



Tow Bitts



SUNRISE ON THE COLUMBIA The Foss tug *PJ Brix* pushed the Crowley barge *Ninichik* up the Columbia River, passing the Port of Vancouver, Wash., in this sunrise photo by Foss Capt. **Kelly Bonnin**. A snow-covered Mount Hood is in the background to the east. The barge was carrying wind tunnel parts to Columbia Business Park in Vancouver for offloading.

FOSS SEALIFT HELPS RESTORE POWER TO PUERTO RICO

Foss recently orchestrated a massive sealift to Puerto Rico, delivering 563 utility vehicles to the Port of Ponce as part of an on-going effort to restore power to the island that was devastated by back-to-back hurricanes in September.

The tug *Corbin Foss* and four chartered tugs towed seven bargeloads from Norfolk, Virginia, and Lake Charles, Louisiana, to the U.S. territory safely in less than two weeks, arriving in late January. A tight schedule and unusually cold weather

(Continued on page 4)



INSIDE



Puerto Rico Sealift

On short notice and faced with challenging weather conditions, Foss stepped up to the plate to deliver 563 utility vehicles to Puerto Rico in January, helping to restore power to island territory still struggling in the aftermath of September's hurricanes.

Cover and Pages 4 and 5

Land Speed Record

A Foss Marine Transportation deckhand rode a 500 cc motorcycle to a class land speed record recently at the Bonneville Salt Flats in Utah. His support team included his brother, who is a Foss mate, and a third team member who is a former Foss port engineer.

Page 8

Towboating in her Blood

Katrina Anderson was born into a towboating family in Alaska and is now a harbor tug captain on Puget Sound. *Tow Bits* rode with her on the *Wedell Foss* recently as she helped guide a container-ship into its berth at the Port of Tacoma.

Pages 10 and 11

First Young Brothers Tug Launched

The *Kapena Jack Young* was launched at a Louisiana shipyard in late November, the first of four new tugs being built there for Foss subsidiary Young Brothers. The *Jack Young* and its three sister tugs are named for kapenas (Hawaiian for captains), known for their important contributions to the company.

Page 14



To submit articles for *Tow Bits*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Sonja Baron, coordinator of production, sbaron@foss.com. The *Tow Bits* graphic designer is Barbara Hoberecht. *Tow Bits* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bits* mailing list should be referred to Matt Brown, (206) 381-3799 or matt@foss.com.

The Power of Our Brand

By Will Roberts
Chief Commercial Officer



Will Roberts

In a crowded marketplace, it pays to stand out, especially when you are the best at what you do.

With that in mind, it's time to talk about the Foss Maritime brand. A brand, after all, is a promise — a promise to our customers and to our stakeholders that we are truly committed to standing behind our principles and to delivering safe, reliable service.

This focus on branding is nothing new; **Thea Foss** knew how important perception was when she painted her very first rowboat green. And as Thea and Andrew's business grew, they knew that the power behind the Foss name, and their slogan, "Always Ready," drew new customers to their boathouse.

(Incidentally, "Always Ready" was also understood to mean that Thea always had a hot pot of coffee ready for visitors.)

So, that brings us to today's brand.

Our current brand guidelines have been around for more than 10 years now — long enough for the logo to find its way onto most of our boats. The logo tells a story about our brand and about our history.

Note, first, the colors — two shades of green, including the iconic Foss green, which has graced our boats for

almost 130 years. But if you look a little closer, there are some other details:

The little shape to the left of the name is meant to look like a tow link.

If you look a little closer, you'll also see that the tow link

shape comprises two interconnected lower-case "F"s, which stand for "Foss" (this is why we take care to display the logo properly; if the logo is reversed or distorted for some reason, you lose that "F").

It was also designed to suggest a tugboat in forward motion — according to the brand guidelines, the logo can "give the perception of a vessel, with the dark green "F" the vessel moving forward, and the light green "F" a silhouette of the vessel below the waterline." (I have to squint a little to make this one work for me, but it's there.)

