



Tow Bitts



BRINGING DOWN THE HOUSE A mobile crane in late January lowered the 65,000-pound pilothouse of the *Denise Foss* into place at Foss Rainier Shipyard on the Columbia River. The *Denise*, scheduled for completion this spring, is the second of three Arctic Class tugs under construction at the yard. More photos of the house-mounting operation appear on pages 10 and 11.

FOSS ATB COMPLETES FIFTH CHINA-ABU DHABI VOYAGE FOR RIG BUILDER

The Foss International articulated tug-barge (ATB) *Strong Mariner* completed its fifth voyage carrying land-based oilrigs from Shanghai, China to Abu Dhabi, UAE, recently, a 60-day round trip for the manufacturer, Sichuan Honghua

Petroleum Equipment Company, Ltd.

The drill rig components consisting of 191 pieces ranging from 54 to 70 metric tons for each voyage were trucked from the manufacturing site in Guanghan about, 1,200 kilometers inland, to the Port of Shanghai, where

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INSIDE



New COO is a Maritime Veteran

After graduating from the U.S. Merchant Marine Academy, **John Parrott** cut his teeth sailing aboard a wide range of vessels and rose to become president of Foss sister company TOTE Maritime Alaska. He was recently named chief operating officer at Foss.

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Calling Portland

Beginning in April, a call to Foss' 24-hour customer service center will take you to Portland, where Foss will consolidate its dispatching functions. The move will add efficiency to the operations while incorporating new technology that will improve service.

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Denise has a House

The second of three Arctic Class ocean-going tugs under construction at Foss Rainier Shipyard, the *Denise Foss*, looks a lot more like a proper tugboat since its pilothouse was mounted recently at the yard. *Tow Bitts* was on hand to photograph the big lift.

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Sister Company Profile

Trucking company Carlile celebrated 35 years in business in 2015, marking its historic role in the growth of Alaska. The company helped open the North Slope corridor, became a major operator in the oil and bulk sector, and has embarked on a major effort to modernize its fleet of trailers and tractors.

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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 Rebekah Lay, (206) 381-5805 or rlay@foss.com.

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Foss 'Thrives Like no Other' in the World's Least Hospitable Places

By *Gary Faber*
Senior Vice President,
Marine Transportation



Gary Faber

Two years ago I talked about how over the years, Marine Transportation has been a stalwart in the Foss Maritime suite of services.

Our vision has been to develop a project-solutions oriented team with a unique array of assets and experienced employees designed to solve complex transportation issues.

We pride ourselves on solving difficult and unprecedented challenges in extreme environments with safe and effective solutions that set a standard in the marine logistics industry.

Two years ago we were embarking on the next chapter for MT with the construction of the Arctic Class tugs. That initiative is now full ahead.

With the delivery of the Arctic Class tugs, *Michele*, *Denise* and *Nicole*, we will have defined the next generation of safe, efficient and environmentally intelligent tugs.

We have also embarked on a long-term strategy to rebuild our fleet of barges to match not only our fleet of tugs but also to fit the long-term needs of our customers. The innovative design of the 3612 brings alive this strategy.

Foss' customers have always worked in some of the world's most extreme environments, so, in fact, most times we find ourselves in some of the more remote environments in the world. This market segment exists in a universe of planned and active major infrastructure and construction projects globally, including drilling and production facilities, refineries, petrochemical plants, LNG facilities and pipelines.

We define these projects as the provision of seaborne transportation for project cargoes delivered to final destinations characterized by harsh or extreme environments. The service in general would involve deep-sea transport, which

likely includes ocean towage and also incorporates the transfer of materials from sea (or river) to shore. This transfer occurs in regions characterized by underdeveloped or non-existent infrastructure, services or transport systems. Temporary port facilities, terminals, road/railways might be required. Severe weather, geologic and topographic influences are expected in the areas served.

Innovative and unique technical and operational constructs are required to successfully meet client requirements.

