it's all about "sail safe and take care of each other," just like the Coast Guard.

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Foss Fleet Expands after WW II

The fourth part of an historical series marking the company's 125th anniversary outlines the expansion of the Foss fleet following World War II. Keys to the expansion were the purchases of nine "Miki-class" tugs originally built for U.S. Army service.

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A Day in the Life

Tow Bitts followed two tugs and two tank-barges around the Ports of Los Angeles and Long Beach as they went through their daily routine of delivering bunker fuel to ships at anchor and at terminals.

Pages 14 and 15

Through the Strait of Magellan

In a near-circumnavigation of the South American continent, the *Corbin Foss* will traverse the Strait of Magellan while towing the retired aircraft carrier *Constellation* from Puget Sound to a scrap yard in Texas.

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Global Services and Marine Transportation Heating Up During the Summer Months

By Gary Faber

President, Global Services



Gary Faber

It's the busy time of year for our Marine Transportation and Global Services groups.

By the time you read this, we will have tugs and tows in Alaska and the Middle East, off the west coast of South America and in the mid-Atlantic headed for Africa.

And while our tugs are active, we're also preparing for the future, manning an oilfield support barge getting ready in Bellingham for Arctic work and building three new ocean going tugs at our shipyard in Rainier, Ore. The first is due for delivery in March of 2015.

Here are some of our current and upcoming projects:

- Our 25th annual lightering project at the Red Dog Mine in the Alaskan Arctic is in full swing. Every season, we send four tugs, two specialized lightering barges and a crew of about 75 people to transport zinc and lead ore from a shallow-draft port to bulk carriers anchored in deep water.

- The *Sidney Foss* recently delivered from Tacoma to Anchorage a barge load of critical components for a new power plant. (See article on page 16.)

- The *Emmett Foss* is making cross-Cook-Inlet trips in Alaska, ferrying oil field support supplies to a

ConocoPhillips project. (See photo on page 17.)

- The *Strong Mariner*, delivered a third Chinese oil rig to a man-made island in Abu Dhabi (See photo on page 17.)

- The *Corbin Foss* will depart Puget Sound in August, towing the retired aircraft carrier *Constellation* around Cape Horn through the Strait of Magellan to Brownsville, Texas. (See article on page 19.)

- In late July, the *Corbin's* sister, the *Lauren Foss*, is to depart Louisiana for the African Congo towing an oil production platform for a major engineering and construction company. The trip is expected to take 75 days.

By mid-summer, we expect to sign a contract with one of the major oil companies to deliver oilfield modules to the Russian Far East in 2016.

And beyond that, we anticipate continued growth in Global Services which is a very critical segment of Foss Maritime's business. That growth will happen because of our continued efforts to give our customers high value and service better than they can get anywhere else, while continually focusing on the safety of our vessels and crews.

Tow Bitts

To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Jamie Littlejohn, coordinator of production, jamie@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Colleen Liman, (206) 281-3988 or colleen@foss.com.

EPA OFFICIAL TOURS HYBRID TUG

Janet McCabe, left, Environmental Protection Agency assistant administrator in the Office of Air and Radiation, toured the hybrid tug Carolyn Dorothy in Long Beach recently and became more acquainted with the environmental initiatives of Foss and the Saltchuk organization. With her in the pilothouse were Carolyn Dorothy Capt. Joe Cotton and Elizabeth Adams, EPA Region 9 deputy director, Office of Air and Radiation.



JEFFREY FOSS DISPATCHED FROM NEAH BAY IN ATTEMPT TO SALVAGE BURNING YACHT

The tug *Jeffrey Foss* was dispatched from Neah Bay in an attempt to salvage a 72-foot motor yacht that caught fire off the Washington Coast July 4, but with the vessel burned nearly to the waterline and nowhere to attach a towline, the tug was forced to stand by as the yacht went down just moments after arriving on scene.

The tug, stationed in Neah Bay as Washington's Emergency Rescue Towing Vessel, was underway 15 minutes after Foss received a request for assistance from the Coast Guard. The yacht, the *La Pietra*, was reported to be about 25 nautical miles southwest of Destruction Island.

The two people on board had been removed by the Coast Guard and were reported in good condition after being treated for smoke inhalation.

When the *Jeffrey* arrived on scene after a nearly six-hour transit, it was clear that the yacht would go down by the stern in just minutes. Capt. **Lars Hadland** discussed options with the Pacific Northwest Operations group and the yacht's insurance



The motor yacht *La Pietra* had burned almost to the waterline when the *Jeffrey Foss* arrived at the scene.

company. It was decided that the safest option was for the tug to stand by to ensure that the vessel sank, and did not pose a hazard to navigation or cause pollution in the Marine Sanctuary.

The yacht sank in about 100 feet of water, leaving only a light sheen of oil

that dissipated quickly.

"The crew of the *Jeffrey Foss* did an outstanding job getting on scene quickly and safely assessing the situation," said Pacific Northwest Port Captain **Joe LeCato**.

"The crew of the *Jeffrey Foss* did an outstanding job getting on scene quickly and safely assessing the situation," – JOE LECATO

Large-Scale Spill Drills Held In Long Beach And Portland

(Continued from the cover)

a description of what happened, steps taken to respond so far, goals in the initial response phase, the roles of those involved in the response, resources deployed or ordered and safety concerns.