And, of course, the way we paint our boats has also been a reflection of our brand since the beginning. When mariners see the clean green and white boats coming their way in any of the waterways in which we do business, they know they can expect a high level of professionalism and care. Our colors are a visible reflection of the goodwill we have been building on for more than a century. That is what gives our brand meaning.

It is something to take pride in.

The Foss Boathouse in Tacoma in 1918.



Foss Announces New Chief Financial Officer; New Leader Brings Years of Experience to Role

Bryceon Sumner has joined Foss Maritime as chief financial officer. In his new role at Foss, Sumner will oversee all aspects of the organization's financial function and performance with an eye toward the company's long-range strategic goals.

Sumner brings to the role years of experience as a leader in creating smart, straightforward financial strategies for a number of organizations ranging from education technology and real estate, to architecture and financial services.

"Bryceon is a strategic leader with a track record of successfully leading companies' financial functions through periods of growth and change," said **John Parrott**, President and CEO of Foss Maritime. "His financial leadership experience will be a key component of Foss' success as we continue forward and grow our service lines."

Prior to joining Foss, Sumner

served as COO and CFO for public and private companies, family offices and as a senior financial officer of a \$60 billion government banking insurance fund. Most recently, he was chief financial officer of Academic Partnerships, a Dallas-based educational technology provider focused on developing online classroom tools for nonprofit colleges and universities.

Sumner's strong background and expertise in the areas of corporate finance, mergers and acquisitions, strategic planning, operations and as a certified public accountant has helped provide valuable leadership and support to many companies and boards. He began his career at Ernst & Young working on several IPOs, including a banking tech IPO that was later sold for \$3.9 billion.

"I'm thrilled to join Foss in this CFO role and I think my experience in a number of different industries will bring a unique perspective to Foss,"



Bryceon Sumner

said Sumner. "The maritime industry is fascinating to me and I'm looking forward to learning and growing with the knowledgeable leaders at Foss, to help strengthen our finances and support the important work we are doing."

Sumner graduated from the University of Georgia with a BBA in accounting and the University of Texas at Austin with an MPA in accounting.



MOVE-IN DAY

Byron Brown of the Payroll Department unloaded boxes of files as Foss spent its first official day on Dec. 11 in its new quarters at 450 Alaskan Way S. on the Seattle waterfront. In the brand new building, Foss is sharing three floors with parent company Saltchuk as well as sister company Northstar Petroleum Delta Western.

FOSS SEALIFT HELPS RESTORE POWER TO PUERTO RICO

(Continued from the cover)



One of 563 utility vehicles delivered by Foss to Puerto Rico rolls off a barge at the Port of Ponce.

Alvin Toro Photos

were the major challenges.

“We were planning this over the holidays, so we didn’t have much time to outfit seven barges,” said Capt. **Peter Roney**, project manager for Foss. “And the unusually cold weather on the East and Gulf coasts was a hurdle for us.”

The shipment, from a coalition of 19 U.S. electric companies, included bucket trucks, line trucks, pickups, aerial lifts, CAT skid-steer loaders, digger derricks, and pull trailers.

More than 1,000 line workers and other personnel from participating electric companies flew in to meet the

trucks and start work supporting the Puerto Rico Electric Power Authority (PREPA) and the U.S. Army Corps of Engineers (USACE) to restore power.

“It was an amazing collaboration between Foss and the utility companies to help restore the power grid in Puerto Rico,” said Roney. “A lot of people are still without power, so we’re glad that we had the crews and vessels at the ready to help deliver these much needed resources to the island.

“Overall, it was a huge success.”

In addition to the company’s latest

project shipping utility trucks, Foss has been working in conjunction with government agencies in support of relief and rebuilding efforts in Puerto Rico and the U.S. Virgin Islands for several months.