We are meeting the needs of our customers in the Bering Sea in Alaska, where our company works with TECK at the Red Dog Mine site, or on the North Slope delivering oilfield modules, or in the Russian Arctic, where Foss is involved in oil and gas development on Sakhalin Island. As the world's search for energy resources and other natural resources continues, people are going to be exploring in less and less hospitable places.

That is where we thrive like no others, and we should all take great satisfaction in our accomplishments. We must build on our accomplishments and look for continual improvements in our process, procedure and performance, so that we continue to deliver a quality product in a safe and efficient manner.





John Parrott

TOTE Alaska President Moves to Foss As Company's Chief Operating Officer

John Parrott, who has been president of Foss sister company TOTE Maritime Alaska for 16 years, has been named chief operating officer (COO) of Foss Maritime Company.

In his new role as Foss' COO, Parrott will be responsible for overseeing key operating divisions, developing and delivering on strategic plans, and optimizing day-to-day operations through implementation of best practices throughout the organization.

"We are thrilled to have John join us in our corporate office," said **Paul Stevens**, president and CEO of Foss Maritime. "John is a maritime industry veteran who is well known to us at Foss. We look forward to having his expertise and experience on board."

After 10 years sailing aboard a wide range of vessels in trade routes around the world, Parrott began at TOTE Maritime in 1992 as

the chief mate of the *SS Northern Lights*. In 1994 he came ashore, and later became the general manager for Sea Star Stevedoring, which manages the loading, discharge and terminal operations for TOTE Maritime. In 2002, Parrott returned to TOTE Maritime as the Alaska General Manager, where he was soon promoted to vice president/general manager, then vice president of commercial before being named president of TOTE Maritime Alaska in 2009.

In 2011 U.S. Secretary of Transportation **Ray LaHood** named Parrott a member of the Marine Transportation System National Advisory Council. MTSNAC is a chartered, non-federal body whose purpose is to advise the Secretary of Transportation on MTS issues including the effective use and expansion of America's Marine Highway, port development and

development challenges.

Parrott sits on the Tacoma-Pierce County Chamber of Commerce board of directors and travels to Washington, D.C., each year with the WA-to-WA delegation. He serves on the Seaman's Services board of directors and is the treasurer for the Annie Wright School's Board of Trustees. A strong believer in communities and education, Parrott is also active with the Boys & Girls Clubs of South Puget Sound's Great Futures scholarship program.

Born in Seattle, Parrott has a BS degree in Marine Transportation from the U.S. Merchant Marine Academy, Kings Point, New York, and an MBA from Seattle University. He is a licensed master in the U.S. Merchant Marine and holds a commission in the United States Naval Reserve. Parrott, his wife and three children live in Tacoma.

FOSS ATB COMPLETES FIFTH CHINA-ABU DHABI VOYAGE FOR RIG BUILDER

(Continued from the cover)

they were loaded onto the *Strong Mariner* at Luo Jing Terminals on the Yang Tze River.

“The crews have performed admirably, and every voyage has been extremely safe,” said **Rob Wagoner**, director of cargo operations.

On each trip the *Strong Mariner* proceeded to Singapore for refueling, then to Sri Lanka to pick up security personnel for protection from pirates during the leg across the Indian Ocean. The ATB dropped off the security contingent in Fujairah, United Arab Emirates, and then sailed into the Arabian Gulf to Abu Dhabi, UAE.

There, the tug *Strong* was separated from its barge, *Mariner*, and two local tugs moved the barge to the UZ750 Islands in the Upper Zakum Field, a group of four man-made islands about 80 kilometers offshore. A third local tug met the *Mariner* offshore and assisted with the shallow-water arrival at the island.

Cargo on the *Mariner*'s main deck made the voyages on 100-ton MAFI trailers, which were rolled on and off the barge and delivered directly to the site where the manufacturer assembled the drill rigs. Cargo from upper decks was lifted off by crane and loaded on trailers for transportation to the site.

Five crewmembers from the tug *Strong* and four Foss supercargoes supervised the unloading of the *Mariner* on a 24/7 basis. Those crew members on the fifth voyage included **Terry Patterson, Don Havelin, Jon Blair Peterson, Richard Combs** and **Terrin Dowdell**. The Supercargoes included **Robert Wagoner, Aref Ali, William Roy** and **Jeff Cronn**; Capt. **Eric Van Arsdale** was port captain and was responsible for the safe departure and arrival of the *Mariner* UZ750 voyage.

