



# Tow Bitts

**SUNRISE DEPARTURE** The enhanced tractor tug *Garth Foss* led the oil rig *Polar Pioneer* away from Terminal 5 at the Port of Seattle shortly after sunrise on June 15. The *Garth's* sister, the *Lindsey Foss*, also participated in the assist. The rig was headed for the Arctic to conduct exploratory drilling for Shell. Foss leased about 50 acres at Terminal 5, where it has been marshalling marine assets for Shell's Arctic project. More photos of Foss involvement this summer in the Alaska oil-and-gas industry appear on page 14.



Russ Reed, Port of Seattle

## HOW DO WE TURN THE PASSAGE TO ZERO INTO REALITY?

By *Gary Faber*  
Senior Vice President  
Marine Transportation

Safety is not a new topic in our industry, and thankfully it's an area that has seen significant improvements — especially in regards to

hazard recognition and preventive safe practices. Sadly though, despite all of our best efforts, in the United States alone last year more than one hundred of our colleagues in the maritime industry died due to injuries on the job.

*(Continued on page 2)*

## INSIDE



### Forty-Six Years at Foss

**Doug Hajek**, the senior captain at Foss Maritime, started at the company in 1969, running log boats in Everett, and advanced to become one of the company's most respected tractor tug operators. He retired in June.

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### More than Just Golf

A group from Foss and others associated with the maritime industry were doing more than just playing golf in the Towboat Invitational on July 13 near Seattle. They were raising \$351,876 for charities. Foss was one of the three key sponsors of the event.

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### Hawaii in Photos

Paradise produced some great photos for *Tow Bitts* over the last few months, including an assist of a brand new Pasha containership, bringing the SBX-1 radar vessel out of Pearl Harbor and escorting a magnificent Japanese square-rigger into Honolulu.

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### Expanding in Alaska

Foss is involved in three major projects in the oil-and-gas industry in Alaska this summer, with 13 tugs assisting with projects in the Arctic and in Cook Inlet. The biggest effort is on behalf of a development at Point Thomson, on the Beaufort Sea, 60 miles east of Prudhoe Bay.

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## HOW DO WE TURN THE PASSAGE TO ZERO INTO REALITY?

*(Continued from the cover.)*

There is no denying that over the years, as an industry, we have made great strides, but we still have a long way to go. By incorporating into our operations preventive measures, lessons learned, reflective learning, stop-work authority, job-safety analyses, heightened inspections and standards, we have greatly reduced injuries and lives lost. But it's still not enough. There are plenty of statistics that show that we are improving. However those numbers are immaterial next to the number of people we have lost.



Gary Faber

Several years ago a terrible incident happened at Foss that served in many ways to point out the flaws in our program. At the time we had in place numerous safety practices and through a network of senior leadership involvement, along with policies and procedures, we were actively building a cultural attitude that safety came first and foremost in our company. We recognized that our incident record could be a lot better, and we were adamant about addressing the root causes on our course to improvement. But we didn't get there fast enough, and a shocking and tragic event happened resulting in the death of one of our mariners.

**Piper Cameron** was well known at Foss. She was from a tight-knit community with a longtime maritime history and was in the training process to become a captain. Her death was an incredibly sad and

poignant event, and one that propelled safety at Foss forward at a significantly accelerated pace. We realized we needed to heighten our focus on the core values of the company, but even more importantly we could never be willing to compromise on the safety of our people. Piper's death highlighted that we needed to do a lot more — and we needed to do it better, and we needed to do it faster.

There used to be an attitude in our industry that, "some people are just going to get hurt," that "it's just the nature of the job."

People would say, "It's a full contact sport. There are bound to be injuries; hopefully they won't be too bad."

We all know that this approach to safety isn't the right one, but we must also truly believe that this attitude is simply unacceptable. With the loss of more than 100 of our colleagues, apparently we are not there yet.

I believe that an event like that tragic day in 2007 would not happen in our company today. We had learned a lot about safety and best practices at that time, but clearly not enough. We have learned a lot more now, but clearly not enough — as an industry — to save the lives of many of our mariners.

So what more can we do now? How do we make the passage to zero a reality?

I think it's actually pretty straightforward: We take ownership.

*(Continued on page 3)*



To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Sonja Baron, coordinator of production, sbaron@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.



(Continued from page 2)

We take responsibility. We accept accountability. We become relentless in our press to zero.