The Portland drill on June 18 had 50 participants from Foss' local group, San Francisco Bay area group, AmNav, Foss corporate group, the Coast Guard, Oregon Department of Environmental Quality, Clean Rivers Cooperative, National Response Corp., Marine Spill Response Corp. and Witt-O'Brien's Response Management.

Its goal was to start with the kind of initial report developed in the Long Beach drill and develop an action plan. Other concerns included addressing the media, working with local officials, minimizing damage to the local economy, feeding and housing responders, ordering resources and reimbursing people and companies impacted by the spill.

Myola Shanholtzer, Foss manager of contingency planning, said the company is required by the Coast Guard and state agencies to hold table-top drills to demonstrate that it is capable of responding to a spill from its vessels and other operations.

"Each time we conduct a drill it gives us the opportunity to meet with our state and federal partners on a 'good day' and find out what their concerns are," Shanholtzer said. "We also get a chance to work with our response contractors and see what resources they can bring to the table."

She added, "We make sure to develop and implement lessons learned after every drill so we can continually improve."



The command center was abuzz with activity during the Portland drill, which had 50 participants.



Among those attending the command and general staff meeting in Portland were, from left, **Rob Prichard** of Foss corporate claims, San Francisco Dredge Superintendent **Mike Erwin**, Harbor Services and Regional Towing General Manager **John Marcantonio**, San Francisco Personnel Manager **Laura Rosenberg** and Pacific Northwest Regional Operations Manager **Mike Stone**.

"Each time we conduct a drill it gives us the opportunity to meet with our state and federal partners on a 'good day' and find out what their concerns are," – **MYOLA SHANHOLTZER**



Eleven Truckloads Cleared from Foss Seattle Warehouse; Reorganization Will Boost Efficiency for Fleet, Shipyard

The Foss warehousing and stores operations in Seattle are undergoing their most extensive reorganization in decades, a three-month effort that aims to improve efficiency and smooth deliveries to the fleet and shipyard.

One of the first steps was to move 11 truckloads, mainly slow- or non-moving items, out of the 15,600-square foot warehouse at the company's Ewing Street site, the location of the shipyard and regional fleet operations center.

"There was so much in here that you couldn't navigate the aisles," said **Matt Hyatt**, a consultant who is assisting with the reorganization. "There were things that no one could even identify or say when it came into the warehouse."

Working closely with Hyatt on the reorganization is Stores Department Foreman **Arnie Backman**, who said slow moving items were also moved out of the neighboring, 3,600-square-foot stores building, where less bulky tug and shipyard items are housed. Also, fast moving items were moved to the front of the shelves.

"It's a much better use of the space," he said.

As part of the reorganization, inventories will be integrated into the company's SAP business-management system. That will make it much easier for fleet and shipyard managers to find replacement parts or items being warehoused for major projects, such as the annual staging and repairs for the Red Dog contract.

Regarding replacement parts, Hyatt said, "They will be able to see what's actually here — they won't have to come in and sort through dusty crates."

Shipyard Director of Operations **Jon Hie** said storage space has always been at a premium. The reorganization would help alleviate that and also will enable the yard to stage



Among those playing key roles in the warehouse reorganization are, from left, Warehousemen **Mark Delappe** and **Andy Lindbo**, Project Lead **Matt Hyatt**, Warehouseman **Joe "Chewy" Bowers** and Stores Department Foreman **Arnie Backman**. Behind them are the warehouse shelves, following an extensive cleanup and removal of slow- or non-moving items.

equipment more efficiently until it is needed on a vessel.

In addition, offering commercial customers a climate-controlled space to store their material will be a selling point.

"I see a lot of upsides to it for the yard," Hie said.

Hyatt explained that the project was structured using the lean manufacturing "5S" methodology, with the Ss standing for "sort, shine, straighten, standardize and sustain."

"The process is easily replicable and we will be looking forward to implementing similar inventory improvements at all major Foss locations," Hyatt said. "This project is part of a much larger initiative and represents a fundamental change to the way we manage materials at the shipyard," he said.

He explained that the project also highlights collaboration between Saltchuk companies. Carlile Transportation, a Tote Logistics company, provided transportation and storage of the items moved out of the warehouse. Hyatt credited TOTE Project Services Director



In this pre-reorganization photo, the shelving of the Seattle warehouse was jammed and the aisles were cluttered.

Paul Gallagher, formerly Foss director of oil field services, for his assistance on that part of the effort.

In addition to Hyatt and Backman, members of the core project team are **Andy Lindbo**, **Chuck Criss**, **Ron Cochran**, **Joe Forcier**, **Dave Rouse**, **Joe "Chewy" Bowers** and **Mark Delappe**.

Members of the project steering committee are Chief Financial Officer **Kirstin Sandaas**, **Hie**, Director of Purchasing **Keri Mjeltevik**, **Backman** and Senior Buyer **Don Preston**.