Foss’ involvement with the hurricane relief started in St. Thomas in the U.S. Virgin Islands on Sept. 24 with two accommodation vessels to provide warm meals and “floating hotels” for hundreds of first responders. They were moved to Puerto Rico Oct. 17 to support relief efforts there.

The company has also been



“It was an amazing collaboration between Foss and the utility companies to help restore the power grid in Puerto Rico.” – **CAPT. PETER RONEY**



The utility vehicles barged to Puerto Rico by Foss will boost the effort to fully restore power to the island.

contracted to ship a load of power equipment and three loads of water to the island.

“Foss has proven once again that we have the capability and resources to accomplish a complex logistics operation under tight timelines,” said director of cargo operations **Robert Wagoner**. “We continue to enhance our ability to respond to natural disasters like Haiti in 2010 and Sandy in 2012 and now Irma and Maria for USAID, DOD, DLA and FEMA.”

Key Foss personnel in the most recent sealift, in addition to Roney

and Wagoner, included **Leiv Lea**, co-project manager, **Jim Daley**, operations director, **Henry Palmer**, port captain, **Amber Thomas**, project controls manager, **Jay Schram**, cargo superintendent, **David Roy**, chief mate and **Dave Chesnut**, **Bill Wallace** and **Ryan Regner**, barge laborers.

John Tirpak handled the commercial side of the project.

Editor’s Note: Foss Historian Mike Skalley remembers previous relief efforts by the company in his Look Aft column on page 15.

“A lot of people are still without power, so we’re glad that we had the crews and vessels at the ready to help deliver these much needed resources to the island. “Overall, it was a huge success.”

– **CAPT. PETER RONEY**

SAFETY CORNER | 'Hazard Hunts' Target Injuries from Slips, Trips and Falls

By Grant Johnson

Vice President, Health, Safety, Quality and Environment

Historically, nearly a third of Foss' safety incidents were the result of slips, trips and falls. Our industry struggles with similar levels of these types of incidents, all of which are preventable.

In an effort to prevent future incidents, Foss has developed a "Hazard Hunt" program to identify and correct these hazards. Multi-disciplined teams of employees will conduct walk-throughs of all our worksites to identify potential slip, trip and fall hazards.

Hazards that can be remedied immediately — such as a raised corner of a floor mat — should be, and other larger potential hazards will be identified for action.

Regional operations managers, division heads and shipyard directors will oversee the program on their vessels and at their facilities. I'm handling the walk-throughs and mitigation efforts at our headquarters in Seattle.

Initially, this will be a stand-alone program to address immediate hazards, but it will eventually be incorporated into our Safety Management System to ensure that the walk-throughs are performed on a regular basis. Regardless, our culture and values should drive us to identify and correct these types of hazards as they arise.

We owe it to ourselves, our co-workers and our families to eliminate or mitigate these hazards in our workplaces.



Puget Sound Port Capt. **Chris Mack Jr.**, below, on a hazard hunt, notes that a winch drum, which could be a danger when twirling, should be marked with yellow paint. With him are Capt. **Mike Piazza** from San Francisco, left, and *Henry Foss* Captain **Ryan Meyer**.

Below, Capt. **Mike Piazza**, who normally works for Foss in the San Francisco Bay Area, points to a set of stairs in the engine room of the *Henry Foss* in Tacoma that need to be marked with yellow tape as a tripping hazard. Piazza traveled to Puget Sound to be a "new pair of eyes" in the local hazard hunts.



Grant Johnson



Foss Helps with Test of Satellite that could Revolutionize Maritime Communications

The Puget Sound tug *Henry Foss* recently served as a platform for a test launch of a tiny satellite for a startup company that hopes to set up a low-cost communication network enabling use of cellphones and wi-fi, even in the most remote areas of the world.

Representatives of Swarm Technologies, based in Palo Alto, Calif., used a balloon to float the satellite — no bigger than a small brick — from the tug.