A major barrier to reaching this goal is that many people don't step up, they don't speak up: they think it is someone else's job or it's not their right to question the actions of others. We must not only empower every crewmember and every worker and instill a sense of ownership in them, we must also take ownership ourselves. We must adopt an industry-wide mindset that no matter who you are — the captain, the vice president, the deckhand, the cook, the IT guy —

if you see something unsafe, you now own it until it is resolved. If you see it, it's your responsibility. Period. It's not up to the next guy, the safety department, the manager, the other VP's — you own it. Even if it's a subcontractor, or someone who doesn't report to you — it doesn't matter. You can't just walk by. You can't ignore it.

Our obligation is that every single person goes home in the same shape they came in to work. Everyone is entitled to that, and it is our job to make sure that happens. We must invest in technology and develop systems that minimize risk, reward

this safety mindset, and empower our people so that they have a voice and are also accountable. We must pay equal attention to every incident, near miss, and recordable or lost time event, since the culmination of these seemingly small moments can quickly lead to injuries and casualties.

Each of us has a moral, ethical and social responsibility to push to zero. No excuses, no do-overs, no time for putting it off until later. Later will mean that someone else dies.



## SEVENTY-FIVE FOSS VESSELS RECOGNIZED FOR OUTSTANDING 2014 SAFETY RECORDS

The Chamber of Shipping of America (CSA) has recognized 75 Foss Maritime vessels with the 2014 Jones F. Devlin award for outstanding safety records.

The award is given to self-propelled merchant vessels that have operated for two full years or more without a crewmember losing a full turn at watch because of an occupational injury. The Jones F. Devlin award publicly recognizes the skills and dedication of the hardworking men and women who are responsible for those safe vessel operations.

The 75 Foss vessels were

recognized at the CSA Annual Safety Awards Luncheon held this year on May 28 in New Orleans.

Altogether, the Foss vessels achieved the equivalent of 529 years of incident-free operation. Sixty-three vessels had five or more years, and ten vessels boasted 10 to 21 years without a lost-time injury.

"Foss takes safety very seriously," said **Paul Stevens**, Foss president and CEO. "The safety of our people and the environment are always our top concerns, and this is evident in all of our operations. We're proud of our safety programs, intensive trainings,



Foss Vice President **Susan Hayman** accepted the Jones F. Devlin Awards from Rear Adm. **David R. Callahan**, commander, Eighth Coast Guard District in New Orleans. At left is **James Varley** of Ship Management America and Stolt Tankers.

resources and operations. We believe that every person has the right to return home safely at night, and we do all that we can to make sure that happens."

## RAINSBERGER TO LEAD SALTCHUK SAFETY COMMITTEE

Foss Health and Safety Director **Al Rainsberger** has been appointed chairman of a newly formed safety committee made up of representatives of the operating subsidiaries of parent company Saltchuk.

The committee was set up to provide an opportunity for networking on safety issues and to establish best practices, Rainsberger said, "whether you're driving airplanes, tugs, or trucks, or whether you're tying up ships."

"We're all dealing with items that are made out of steel and weigh a lot," he added. "We're dealing with machines and heavy equipment, so there will be common practices across the board along with the differences."

Rainsberger was appointed to the chair position by Saltchuk President **Tim Engle**. Engle and Saltchuk Senior Vice President for Operations **Betsy Seaton** are the executive sponsors of the committee.

Said Engle: "Safety is the first of our three key values and is something that we take very seriously daily. Having a committee come together to share best practices and learn from each other's experience is vital to our organization and will have a leading role on our path in creating the best transportation and distribution company in North America."



# SAFETY CORNER | Your Personal Commitment to Safety is Crucial to Achieving Zero-Incident Goal



By *Al Rainsberger*

Director of Health and Safety

One of the most important sentiments regarding safety is the degree of personal commitment that we have toward safety. We must value excellence in safety performance ahead of financial, sales or even operational performance. And so when we engage safely, it only makes sense that we understand what safety means to each of us, what it looks like to you and what you are doing about it at a very personal level.

Safety performance improves when we are actively displaying our commitment to it. Everyone in our organization has to identify hazards, report on them and work together to eliminate them. Everyone has to practice good safety behavior, complying with our SMS procedures, observing others, helping identify potential at risk behavior and doing something about changing it.

There has to be personal conviction for every employee at Foss to be deeply involved in the activities that we perform.