SAFETY CORNER | The Importance of Safety Training

By Al Rainsberger
Director of Health and Safety

Safety training for all Foss employees will help provide a workplace free from any known risks or hazards. This allows us to work with tools, machinery and chemicals knowing firsthand the associated precautions that need to be in place prior to starting a work task. Training also allows us to be familiar with the proper Personal Protection Equipment (PPE) that is required to be worn. We also will know the requirements for wearing the PPE, inspecting, maintaining, storing and replacing it when needed.

The most important reason for training is to educate us on how to perform tasks safely, reducing and avoiding the risk of danger, and secondly to increase the awareness of a safe environment in all of our

operations. When we have the necessary training we reduce the likelihood of incidents and injuries. We reduce the potential for human suffering, property damage and possible financial losses.

When we receive safety related training we also become more aware and more likely to notice potentially unsafe or hazardous conditions in our workplace and know to immediately report any such condition to a supervisor or to someone who can correct the condition immediately.

When we introduce new equipment, a new process or chemical we need to assure we have the proper training in place to recognize any potential hazards or safe operating procedures.

When we have a newly hired employee we need to assure that the employee understands any potential risks involved in their newly

assigned duties.

When we conduct our periodic drills it is primarily to assure that we have proven that the safety training we have received is both effective and practiced.

We invest a fair amount of time and money to assure that we are all trained to be safe, and every day that we do not have an incident or injury is evidence that it is worth the investment.

Every seagoing employee is required to review all safety communications issued since last working on the boat before undertaking a tour.



Al Rainsberger

COCHRAN DRIVES TO ANOTHER FORKLIFT VICTORY IN SPOKANE, ATTRIBUTES SUCCESS TO 'CONSISTENCY AND CONFIDENCE'

Ron Cochran of Foss Shipyard out-drove 24 other competitors from such companies as Kaiser Aluminum, ConAgra Foods and the Columbia Crest Winery to win the Spokane Regional Forklift Rodeo championship on June 21.

The 27-year forklift driver who has been with Foss since 2007 demonstrated his superiority by successfully completing a number of tasks, including carrying a full wine goblet on a pallet, without spilling it, through an obstacle course that had a speed bump in the middle.

"It was really tricky," Cochran said.

The victory was the third for Cochran in the regional competition. He has won the state finals once, placed second and fourth in other years and will go for the state title again on Sept. 24 in Spokane.

He attributed his successes to "consistency and confidence."



Foss Director of Health and Safety Al Rainsberger, left, presents Ron Cochran with a check for \$300.00, the prize for winning the Spokane Regional Forklift Rodeo competition.

"It's staying focused on what you're doing and blocking out distractions," he said. "I also memorize the courses and walk them beforehand to make sure I have them dialed in."

Foss Director of Health and Safety Al Rainsberger is chairman of the Material Handling Panel of the Governor's Industrial Safety and

Health Advisory Board, which sponsors the Forklift Rodeo. He was a timekeeper at the regional meet.

"Ron is a highly skilled driver who also is keenly aware of what it takes to operate a forklift safely," Rainsberger said. "He will definitely be one of the favorites in September."



CHANGING A LIGHT ON THE CAMPBELL, SAFELY

Engineer **Kyle Kaercher** was on the ladder recently, replacing a light near the top of the mast of the hybrid tug *Campbell Foss* at the Port of Long Beach. **James Tarin**, also an engineer, is holding the ladder. Health and Safety Director **Al Rainsberger** noted that the mariners were following proper safety procedures, particularly pointing out that the ladder was secured, Kaercher was wearing a fall-protection harness, both were wearing hard hats, and Tarin was wearing a life vest.

HAZARDOUS WASTE TRAINING

Foss Health and Safety Director **Al Rainsberger**, in the background wearing the light blue shirt, led a training session on hazardous waste identification and handling recently at the company's headquarters in Long Beach. Attending, clockwise from lower right, were Port Capt. **Paul Hendriks**, Port Engineer **Steve Caldwell**, **James Cauvier** of the marine operations department, El Segundo Port Engineer **Bobby Sylvester** and El Segundo Manager **Debbie Parrish**.





New Port Captain from a Long Line of Mariners, Says Culture of Safety Drew Him to Company

Joe LeCato says he feels like he's "drinking from a firehose," learning as much as he can about the towing business and the people of Foss.

Meet **Joe LeCato**, the new Foss port captain in the Pacific Northwest region.

A recently retired commander in the U.S. Coast Guard, LeCato grew up as the son of a boat builder on Virginia's Eastern Shore, where his family settled in 1642. His ancestry includes a long line of masters and mates, who in the early days sailed in the trade between Baltimore and the West Indies.

"The sea is literally in my blood," he said.

Describing his career, LeCato says he came up "through the hawsepope," enlisting in the Navy as an engineer for four years before getting his degree and receiving his commission in the Coast Guard.

During his 21 years in the Coast Guard, he served on several cutters and worked as a law-enforcement boarding officer, when he led teams

that were responsible for the interdiction of six metric tons of cocaine.

LeCato was deployed to the Middle East during Operations Enduring Freedom and New Dawn as the senior Coast Guard advisor to the Fifth Fleet and U. S. Naval Forces Central Command, responsible for counter-piracy operations in the Indian Ocean.