Using electronic equipment they brought onto the tug, the Swarm representatives successfully communicated with the satellite, and *Henry Foss* crewmembers were able to connect to it with their cellphones.

When the satellites are available for commercial use, they will be deployed into low-earth orbit with rockets to provide global coverage, as balloons are not capable of escaping the earth's atmosphere.

Puget Sound Port Captain **Chris Mack Jr.**, who along with *Foss* General Manager **John Marcantonio** worked with Swarm to arrange the test, said the satellites eventually could enable use of cellphones in places like the Arctic or the Yukon, where there are no cell towers.

Swarm says a network using the tiny satellites could be set up for a fraction of the cost of current satellite



communication networks.

“We had an amazing day on the water in Tacoma, partnering with Swarm Technologies to launch their satellite by balloon and to test communications through the satellite,” Marcantonio said. “Foss Maritime Company is proud to support emerging technologies which will improve our abilities to communicate in remote parts of the world and on the seas.”

Swarm co-founder and CEO **Sara**



In the photo at left, Swarm co-founder and CEO **Sara Spangelo** prepares to launch a balloon that will carry a communications satellite aloft from the *Henry Foss*. With her are **Ben Longmier**, left, Swarm co-founder and chief technical officer, and **Chris Mack Jr.**, *Foss* Puget Sound port captain. Gathered for a photo, at right, are Longmier, Spangelo, Jackson, Lindauer, Swarm business development, Mack and **John Guthery**, Swarm lead test engineer.

Spangelo said the company is demonstrating an ability to enable maritime communications from anywhere on the planet.

“As the lowest-cost solution for telemetry in the world, Swarm is improving status, location, weather, safety, performance and asset/container tracking applications across land and on seas,” she said.



GRAIN TERMINAL ASSIST

The tugs *Henry Foss*, left, and *Wedell Foss* assisted the bulk carrier *Sammy* into the Temco Grain Terminal in Tacoma recently on a cloudy winter day. The Panamanian-registered *Sammy* is 751 feet in length and listed at 82,167 deadweight tons.



Marine Transportation Deckhand **Casey Meyer**, center, set the record. With him are his brother, **Christian**, left, and **Mark Troutman**.

Foss Deckhand sets World Speed Record at Bonneville



The record-setting bike was a land-speed bike 'project' that involved a rebuild and reconfiguration.

"I guess I like the adrenaline of racing and taking a bike to top speed, and the challenge of pushing myself."
– CASEY MEYER

A Foss able seaman rode a motorcycle to a world record speed of 119.6 miles per hour at the Bonneville Salt Flats in Utah recently, demolishing a previous class record by almost 5 miles per hour and surprising himself at his accomplishment.

"I can hardly believe it," said **Casey Meyer**, who works in the Marine Transportation division and is an engineer-in-training. "It was our first year down there, and we didn't expect to break a record, but we came away with one."

The record was in the 500 cc class, a mid-powered motorcycle category. It was recorded as the average speed over two runs on a three-mile course.

Meyer wasn't the only Foss connection to the record-breaking performance. His brother, **Christian**, is a Marine Transportation mate and was part of his support crew. **Mark Troutman**, former Foss port engineer in Portland who now works for Tidewater Barge Lines, built the bike.

"It was a land-speed bike 'project' we bought from a gentleman whose

family didn't want him racing due to his age," said Troutman, a longtime motorcycle enthusiast himself. "I rebuilt and reconfigured the bike."

Casey Meyer, 35, has been riding motorcycles since he got his first one at age 9. He and his brother teamed up with Troutman about 10 years ago, road racing vintage bikes.

"We wanted to try something new so we decided to go to Bonneville," he said.

Asked about the danger of traveling at such high speeds on a bike, Meyer said, "The worst that could happen is if you burn out an engine or blow out a tire. It's probably more dangerous to ride a bike on the street, with all the cars around you."

Why does he enjoy it?

"I guess I like the adrenaline of racing and taking a bike to top speed, and the challenge of pushing myself," Meyer said.