I like to speak about safety every time I address people in our organization. Even when we discuss information on the performance of our business overall, we should also speak about how we are progressing with our safety program. This means highlighting recent events, successes and failures, to make the subject come alive. When every employee has a personal commitment, the chance of successfully obtaining zero incidents increases.

Al Rainsberger

## ANCHORAGE SUBSIDIARY FULLY ON BOARD WITH FOSS MARITIME SAFETY INITIATIVES

Foss subsidiary Cook Inlet Tug & Barge (CITB), based in Anchorage, recently implemented the “Shipmate Plus” behavioral safety program, bringing the company fully in line with the safety initiatives of its parent organization.

Foss Director of Health and Safety **Al Rainsberger** said CITB previously had been phasing in other initiatives including job-safety analyses, near-miss reporting, lessons learned and safety alerts and bulletins. The CITB Safety Committee is also well established and is meeting quarterly.

“They have been bringing up important issues that need to be addressed, either to improve facility safety or worker safety,” Rainsberger said.

At one meeting, committee members met with representatives of the Anchorage Fire Department, discussing the kind of response each could expect from the other in the event of an emergency.

Subjects discussed at the group’s



Foss Subsidiary Cook Inlet Tug & Barge (CITB) received a Saltchuk Safety Award recently for experiencing no lost-time injuries in 2014. Gathering with the award recently in Anchorage were, from left, **Grant Bird**, **Justin Ryan**, **Mark Theriault** and **George Hembree**, all of CITB, and **Al Rainsberger**, Foss director of health and safety.

most recent meeting, May 28, included Shipmate Plus, CITB participation in an upcoming disaster drill at the Anchorage Airport, and safety equipment newly installed on tugs.

Also at the meeting, committee members accepted a Saltchuk safety award for experiencing no lost-time injuries in 2014.

# New Shipyard Safety Officer Likes ‘Getting Out on the Deck Plates’



Shipyard Safety officer **Devon Magill**, right, works with welders **Elijah Kelly**, left, and **Juan Lizarraga** to check a ladder for safety.

**Devon Magill**, a new safety officer at Foss Seattle Shipyard, believes he’s in a job where he can make a difference.

“I started last December and it’s been an adventure ever since,” said Magill. “The beauty of safety is that you don’t just come to work and sit in an office. You get out there on the deck plates and help people.”

Magill is the nephew of Foss Vice President for Technical Services **Mike Magill**, but notes that his experience in the maritime industry, not his family connection, qualifies him for the job.

A native of Troy, N.Y., near Albany, the young Magill went to work as an ordinary seaman for K-Sea Transportation (now part of Kirby Corp.) in 2011. He worked his way up to become an able-seaman tankerman, on all three U.S. coasts, before coming ashore.

“I had front row seats to some very dangerous moments out at sea,” he said. “That allowed me to develop a strong appreciation, and a safety

“The beauty of safety is that you don’t just come to work and sit in an office. You get out there on the deck plates and help people.”

– DEVON MAGILL



mindset that I’m putting to work everyday here in the shipyard.”

What led him to Foss?

“I loved being in the industry, working on and being around boats,” he said. “And I found out about this job.”

Magill 27, lives in the Ballard neighborhood of Seattle, and he says he’s “enjoying and embracing life in a new city far from home.”



Devon Magill





Foss personnel joining the tour of the mobile wildlife recovery unit were, from left, Contingency Planning and Emergency Response Manager **Myola Shanholtzer**, Columbia-Snake River (CSR) Regional Operations Manager **Paul Hendriks**, Fleet Assurance Officer **Beth Smith**, Marine Assurance Coordinator **Dan Justis**, Marine Personnel Manager **Kristina Forsberg** and CSR Port Captain **Toby Jacobsen**.

## Response Organizations Deploy Mobile Bird Recovery Unit

Two response organizations, each a longtime partner of Foss Maritime, have established a mobile wildlife recovery unit that would treat and help rehabilitate birds in the event of an oil spill.

The organizations are Marine Spill Response Corp., a nationwide group, and Clean Rivers Cooperative, based in Portland. Foss is a member of both organizations and would have access to the equipment if a spill were to occur in the Northwest.

A Foss team toured the wildlife recovery unit recently during a demonstration in Portland before a tabletop spill drill held in conjunction with the two response groups and the U.S. Coast Guard.

Foss Manager of Contingency

Planning and Emergency Response **Myola Shanholtzer** said that once set up, the unit is divided into separate areas for receiving birds, washing and rinsing them and letting them dry.