He found Foss through an acquaintance who also retired recently from the Coast Guard, Northwest Regional Operations Manager Mike Stone.

"I looked at the company's core values, and they're almost a mirror image of the Coast Guard's — sail safe and take care of each other," he said. "I thought that the hardest thing about making the transition to a civilian job would be adapting to the culture of the organization, but that wasn't an issue with Foss."

What does he know about tugboats?

"I've been asked that question many times, and my answer is 'nothing,'" he said. "But I know a lot about ships and a little about leadership. Right now, I feel like I'm drinking from a fire hose, trying to learn as much as I can about this business and the people who operate it."

LeCato, 54, is married to an active-duty Coast Guard officer who remains temporarily in San Francisco, which also was his last duty station. They have four children, three of them still at home with their mother.

As for what he's observed so far at Foss, LeCato said he's been impressed with the people.

"The captains and crews are very professional," he noted. "And their ship-handling ability is very impressive, which is one of the things that is very important to me."

Boeing Riveter Barged to 737 Plant in Renton

Foss recently moved the first of nine 125,000-pound riveting machines it will be barging over the coming months from a railhead in Mukilteo to the Boeing plant in Renton, on Lake Washington.

The fully automated machines, capable of squeezes of up to 40,000 pounds, are being manufactured by Electroimpact of Mukilteo. They will be used by Boeing to join wing panels of 737 jetliners, which are manufactured at the Renton plant.

Foss used the steam-powered derrick *Foss 300* to lift the 28-by-28-by-30 foot package from a rail car. The derrick and its load were then backed out of the loading slip and moved to the Foss barge 185 C-3, which was waiting with the Foss tug *Pacific Knight* a few hundred yards offshore.

The *Pacific Knight* then moved the barge to Seattle, through the Lake Washington Ship Canal and south on the lake to the Boeing plant.

On hand for the operation were Regional Operations Manager **Mike Stone** and Pacific Northwest



The *Foss 300* derrick lifted the bulky package holding the riveting machine from a rail car before moving it to the barge 185 C-3, which was waiting a few hundred yards offshore.

Sales Manager **Monte Crowley**. Port Captain **Joe LeCato** and Assistant Port Captain **Rod Myers**, who performed the job safety analysis and wrote the safety plan for the move, were on the barge.

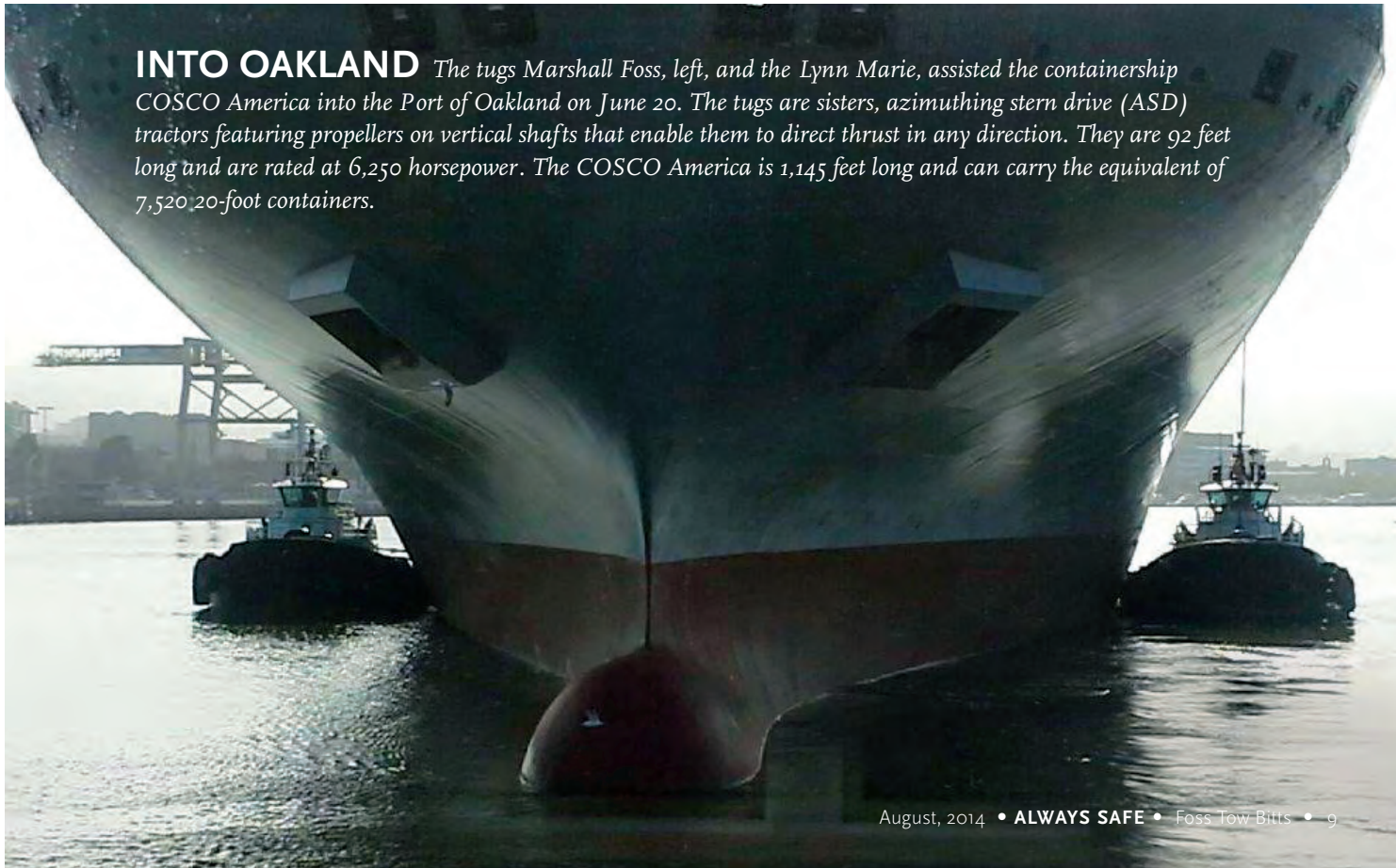
John Tarabochia was the operator of the *Foss 300* during the move, with