DRYDOCKED IN SEATTLE *Foss Seattle Shipyard welder Trevor Abeel works on the hull of the pusher tug Harry M, a Manson tug in dry dock for maintenance. The tug is 104 feet in length and has a beam of 32 feet. The tug is draped in plastic sheeting, standard procedure to protect the environment while vessels are in drydock.*



Puget Sound Tug Capt. Katrina Anderson Likes the ‘Personal Challenge’ of the Job

Katrina Anderson took her first steps as a toddler on a tug on Cook Inlet in Alaska. This woman has towboating in her blood.

Anderson, now 34, is the daughter of **Carl Anderson**, from whom Foss bought Cook Inlet Tug & Barge in 2011. She is now a harbor tug captain on Puget Sound.

Anderson began accumulating sea time by working summers on her father’s tugs while putting

herself through college at Western Washington University in Bellingham. She sat for exams and got her master’s license about 10 years ago.

She moved to Washington in 2013 to train with Foss for what she thought would be a masters’ position in Alaska, but it turned out that there were more opportunities on Puget Sound.

What does she like about her job?

“In Alaska, you have to do a lot of out-of-the-box thinking because of

the weather, tides and ice,” she said. “Here, the ship work is challenging. Each job is different with little nuances and little tricks for putting each ship into its berth.

“There’s always a challenge, a personal challenge.”



Capt. **Katrina Anderson** is at the helm of the *Wedell Foss* on Tacoma’s Commencement Bay. The tug *Henry Foss* is in the background.





The *Matson Anchorage* approaches the two Foss tugs, waiting to assist the ship into its berth at the Port of Tacoma.

Deckhand **John Gradt** passes the tow line to a crewman on the *Matson Anchorage*.



The *Wedell Foss*, foreground, and *Henry Foss* spin the ship in preparation for moving it into its berth in the Sitcum Waterway.



ROCKET SHIP PASSES MEMPHIS

The Delta Mariner, also known as the Foss “Rocket Ship,” passed a foggy Memphis Mississippi riverfront in January in this picture by Memphis photographer Mike Kerr. The ship, owned and operated by Foss makes regular voyages from a United Launch Alliance factory in Decatur, Alabama, to Cape Canaveral, Florida, carrying Atlas and Delta rocket components.

HOLIDAY BASH AT THE AQUARIUM

A giant fish tank provided a backdrop for the 2018 Foss holiday party at the Seattle Aquarium on January 5. About 300 headquarters, shipyard and marine employees attended the event, which featured beverages, hors d'oeuvres, a buffet dinner and a raffle.



Rocky Rinehart was a “True Towboat Engineer”

By Jerry Allen

Harbor Fleet Engineering Manager

Rocky Rinehart, Socal chief engineer passed away on December 27, 2017, after a short illness.

If you did not meet Rocky over the 28 years he worked at Foss, you missed one of the true towboat engineers of our time. He had tow boating in his blood, having lived and grown up at the Empire Landing Rock Quarry on Catalina Island.

He was born on Catalina Island in 1953 and every day of his earliest years he witnessed the coming and going of tugs and barges hauling rocks from the island to the mainland to build docks and breakwaters.

After graduation from Avalon High School in 1971, he spent time in the construction industry and eventually ended up building cell phone towers in the remote areas. This job led him to maintaining the cell sites and the small remote power plants that supported them. Although he did not know it at the time it also prepared him for the systems found on the hybrid tugs, and he was “ahead of the

curve” when they arrived.

Rocky enjoyed many different jobs at Foss but found a home on the *Diane Foss* for many years on the San Nicholas Island run. He had other opportunities but he stayed on the *Diane* and later the *Edith Foss* for about 10 years. Other memorable trips were the *Marshall Foss* delivery on her maiden voyage from the Gulf of Mexico to Long Beach. He also made the Johnston Atoll runs on the *Pacific Titan* when they traveled across the Pacific Ocean to do a couple of ship jobs.