The unit also includes special pools where birds can recondition their feathers as well as dedicated areas for food preparation, isolation and intensive care, a laboratory and a morgue.

Also at the demonstration, the Oregon Department of Fish and Wildlife set up its stabilization trailer, where birds would be stabilized before being moved to the rehabilitation facility.

“Once set up, the unit is divided into separate areas for receiving birds, washing and rinsing them and letting them dry.”

– **MYOLA SHANHOLTZER**



# Industry Veteran Joins Foss as Commercial Manager

**Bo McCall** has joined Foss as a commercial manager following a successful career as a shipping agent in both Southern California and the Columbia River region.

Originally from Alabama, McCall has been in the maritime industry on the West Coast for 10 years, gaining experience in servicing liner, bulk, RoRo, heavy-lift and general cargo markets with Norton-Lilly and Southport Agencies.

McCall started at Norton-Lilly, as a boarding agent in Long Beach and advanced to become port manager on

the Columbia River. For the past three years at Southport Agencies he has primarily worked with the grain terminals and bulk ship owners calling in the Columbia River.

He is on the Board of Directors for both the Columbia River Steamship Operators Association (CRSOA) and the Oil Spill Vessel Response Board.

McCall will be responsible for local, national and global account management, development and customer service. He is based in the Columbia-Snake River region office in Portland.



**Bo McCall**

Andrew Van Curen



## ST. JOHNS SUNRISE

*Photographed from Foss headquarters in Portland, with the home dock in the foreground, The St. Johns Bridge spans the Willamette River in Portland. The bridge has two 408-foot-tall Gothic towers, a 1,207-foot center span and a total length of 2,067 feet. The bridge opened on June 13, 1931.*





William "Will" Kenyon

## Cadet Finds Foss Experience 'Way Beyond Expectations'

Meet **William "Will" Kenyon**, who is entering his junior year at California Maritime Academy (CMA) in mechanical engineering and spent 60 days this summer working on the tugs *Keegan Foss* and *Lynn Marie* on San Francisco Bay.

Kenyon, 20, is a native of Vallejo, Calif., also the home of CMA. He had an interest in engineering but no family or personal history in the maritime industry when he started looking at colleges as a 16-year-old home schooler.

"I found the maritime academy, and working on boats sounded interesting to me," he said. "It's gone way beyond my expectations — it's been great working here at Foss and really fascinating learning at school."

Kenyon is the oldest of four

children, and his father is a union representative for the International Brotherhood of Electrical workers. He will graduate with a bachelor of science degree in engineering and a license as a third-assistant engineer for unlimited horsepower on U.S.-flagged vessels.

When he isn't going to school or working at Foss, he likes to hang out with friends and his seven-year-old brother.

How does he see his future?

"My plans for the first couple of years are to go to sea, get that experience, and upgrade my license as much as I can," he said. "But something like this — working at Foss — over the long term, I really like the sound of it. I really like being close to home."

"My plans for the first couple of years are to go to sea, get that experience, and upgrade my license as much as I can,"

— WILL KENYON







Capt. **Doug Hajek** was master of the *Wedell Foss* for many years.

## Doug Hajek, Foss Senior Captain, Retires after 46-year Career

Ask **Doug Hajek**, who retired June 1 as senior captain at Foss Maritime, what he liked about his job, and he will answer without hesitation: “It was just the opportunity to take a boat and make it perform work and do a good job at it.”

Hajek, who ran tractor tugs on Puget Sound for the last 20-odd years of his 46-year career, got his start in 1969 after serving as a radioman in the Navy. A neighbor in Everett, **Bud Klemp**, was running tugs for Foss in the north Sound.

“I was thinking about it one day, and it occurred to me that Bud seemed to have a great career working on tugs, and I liked being on the water and on boats,” Hajek said. “I asked him to put in a word for me and he said he would.”

So Hajek began working as a deck-hand out of Everett for Pacific Towboat, which was owned by Foss. Much of the work was handling logs with 40-foot tugs, moving them to mills and loading them on ships for export, a business that has almost entirely disappeared.

In the early 1980s, he decided that if he wanted to run larger boats he would have to get a better license. With that, he started working on the new tractor tug *Arthur Foss* in the Bellingham harbor and north Sound, moved up to mate and eventually to relief captain.

His first full-time captain’s job was in 1994 on the Puget Sound tractor tug *Brynn Foss*, now stationed in southern California. Hajek also spent many years as captain of the *Wedell Foss*, a

“It was just the opportunity to take a boat and make it perform work and do a good job at it.”