Jim Mosman as engineer and **Jesse Tarabochia** as deckhand.

On the tug were Capt. **Matt Caseé**, Mate **Roger Fosczyk**, Chief Engineer **Boyd Rumbaugh** and Deckhand **Ranin Stone**.

Mike Wark

INTO OAKLAND *The tugs Marshall Foss, left, and the Lynn Marie, assisted the containership COSCO America into the Port of Oakland on June 20. The tugs are sisters, azimuthing stern drive (ASD) tractors featuring propellers on vertical shafts that enable them to direct thrust in any direction. They are 92 feet long and are rated at 6,250 horsepower. The COSCO America is 1,145 feet long and can carry the equivalent of 7,520 20-foot containers.*



Fleet Expansion in the Post World War II Era

“Miki-class” Tugs Give Way to Growth in Ocean Business

(Editor’s Note – This is the fourth in a series of Tow Bitts articles about the history of Foss Maritime to commemorate the company’s 125th Anniversary.)

No class of tugs contributed more to the company’s success in the post-war era than the Miki-class tugs built for U.S. Army service. Foss purchased four of the high-horsepower tugs shortly after the war and five in the 1950s, and they became the backbone of the company’s ocean fleet.

Among the many business opportunities developed with the Mikis were the launching of a bulk cement run between Puget Sound and Anchorage; bulk petroleum distribution from Dutch Harbor for Standard Oil; the inauguration of rail-car barge service between Tacoma and the Ketchikan Pulp Co., and supply runs for construction of the Distant Early Warning (DEW) Line sites in western Alaska.

Of the 61 Mikis built for the Army, 38 were built at various yards in Washington state. Actually, there were Mikis, which had a single main engine, and the Mikimikis, which had two main engines. Each tug had about 1,500 total horsepower.

On the harbor services side, three new tugs were built for Foss in the 1950s, the *Brynn Foss*, *Shannon Foss* and *Carol Foss*. They were the first Foss ship assist-tugs built for extended service since 1931 and heralded Foss’ renewed emphasis on harbor services on Puget Sound.

Foss also had expanded its fleet with its entry into the Southern California market with the purchase of Pacific Towboat and Salvage Co., better known as PacTow, in 1949.

The Fleet Grows, and the Company is Sold

Fleet expansion accelerated in the



The Miki-class tug *Mary Foss*, the seventh of nine purchased by Foss after World War II, entered service for Foss in 1957 towing railcar barges on Puget Sound. The *Mary* and its sister ships were engaged in ocean towing on the West Coast and Alaska for most of their careers.

1960s with a continued buildup of Pacific Northwest Harbor Services and regional towing as well as ocean work. During this decade, 41 tugs, no less than 23 of them newly built boats, entered Foss service. With the retirement of 27 tugs, Foss had a net gain of 14 tugs during the decade.

Foss also acquired two LSMs (medium landing ships) and built a supply boat to support the oil industry buildup on Cook Inlet.

Also generating new Alaska towing opportunities for Foss was the 1967 launching of what became the Foss Alaska Line container barge operation between Seattle and Southeast Alaska.

Henry Foss, youngest son of **Thea** and **Andrew**, retired from the presidency of the company in 1965. **Drew Foss**, his son, was elected chairman and **Sid Campbell**, the husband of **Barbara Foss Campbell (Wedell’s**

daughter) was named president.

But it became apparent that the company would soon not have enough family members to perpetuate itself. **Peter Foss Campbell**, Sid’s son, was the only fourth generation family member in an executive position.

Consequently, in 1969, Henry and the family heirs of **Arthur** and **Wedell** decided to sell the company to the Dillingham Corporation of Honolulu, a well-respected and successful transportation and construction company.

The Shelley Foss was the Queen of the Harbor and Precursor to the Tractor Tugs

The late 1960s and 1970s saw the addition of 14 new tugs and five used tugs to the Foss Fleet, including a number of vessels built by the McDermott Shipyard group in Louisiana that are still in service today.