Rocky had a passion for the outdoors and hiking was top of the list for him. In 2013 he took his kids for a hike in Africa. Rocky, his daughter **Erin**, and son **Brett** decided it would be interesting to go up Mount Kilimanjaro, specifically Uhuru Peak, which is 19,336 feet above sea level. It was a trip of a lifetime that few can claim they did with their kids.

Rocky is survived by his wife **Carla**, his children Erin and Brett, brother **Ronnie** and parents **Butch** and **Janice**. All of us who knew Rocky are going to miss him greatly.



Rocky Rinehart



A triumphant **Rocky Rinehart** at the top of Mount Kilimanjaro in 2013.



Rocky Rinehart working in the engine room of the *Marshall Foss* in 2002.

Young Brothers' New Tugs Taking Shape

The first of four new ocean going tugs being built for Foss Maritime Hawaii-based subsidiary Young Brothers Ltd., was moved on dollies, in the photo at right, to a launching barge on Nov. 20 and was floated nine days later at Conrad Shipyard in Louisiana. The *Kapena Jack Young*, named for one of the company founders, and its sisters are to be 123 feet long and are expected to have 80 metric tons of bollard pull.

The *Jack Young* is scheduled for delivery in May of this year, and its sisters, now in various stages of construction are slated to be completed between next July and March 2019. Young Brothers barges all manner of freight between Honolulu and the neighbor islands.

In the photo below right, a welder



works on the hull of the *Kapena Raymond Alapai*, the second tug in the series. “Kapena” is the Hawaiian word for captain.



NAMING THE NEW TUGS: YOUNG BROTHERS HONORS FOUR LEADING CAPTAINS

The four new tugs being built for Young Brothers, Ltd., make up the Kapena Class, “kapena,” being the Hawaiian word for “captain.” They are being named for men who made great contributions to the company during their seagoing careers:

Jack Young

Jack Young was one of the three original Young brothers for whom the company is named. He arrived in Hawaii in 1900 at the age of 18 to join the partnership of his brothers, **Herb** and **William Young**.

In July of 1903, Jack Young received his engineer’s license and renewed it nine times over the span of his 46-year career at the company. He was responsible for expanding Young Brothers business and fleet.

Young is also remembered for his public service, including his role in launching a drive to establish the Shriners Hospital on Oahu. He also held a commission in the

Naval Reserve, including on the day of the attack on Pearl Harbor, and helped lead the Sea Scouts program to train young people in sailing skills.

Raymond Alapai

Kapena Raymond Alapai joined Young Brothers in 1962 and retired in 2005 after 43 years of service. A quiet man most of the time, he was known for his practical sailing intuition, dependability, aloha spirit and calm demeanor.

Whether it was dead calm or blowing 40 knots, Alapai always kept his cool. In one memorable trip, he delivered a tandem tow to Maui in a Kona cyclone without an assist from a second tug.

George Panui Sr. and George Panui Jr. (Single tug named for both men)

Kapena George Panui Sr. is known for his unwavering dedication to Young Brothers and his crews as well as his ability to skillfully

maneuver a barge. He started out with the company in 1934 as a deckhand, earned his masters license in 1960 and retired in 1975.

Kapena George Panui Jr. worked for Young Brothers from 1953 to 2000. He was known for his tireless devotion and skill in dangerous ocean conditions, including Hawaii’s 1960 tsunami, and during an ocean crossing when he battled 40- to 60-foot swells.

William “Bob” Purdy

Kapena William “Bob” Purdy had 33 years of service with Young Brothers and pioneered the practice of towing two barges with a single tug in 1929.

Notably, he was captain of the tug *Mamo* on its maiden voyage from the Bay Area to Honolulu in 1931, setting a record time of 10 days, 15 hours for the passage while towing two large steel barges with a capacity of 32,000 boxes of fresh pineapple.