– **CAPT. DOUG HAJEK**

sister of the *Brynn*, and finished his career as captain of the *Pacific Star*.

Hajek, 67, has lived in Everett his entire life and has two children and four grandchildren. In retirement, he has been working with Habitat for Humanity and traveling and describes himself as an “avid golfer.”



▶  
| GOLFERS  
| RAISE  
| \$351,876  
| FOR  
| CHARITIES



Collette Lowe, who was a college team golfer before joining Foss, demonstrates her expert form while driving a ball at the Golf Club at Newcastle.

Two hundred and fifty-six golfers from the region's maritime companies teed off July 13 at the Golf Club at Newcastle (Wash.) and raised \$351,876 for Seattle's Virginia Mason Medical Center and the Boys & Girls

Club of Southwestern Oregon.

The Towboat Invitational tournament has raised more than \$3.5 million since the inaugural event in 2000, and is sponsored by Foss Maritime and Harley Marine Services,

both based in Seattle, and Sause Bros., based in Coos Bay, Ore.

In addition to the golfing competition, this year's event featured a hosted bar, buffet, and silent and live auctions.

Among Foss employees at the event were, from left, Steve Roundtree, Colette Lowe, Rick McKenna, John Marcantonio, Jeanne Louie, Jeff Horst (tournament co-chair), Ben Stevens, Colleen Liman, Steve Scalzo and Rebekah Lay.







Above, a proud foursome shows off the spots where their chip shots landed on the green. They are, from left, **Gary Faber** of Foss, **Tony Del Gavio** of Del Gavio Hydraulics and **David Wall** and **Jeff Jensen** of Chevron. Below, **Peter Cancelmo** of the Garvey, Schubert Barer law firm shoots

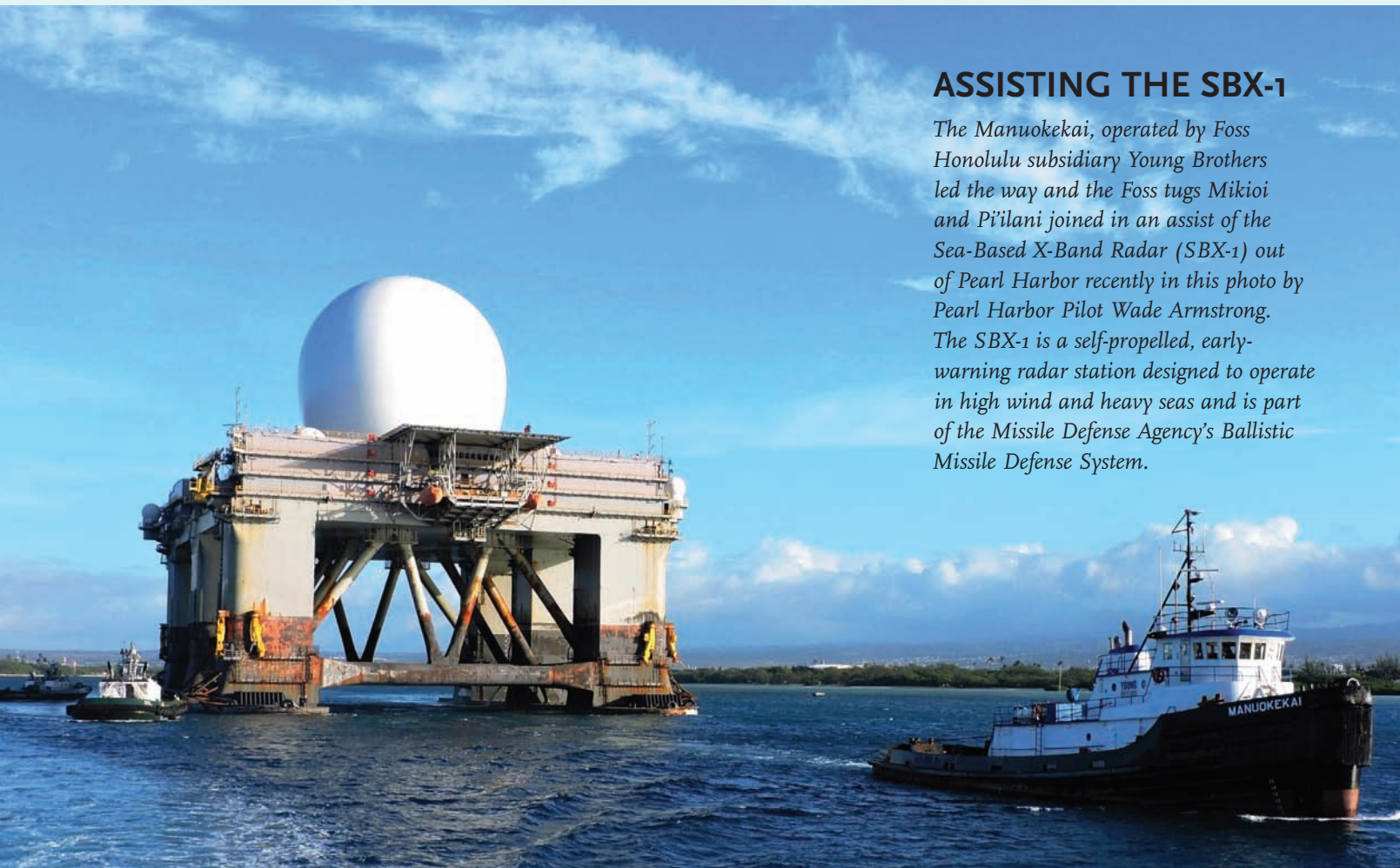
toward the green. Looking on, from left, are **Frank Williamson** of Foss, **David West**, also from Garvey Schubert Barer, and **Collette Lowe** of Foss. At right, the silent auction drew plenty of interest following the Towboat Invitational's golfing competition.