The launching of the *Shelley Foss* at Albina Shipyard on June 17, 1970. The tug was designed exclusively for ship assist work in Seattle harbor. With the increasing size of the ships calling at the Port of Seattle, the need for high horsepower and maneuverability was essential. The *Shelley* fit this requirement perfectly and remained the premier Seattle ship assist tug until the advent of the tractor tugs in 1982. Even with the arrival of the tractors, the *Shelley* continued to play an integral part in Puget Sound ship assist work until 2009.

But none had the star quality of the *Shelley Foss*, truly a breakthrough harbor tug designed for ship assist work in Seattle.

Launched in 1970 at Albina Shipyard in Portland, the 90-foot tug packed 2,850 horsepower, making it 40 percent more powerful than conventional twin-screw tugs. It also had state-of-the-art Kort steering nozzles, each housing an 88-inch diameter propeller.

The tug also featured pilothouse windows slanted inward to minimize glare, pilothouse “eyebrow” viewing ports, and bow and stern winches remotely controlled from the pilothouse. As such, the *Shelley* was the forerunner in pilothouse design for Foss’ state-of-the-art tractor tugs of the 1980s.

The *Shelley*, which remained in Foss service until 2009, is the only Foss tug



Pete Campbell, who retired in 2001, was the last descendant of the founders to work at Foss Maritime.

ever to be painted in something other than the Foss colors, green and white. In observance of the nation’s bicentennial in 1976, the *Shelley* was painted red, white and blue.





NEW BOOK NOW ON SALE

A new book on the history and culture of Foss Maritime is for sale for \$19.95 on the company website, Foss.com. To order a copy, click on the “Celebrating 125 Years” link on the website home page.

*The coffee-table-style book includes many new photos and accounts of significant events since **Thea** and **Andrew Foss** founded the company 125 years ago. The authors are Foss Historian **Michael Skalley** and Tow Bitts Editor **Bruce Sherman**.*



FLEET WEEK ASSIST

The Foss tugs Tiger 8 and Tiger 9 assisted the U.S. Navy guided missile destroyer Spruance from its berth on the Willamette River in Portland on June 9. Foss also provided an assist for the guided missile cruiser Lake Champlain. Both ships were in Portland for Fleet Week, held as part of the city’s 105th annual Rose Festival.

An Astounding Number by Any Measure

One of the goals of the Foss ownership is that their companies be a place where employees would want their children to follow them to work. In fact, a number of families have had multiple generations at Foss. And in another measure of workplace satisfaction, longevity, Foss employees definitely stick around.

Two hundred and forty-four employees, almost 25 percent of the company total, have been with Foss for 25 or more years. Forty-eight have been with Foss for 35 or more years, an extraordinary number by any measure.

Thirty-five Year Employees

Name	Years of Service	Location
Gerald Allen	36	Southern California
Richard Amavisca	37	Southern California
Celeste Ames	37	Young Brothers-Honolulu
Arnold Backman	40	Seattle Shipyard
Carl Balke	39	Seattle Marine Employees
John Barrett Jr.	39	Seattle Corp Office
James Bauserman	40	Portland
Mark Begovich	35	Southern California
Douglas Bezona	38	Seattle Marine Employees
John Brown	35	Seattle Marine Employees
Douglas Cody	40	Portland
David Corrie	36	Seattle Marine Employees
William Davis	37	Astoria, OR
James Davis Jr.	45	Astoria, OR
Curtis Dawson	36	Astoria, OR
Gregory Duncan	39	Young Brothers-Honolulu
Susan Dyer	40	Seattle Corp Office
Guenter Eckardt	42	Portland
Richard Edwards Sr.	45	Seattle Marine Employees
Michael Evans	36	San Francisco
Lionel Ezera	41	Young Brothers-Honolulu
Kevin Gabriel	35	Portland
Joan Gilman	35	Seattle Ewing St Admin EE
Douglas Hajek	45	Seattle Marine Employees
Blaine Hall	36	Seattle Marine Employees
Ronald Hedahl	39	Seattle Marine Employees
Rob Jacobson	42	Portland
Jon Judd	35	Seattle Marine Employees
Patricia Kanaha	36	Young Brothers-Honolulu
Vivian Kanetani	36	Young Brothers-Honolulu
Paul Keator	40	Young Brothers-Maui

Name	Years of Service	Location
Paul Kim	39	Young Brothers-Honolulu
Priscilla Larimore	36	Young Brothers-Honolulu
David Larsen	37	Portland
R.H.L. Lau	44	Young Brothers-Honolulu
Jeffrey Low	35	Young Brothers-Honolulu
Christopher Mack	40	Seattle Marine Employees
Yvette Magsayo	40	Young Brothers-Honolulu
Monty McCleary	35	San Francisco
Tommy McCoy	35	Seattle Marine Employees
Alan McIlhenny	36	Seattle Marine Employees
Herbert Metz	41	Seattle Marine Employees
Phillip Mosher	37	Portland
James Mosman	39	Seattle Shipyard
Daniel Mullican	37	Portland
John Mulvaney	39	Seattle Marine Employees
Brian Nakachi	35	Young Brothers-Honolulu
Debra Newton	35	Young Brothers-Maui
David Nicklous	38	Portland
Darvyn Ogawa	39	Young Brothers-Honolulu
Leanne Ogawa	36	Young Brothers-Honolulu
Scott Olson	35	Seattle Marine Employees
Donald Pigao	42	Young Brothers-Kauai
Harold Presswood	39	San Francisco
David Shaffer	43	Seattle Marine Employees
Michael Skalley	44	Seattle Corp Office
Richard Stevenson	37	Portland
Loren Stout	41	Seattle Marine Employees
Duane Systad	40	San Francisco
Carolynn Tani	37	Young Brothers-Honolulu
Richard Walsh	38	Seattle Corp Office
Robert Young	40	Young Brothers-Honolulu