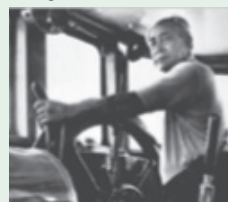
Jack Young



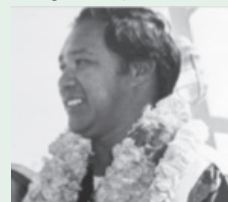
Raymond Alapai



George Panui Sr.



George Panui Jr.



William “Bob” Purdy



Foss Assisted Post-Earthquake Relief Efforts in Haiti

By Mike Skalley

The use of Foss owned and chartered equipment to assist in the post-hurricane relief in Puerto Rico brings to mind a similar major response in January of 2010 to support the country of Haiti after a devastating earthquake.

Within days of the earthquake which devastated much of the island nation, including the seaport of Port-au-Prince, Foss through its subsidiary company, America Cargo Transport Corporation (ACTC), was marshalling a fleet of four tugs and barges to load emergency relief supplies in gulf coast ports for delivery to Port-au-Prince.

The first tug and barge combination, the *Justine Foss* under the guiding hand of Capt. **Clare Nelson** and the *American Trader*, loaded 6,150 tons of food staples in Houston and Lake Charles under a contract with the U.S. Agency for International Development. They arrived in Port-au-Prince on Feb. 1, the first post-earthquake delivery to the heavily damaged port.

Another Foss subsidiary, Gulf Caribe Maritime, provided the tug *Caribe Pioneer* to tow the barge, *Foss 343* to assist the Military Sealift Command in lightering cargo from anchored ships to the beach. Two chartered tugs and barges rounded out the Foss-provided relief fleet.

The comment by ACTC director of cargo operations, **Rob Wagoner**, shortly after the earthquake struck was, “We went from our normal program of food aid deliveries to an emergency situation that required assets to be deployed immediately.”

In mid-February, ACTC was loading another barge in Houston,



The *Justine Foss* and barge *American Trader* arrived in Port-au-Prince on Feb. 1, 2010, with 6,150 tons of food, making the first post-earthquake delivery to Haiti.

and the company continued its aid shipments to Haiti for a number of months, with the prime contractor being the World Food program.

Two years later, on October 29, 2012 Superstorm Sandy, made landfall in northern New Jersey. Even before Sandy finished its rampage on the East Coast, the federal government reached out to Foss Maritime, knowing of their successful work in Haiti in 2010, to provide disaster relief in devastated parts of New York and New Jersey.

The final estimate was \$71.5 billion in damage; 650,000 homes destroyed or damaged, and at the peak of the storm, 8 million people had lost power. All modes of transportation were shut down, with many subways and rail lines under water.

No tugs or barges were involved in this response, but within hours Foss had relief supplies headed

from locations across the country to Naval Air Station Lakehurst, N.J., the marshalling area for relief supplies and equipment. The Foss mobilization consisted of 26 pumps, six generators and the personnel to operate the equipment.

Foss employees remained at NAS Lakehurst well after the storm working to clean flood damage or provide electricity in communities on the New Jersey shore and parts of coastal New York, where after two weeks some services were still out.

A year after Hurricane Sandy struck the East Coast the federal government honored Foss Maritime for its part in the critical relief work.

Editor's Note: Mike Skalley, retired billing manager, is the Foss historian and has written several books on the company.



“We went from our normal program of food aid deliveries to an emergency situation that required assets to be deployed immediately.” – **ROB WAGONER**



1151 Fairview Avenue North
Seattle, WA 98109

PRESORTED
STANDARD
U.S. POSTAGE PAID
SEATTLE, WA
PERMIT NO. 937



HENRY LEADS THE WAY The *Henry Foss* recently led the containership *Matson Anchorage* into its berth on the Sitcum Waterway at the Port of Tacoma. To see more photos of the assist and a profile of the woman captain who was at the helm of a second tug on the job, see pages 10 and 11.