**MAIDEN VOYAGE** *The Foss tug Pīlani, on the stern, assisted the cargo ship Marjorie C on its maiden voyage into the Port of Honolulu on May 14 for customer Pasha. The tug Mikioi also participated in the assist. Built at Halter Marine in Mississippi, the 692-foot-long Marjorie C is equipped with the latest technologies to reduce environmental impact. The ship has a 350-metric-ton ramp and can carry the equivalent of 1,400 20-foot containers, 1,200 vehicles and can accommodate all sizes and types of containers and rolling cargo. The ship also has onboard cranes, allowing Pasha Hawaii to call ports and handle containers without onshore gantry cranes. Pasha carries cargo between the West Coast and Hawaii.*



## ASSISTING THE SBX-1

*The Manuokekai, operated by Foss Honolulu subsidiary Young Brothers led the way and the Foss tugs Mikioi and Pīlani joined in an assist of the Sea-Based X-Band Radar (SBX-1) out of Pearl Harbor recently in this photo by Pearl Harbor Pilot Wade Armstrong. The SBX-1 is a self-propelled, early-warning radar station designed to operate in high wind and heavy seas and is part of the Missile Defense Agency's Ballistic Missile Defense System.*





**BACK ON THE JOB** *The ocean-going tug Moana Holo is back in service for Foss Honolulu subsidiary Young Brothers after six-months of repairs and maintenance at Marisco Shipyards in Barge Harbor, Hawaii. The 118-foot tug packs 3,000 horsepower and was built in 1976 by McDermot Shipyards in Louisiana.*

Rick Wilson

## HONOLULU ARRIVAL

*The Foss Tugs Mikioi and P'ilani assisted the Japanese training ship Kaiwo Maru into the Port of Honolulu on May 19. The tall ship is 361 feet long, and its main mast is 142 feet high. It carries a crew of 199 and was launched in 1989 by Sumitomo Heavy Industries.*







## Foss Expands Its Presence in Alaska

Foss is continuing to expand its presence in the oil and gas industry this summer, with involvement in three major projects in Alaska.

Two Foss tugs are assisting with Shell's exploratory drilling project in the Chukchi Sea in the Alaskan Arctic, and Foss leased Terminal 5 at the Port of Seattle where Shell marshalled

its marine assets before they headed north.

Eight tugs either operated by Foss or under charter, are assisting with an oil-and-gas development project at Point Thomson, also in the Alaskan Arctic. Among the tugs involved in that project is the *Michele Foss*, built at Foss Rainier Shipyard and christened

in April in Tacoma. (See article on Page 15)

In Cook Inlet, three Foss tugs are at work on what is known as the "Kitchen Lights" project, assisting with the installation of an offshore natural gas production platform and a 16-mile pipeline that will carry the gas to a processing plant on shore.