Years



1 Able Seaman **Tim Cook** on the tug *Arthur Foss* tosses a line to Tankerman **Jason Piemiazek** on the barge *FDH 35-4* as the tug prepares to move the barge away from the tanker *Alaska Legend* in the Long Beach Anchorage. In the foreground is Deckhand **Brad Carlisle**, and Cadet Deckhand **Tomas Pierson** is on the right.



2 *Arthur Foss* Capt. **Gary Smith** guides the tug, with the bunkering barge alongside, away from the *Alaska Legend*. At right is Deckhand **Brad Carlisle**.

Foss tugs and crews move the company's bunkering barges around the Los Angeles-Long Beach harbor many times daily to fuel ships at anchor and at marine terminals. The company moves 8 to 10 million barrels of oil annually in southern California and hasn't experienced a

spill at a load berth in 12 years.

The company has three double-hulled bunkering barges in the harbor that were delivered in 2008 and 2009. The barges are the only ones of their type in the world with systems that process vapors displaced from ship tanks during bunkering.

On June 11, the tugs *Arthur Foss* and *Carolyn Dorothy* were assigned the task of moving the double hulls and standing by while a barge fueled a Chevron tanker, an extra measure of safety.

A DAY IN THE LIFE



3 The barge *FDH 35-3*, meanwhile, is delivering fuel to the Chevron tanker *Hydra Voyager*, an operation photographed from the *Arthur Foss* as it headed into Maersk Terminal at the Port of Los Angeles. With the *FDH 35-3* is the Foss hybrid-powered tug *Carolyn Dorothy*.



5 Above: **Black** and **Pieniazek** rig their barge's bowlines to the ship.

4 At left: Tankerman **Tim Black** signals the crew of the containership *APL Florida* as **Pieniazek** operates a winch sending a line up to the ship from the *FDH 35-4* as the barge comes alongside the ship.

Moving Tankbarges Around the L.A.–Long Beach Harbor



6 **Black** gives the “thumbs up” sign to the departing *Arthur Foss* after successfully securing the barge to the *APL Florida*.



UNWRAPPED

Plastic wrap was gone in late June, revealing the superstructure mounted on the hull of a new fireboat being built at Foss Shipyard in Seattle for the Port of Long Beach. The Voith-powered, 108-foot boat is the first of two being built at the yard for the port. It is to be rolled into drydock and launched before final work is completed.



Foss and Sister Company Perform Cargo Delivery From Tacoma to Anchorage

The barge *Columbia Newark* and its cargo are moored at the Cook Inlet Tug and Barge (CITB) home dock in Anchorage.

Cathy Hart

Foss and sister company Carlisle Transportation were hired in May to deliver critical components of a new state-of-the-art thermal generation plant from Tacoma to Anchorage.

Municipal Light & Power of Anchorage broke ground for the plant, an expansion of a 1970s vintage facility, in April. The highly-efficient plant is expected to be completed in the summer of 2016 and is expected to achieve significant reductions in natural gas use and emissions while providing additional generating capacity to meet future power needs.

Central Oceans, a power Project solutions firm based in Charlottesville, Va., asked Foss to oversee consolidation and transportation of project cargos from the Port of Tacoma to the Port of Anchorage. The tug *Sidney Foss* and the 340-by-86-foot deck barge *Columbia Newark* made the delivery. Carlisle handled the trucking to the delivery site in Anchorage.

Tucker Tillman was the Foss commercial manager for the project and **Robert Wagoner** and **John Brown** oversaw cargo operations.



Tucker Tillman

One of the power plant components is lowered onto the pavement after being lifted from the barge *Columbia Newark*.

Jereme Ruhl



ABU DHABI DELIVERY

The Foss barge *Mariner* recently arrived at West Island, about, 50 miles offshore to the northwest of Abu Dhabi, delivering an oilrig to the Upper Zakum Offshore Oilfield. The barge is normally coupled with the tug *Strong*, but was towed to the island by hired tugs because of draft restrictions. The delivery of the rig was the third to the oil field for Foss, which carried the first two rigs from their construction sites in China but loaded the third in Abu Dhabi. The Upper Zakum is the second largest offshore oilfield and the fourth largest oilfield in the world, with estimated reserves of 50 billion barrels of oil. **John Tirpak, Jim Daley and Rob Wagoner** oversaw the project for Foss.