“A unique advantage of our service was that most of the cargo was already on the MAFI trailers, and it could be driven off the vessel and to the



In the photo above, local tugs assisted the *Mariner*, the barge section of the *Strong Mariner*, as cargo was offloaded at one of the man-made islands off the coast of Abu Dhabi. Below, cargo was unloaded from the barge on one of the MAFI trailers that carried the rig modules all the way from China.



job site,” said Wagoner. “Essentially, we provided a direct delivery to Honghua’s rig-up pad on the island, which lessened re-handling and saved time, which was a cost saving for the customer.”

The five deliveries over the last two and a half years have been for the ZADCO-UZ750 Project, a joint venture of ADNOC (Abu Dhabi National Oil Co.), ExxonMobil and JODCO (Japan Oil Development Company).

One of the challenges getting to the UZ750 Islands was qualifying for the Mission Visa (UAE Customs and Immigration), qualifying for security passes, and completing the ZADCO Island requirements which included medical exams, background checks and safety training.

“It’s a complicated process because the islands are considered a critical national infrastructure,” Wagoner said. “They have very stringent vetting for anyone who goes out to the islands.”



Al Rainsberger

By Al Rainsberger

Director of Health and Safety

Incidents that do not lead to an injury or cause property damage have beneficial value in assuring that we make adjustments when one of these near misses occurs. OSHA and the National Safety Council have concluded that reporting these incidents significantly improves worker safety and enhances safety culture.

Their findings mirror what we have witnessed at all of our Foss locations. Here are some key points that our program supports regarding reporting

near-miss incidents:

- We have leadership buy-in that reinforces the importance of identifying and controlling potential hazards at every opportunity.
- There is no punishment for reporting near misses. This enables everyone to be comfortable in reporting near misses and encourages participation in the process.
- We investigate and review all near-miss reports to determine how and why they happened and how to prevent them from happening again.
- We incorporate what we have learned into our safety processes and share the reports widely, which

improves our Safety Management System (SMS).

The key to making our system successful is that we all need to be engaged in the process. It is all about finding solutions to potential hazards and abating the hazards before an injury or damage to equipment or the environment takes place.

Report what you see on form 004. Form 004 is in the SMS forms tab, and our near miss process can be reviewed in section 9.2 in the SMS.



FOSS WILL CONSOLIDATE CUSTOMER SERVICE IN OREGON; ENHANCED TOOLS WILL IMPROVE SUPPORT FOR CUSTOMERS, CREWS

Foss will open a consolidated customer service center in Oregon in April 2016. The company's existing Portland office will be renovated and modernized to incorporate the best available customer service technologies, including a state-of-the-art telephone system, heightened cyber security, and enhanced dispatching and vessel tracking capabilities.

"Consolidating customer service in our Columbia Snake River location will allow us to enhance both our service and our responsiveness," said **Chris Wolf**, Director of Customer Service at Foss. "Our highly experienced Foss dispatchers will help make this a seamless transition, without any disruption of daily operations."

Today, Foss serves regional, national and international customers in ports along the Pacific seaboard, Hawaii and Alaska, as well as across the globe, with service centers in Washington and Oregon, and two in California.

"Bringing all of our customer service representatives into a single

hub will allow us to gain efficiencies and streamline our business processes," said **Scott Merritt**, senior vice president of Harbor Services at Foss. "The newly updated Portland center will help us support our customers and crews in any location and any time zone, 24 hours a day, seven days a week."

Merritt explained that, as the first to be called in the Emergency Response Network, customer services representatives will now have enhanced tools to respond immediately to distress calls and calls for aid, and alert crews and customers to changing conditions and possible challenges.

All new and existing customer service representatives will receive extra training to ensure they are highly proficient in the operations of each region Foss serves. "During this transition, we will have an expanded team of customer service representatives, including a solid core of our current highly experienced Foss dispatchers, in place to help

implement a new standards-based training curriculum," said Wolf.