David Roy

Above, the *Corbin Foss* towed the barge *Arctic Challenger* out of Unalaska Bay in Alaska's Aleutian Islands on July 11. The barge, staffed by Foss, carries emergency equipment to back up Shell's drilling operation in the Chukchi Sea. Below, the Foss enhanced tractor tugs *Garth Foss* and *Lindsey Foss* towed the drilling rig *Polar Pioneer* out of Seattle's Elliott Bay on June 15. Protesters were there in kayaks but did not disrupt the move. The rig was headed for the Shell development project in the Chukchi Sea. Inset below left, it was a busy day on Wednesday, July 29, in the Foss Anchorage office, with training for the Point Thomson ballast team. The Shell/Superior project management team also was working in the office, and President and CEO Paul Stevens was paying a visit.



Mike Lauer





# Four Tugs on Sealift from Korea to Point Thomson; Total of Eight Tugs Support Oil Field Development

Eight tugs, either operated by Foss or under charter, are at work in Alaska this summer, supporting an oil and gas development project at Point Thomson in the Arctic.

Four of those tugs towed modules for the project to Alaska from Ulsan, South Korea. They were the *Michele Foss*, on her maiden voyage, and the chartered tugs *Mermaid Vision*, *Lanpan 28* and *MMA Confidence*.

The other tugs dedicated to the project are the Foss-operated *Emmett Foss*, *Millie Cruz* and *Frank Moody* and the chartered *Posh Salvicero*.

Marine Transportation Port Captain **Collin Hodgson** said the four chartered tugs carried crews from Indonesia, the Philippines and Russia. Foss Capt. **Joe Tweedy** and Mates **Mike Thompson**, **Jim Moore** and **Emmanuel Tishler** are riding on those tugs to supply local, Alaska knowledge.

Senior Foss Capt. **Steve Robertson** trained the foreign crews on use of the Orville Hook, an emergency system to recover ships or barges.

"His love for teaching and extensive firsthand knowledge of the Orville Hook made him a valuable asset to the Foss team on the ground in South Korea," Hodgson said.

Key Foss managers on the project in addition to Hodgson and Robertson are **Bob Manning**, project manager, **Mindy Del Toro**, project controls, **Rick Chalker**, ballast manager, and **Dan Brechtel**, safety.



Capt. **Steve Robertson**, in the blue shirt at right, trained foreign crews in Ulsan, South Korea, on use of the Orville Hook.

Collin Hodgson



Above, the crews of the *Michele Foss*, *MMA Confidence* and *Mermaid Vision* gathered for a photo before departing Ulsan. Below, the *Lanpan 28* departed Ulsan bound for Dutch Harbor and Point Thomson.







**GREETINGS FROM RED DOG** About half of the tug and barge crewmembers working this season at the Red Dog Mine in the Alaskan Arctic gathered for a photo (above) on the Sidney Foss recently. Project Manager **Jay Schram** said the season got off to a great start, with the tugs and barges arriving on June 24 and finishing their first ore-loading job on a ship on June 28, a day earlier than the first ship arrived last year. Schram said the team was on track to move a record amount of ore concentrate for the month of July. In the photo below left, **Wayne Cornwall** adds chafing gear to a tow bridal for the Stacey Foss. Below right, Able Seamen **Jake Blackson** and Mate **Max Cota** were photographed on the bow of the Sidney Foss.





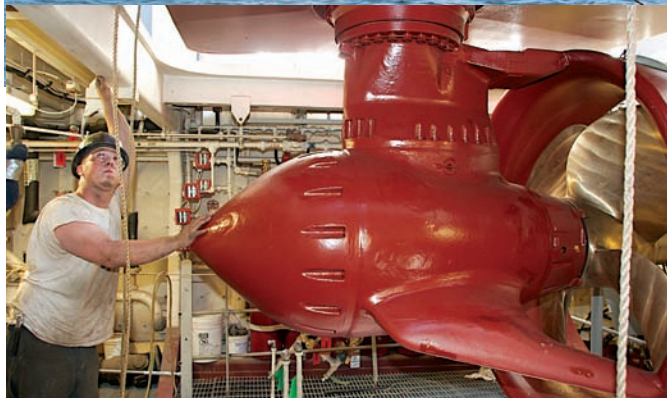
## FIREBOAT NUMBER TWO

The second of two fireboats Foss is building for the Port of Long Beach is taking shape at the Seattle shipyard. The stern section of the hull is in the photo. The first of the 108-foot boats is nearing completion while docked at the yard.