WORKING FOR CONOCOPHILLIPS

The shallow draft tug *Emmett Foss* is at work on Cook Inlet in Alaska this summer, transporting oil field support cargo for ConocoPhillips on the barge *PT&S 379*. The tug picks up the cargo in Nikiski and crosses the inlet to a beach landing site north of Chuitna River, making up to two voyages a week. The deliveries are in support of ConocoPhillips' Tyonek/Beluga development project. The *Emmett Foss* has been making the deliveries since May 15, and they are expected to continue through late October, depending on the weather.



Foss 125th Birthday Celebration Held At Seattle Maritime Events Center

The *Garth Foss* was one of two Foss tugs that performed for guests at the party.

About 350 people attended a 125th birthday party for Foss at the Maritime Events Center on the Seattle waterfront June 5 and were treated to refreshments, video displays of key milestones in the company history, and an on-the-water ballet performed by two company tugboats.

The party was one of a number of celebrations to be held this year to mark the anniversary of the company, founded by **Thea Foss** in 1889 and owned today by a Seattle-based holding company, Saltchuk.

“Today we are primarily a woman-owned operation, so in 125 years we have come full circle,” said President and CEO **Paul Stevens**. “In 2009, **Nicole Engle** and her sisters, **Denise Tabbutt** and **Michele Seaver**, became principal shareholders and are carrying on the vision of their father, Saltchuk co-founder **Mike Garvey**.”

Engle noted that Thea Foss started the company “with a strong work ethic, determination and loyal customers, and Foss still carries those



President and CEO **Paul Stevens** speaks to the crowd at the Maritime Events Center.

same values today.”

She continued, “Thank you all for making Foss such a great company. We are honored to have Foss as part of the Saltchuk family, and happy for its 125th anniversary.

Also speaking was Port of Seattle

Commission co-president **Stephanie Bowman**, who noted that Foss had been in existence longer than the governing body of the port.

“Foss is an important part of the maritime heritage of Seattle and will play an important role in its future,” she said.

Foss Set to Tow Aircraft Carrier Around South American Continent

Foss was set to depart at the end of July for a 26-week tow of the aircraft carrier *Constellation* from the inactive ships facility in Bremerton, Wash., to a scrap yard in Brownsville, Texas.

The ship — 1,088 feet long, 130 feet wide at the waterline and 282 feet wide at the flight deck — is too big to pass through the Panama Canal, so Foss will tow it down the coast of South America and through the Strait of Magellan.

The ocean-going tug *Corbin Foss* has been assigned to the tow. **Drew Arenth**, manager of business

development planning and analysis for the Marine Transportation group, said weather would be the biggest challenge of the trip. Foss hopes to push the arrival in the southernmost regions into October to take advantage of more favorable conditions.

Another challenge, according to Arenth, will be the need to refuel the *Corbin* seven times during the trip. Options include bunkering the tug offshore, or having assist tugs hold the carrier temporarily, enabling the *Corbin* to refuel in a port. Port Captain **Collin Hodgson** is sorting out the

refueling stops.

Said Arenth, “We credit the reputation of our crews and their experience and success for winning this bid.”

The *Constellation* was built at the Brooklyn Navy Yard and commissioned in 1961. Its service included a number of deployments in Vietnam and in the Middle East, including Operation Iraqi Freedom. The ship was decommissioned in 2003.

FOUR WIN SCHOLARSHIPS FOR EMPLOYEE CHILDREN

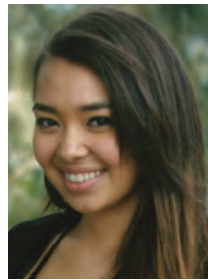
Four young women — two from Hawaii, one from northern California and one from Washington — have been named winners of annual Foss scholarships for children of employees.

- **Camara Magaoay** of Honolulu will begin her sophomore year this fall at Pacific University in Forest Grove, Ore., where she is in the pre-dental program. She is the daughter of **Celeste Magaoay**, a customer clerk with Foss subsidiary Young Brothers, Ltd.

- **Taylor Williams** of Ewa Beach, Hawaii, will begin her freshman year this fall at New York University in New York City and plans to major in



Camara Magaoay



Taylor Williams



Ana Sontag



Emily Hie

political science. She is the daughter of **Kathleen Williams**, office coordinator for Young Brothers.

- **Ana Sontag** of Napa, Calif., will enter her junior year this fall at the University of California, Los Angeles, where she is majoring in English and Spanish. She is the daughter of Chief

Engineer **Gilbert Sontag**.

- **Emily Hie** of Bellingham, Wash., is a graduate student in elementary education at Western Washington University in Bellingham. She is the daughter of **Jon Hie**, director of operations at the Foss Seattle Shipyard.

PEOPLE NEWS

NEW EMPLOYEES

Peter Robison

Customer Service Representative, PNW

Michael Huff

Assistant Port Engineer, PNW

PROMOTIONS

Jamie Littlejohn

Office Assistant to Human Resources Assistant, Headquarters

RETIREMENTS

Dale Allen

Engineer, Southern California





FOSS

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BABY THEA *Thea Grace Stewart, the great-great-great grand-daughter of company founders Thea and Andrew Foss, got a tour in Seattle recently of the Saltchuk corporate yacht Thea Foss, which is also named for the company founder. With baby Thea, born on Feb. 16, 2014, are her parents Kelly Bauhofer Stewart and Alan Stewart.*