"Customer services representatives will spend time in each region, getting to know the crews and the vessels, and getting a feel for the geography and the unique characteristics of each port," he said.

To minimize the impact on existing staff, Foss will offer a variety of transition options including relocation assistance, retention incentives, a generous separation package or support in applying for other job openings throughout Foss and other Saltchuk companies.

"We think offering consolidated customer services is the right call for our expanding global operations," said Merritt. "We are always looking for opportunities to add value to our external and internal customers, and are looking forward to continuing to offer all of our customers the service and expertise they've come to expect from Foss."

Engineering Apprenticeship Program Receives \$5 Million Grant; Foss, Educational Institutions Developing New Curriculum

Foss Maritime is partnering with two educational institutions to establish the curriculum for a new marine engineering apprenticeship program, and to sponsor several applicants each year.

Seattle Maritime Academy and Pacific Maritime Institute have received a \$5 million American Apprenticeship Innovation Grant from the U.S. Department of Labor to help build the new apprenticeship program.

Through the grant, more than 150 engineers will be trained over the next five years, both in Seattle and Baltimore. The engineering program will mirror Pacific Maritime Academy's deck apprenticeship, now in its 10th year. Engineering cadets will blend time in the classroom with simulation, and apply this knowledge to real work aboard vessels. The

candidate's license will depend on the type of partner company vessels and the routes where cadets gain seetime as an apprentice.

"This partnership exists to respond to the growing need for more trained marine engineers," said **Scott Merritt**, Foss Senior Vice President, Harbor Services. "Working together, we aim to train hundreds, if not thousands, of new apprentices in the maritime and advanced manufacturing fields."

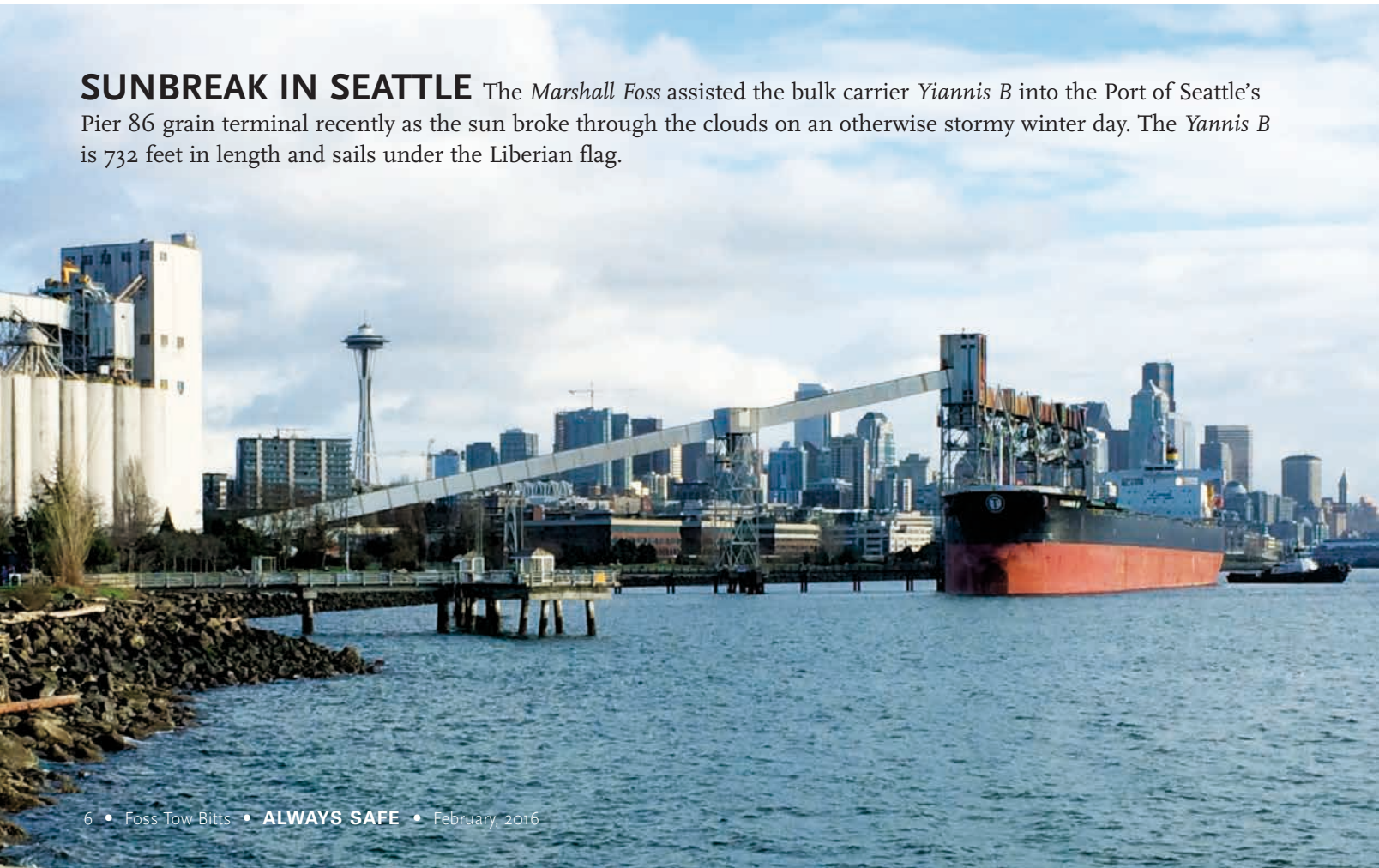
The American maritime industry is experiencing a lack of licensed marine engineers, a shortage that will grow when new requirements requiring structured on-board training for all trainee engineers take effect on Jan. 1, 2017. The new requirements were created by the 2010 Manila Amendments to the International Maritime Organizations (IMO) guided