**63 TONS OF SCRAP** Jim Mosman of Foss Shipyard handled the tagline as the floating derrick Foss 300 lifted the 63-ton bow section of a scrapped former Canadian Navy vessel from the yard to a barge. Foss cut up the 125-foot vessel and a sister ship under a contract with the Washington Department of Natural Resources, which had declared them derelict after they were abandoned by an owner who planned to convert them to cruise boats. Under the contract, Foss returned the recyclable materials to the DNR.





**Z-DRIVE INSTALLATION** In the photo above, Foss 300 derrick Operator **John Tarabochia** left, looked on and Rigger **Jim Fox** handled the tagline as the derrick lifted the second of two 12-ton Z-drives toward the Coast Guard Buoy Tender **Anthony Petit**, in drydock. In the photo at left, Machinist **Brian Anderson** guides the drive into the engineroom. Installation of the drives was a major portion of the work on the 175-foot vessel, homeported in Ketchikan, Alaska.



## POWERFUL TEACHER

Students at Bellingham (Wash.) Technical College were photographed recently while working on a Caterpillar 3516 diesel engine donated to the school by Foss in 2008. Instructor **Jeff Curtis** has integrated the engine into the school's diesel engine training program, and about 150 students have completed complex mechanical jobs on the engine, including precision measuring, failure analysis and establishing parts re-usability. "The skills learned on something this large bolster student confidence and give them an advantage for employment," Curtis said.



# Seven Win Scholarships for Children of Foss Employees

Four recent high school graduates and three young people who have completed at least one year of college have been named winners of annual Foss scholarships for children of employees.

**Delaney Aucott** of Bothell, Wash., will be a sophomore this fall at Gonzaga University in Spokane, where she is majoring in mathematics. She is the daughter of **Brian Aucott**, a business unit controller in Seattle.

**Charles Crockett** of Lakeport, Calif., will enter his freshman year this fall at Saint Mary's College of California in Moraga, Calif., and is undecided on his major. He is the son of **John Crockett**, a tankerman on San Francisco Bay.

**Madison Harbarth** of Sebastopol,

Calif., will enter her freshman year this fall at Santa Rosa Junior College in Santa Rosa, Calif., and plans to major in the medical field. She is the daughter of Capt. **Michael Harbarth**, who is with the Foss San Francisco Bay group.

**Sarah Hie** of Edmonds, Wash., will enter her junior year this fall at Central Washington University in Ellensburg, Wash., where she is majoring in psychology. She is the daughter of **John Hie**, director of operations at Foss Shipyard in Seattle.

**Aaron Kiyotoki** of Honolulu will enter his freshman year this fall at the University of Southern California in Los Angeles., where he plans to major in electrical engineering. He is the son of **Keith Kiyotoki** an account manager

for Young Brothers in Honolulu.

**Braden Kroon** of Anchorage will enter his junior year this fall at California Maritime Academy in Vallejo, Calif., where he is majoring in marine transportation. He is the son of **Bradley Kroon** of the Foss Anchorage group, who is working temporarily as marine logistics coordinator on the Kitchen Lights natural gas project.

**Anna Warga** of Bainbridge Island, Wash., will enter her freshman year this fall at Central Washington University in Ellensburg, Wash., where she plans to major in general studies. She is the daughter of the late Capt. **Patrick Warga**, who worked in marine transportation.



Delaney Aucott



Charles Crockett



Madison Harbarth



Sarah Hie



Aaron Kiyotoki



Braden Kroon



Anna Warga

## PEOPLE NEWS

### NEW EMPLOYEES

**Catherine Cameron**  
Senior Payroll Accountant  
Foss Headquarters

**Capt. Jake Harrison**  
PNW

**Caitlin Ness**  
Project Manager- Engineering  
Foss Headquarters

**Capt. Steve Zudell**  
PNW

**Diaraye Bah**  
Contract Specialist  
Foss Headquarters

**Curtis Basket**  
Buyer  
Foss Headquarters

### SATISFACTION GUARANTEED

It's easier to get customers  
than it is to keep them.

— FROM SATISFACTION GUARANTEED | BY BYRD BAGGETT







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**MAJOR STEEL WORK** Extensive steel work on the hull was a major part of the project as Foss Shipyard worked on the Kirby Transportation tug *Java Sea* during the summer in Seattle. The twin-screw tug is 110 feet long and is rated at 4,800 horsepower. Making sparks in the photo are welders **Ray Babick**, left, and **John Weber**.