STCW Convention. When they go into effect, says Merritt, the U.S. fleet will lack licensed engineers and the capacity to properly train and certify engineers to participate in global maritime trade.

"Foss knows we need to help build a pipeline to develop the engineers we will need in the years to come," said Merritt. "We're pleased to have this opportunity to develop the curriculum and training for the next generation of marine engineers."

Foss officers will train and assess the apprentices according to the standards required by the United States Coast Guard. The program will be built on a proven Officer in Charge of an Engineering Watch (OICNW) Apprenticeship Model. It will be fully accredited, and applies to all Marine engineering levels.

SUNBREAK IN SEATTLE The *Marshall Foss* assisted the bulk carrier *Yiannis B* into the Port of Seattle's Pier 86 grain terminal recently as the sun broke through the clouds on an otherwise stormy winter day. The *Yannis B* is 732 feet in length and sails under the Liberian flag.



New Assistant Tankbarge Manager Aims to Keep People Safe, Happy, and to Make Sure No Oil gets in the Water

Donato Quillao never had an inkling that he would end up in the maritime industry. He grew up in the Inland Empire area of southern California, and none of his family had any connection to the waterfront.

But as a star high school basketball player (a 5'-7" point guard) he came to the attention of an assistant coach at the U.S. Naval Academy and was recruited to play there. When that coach moved to the U.S. Merchant Marine Academy at Kings Point, N.Y., Quillao accepted an offer to play there, and his future began to materialize.

"It was different, definitely some culture shock when I first got there, especially because it was in New York," said Quillao, who recently was named Foss' assistant tankbarge manager in Long Beach. "But it ended up being a good fit and I was surprised at that."

He graduated in 2011 from Kings

Point, sought a job through the Masters Mates and Pilots union hall, and circulated his resume to a number of maritime companies in southern California. Then the call came from Foss — an offer for a job as a port captain's assistant, which he accepted.

After helping a number of managers with various projects, Quillao worked as a mate in Alaska. He subsequently took a position as a tankerman, and frequently helped former Petroleum Coordinator **Kariane Meadow** in that job. When she was promoted to southern California account manager, Quillao was named



Donato Quillao

to his current position.

In his spare time, Quillao plays in recreational basketball leagues, and likes to cook and go to concerts.

What's his philosophy as a tankbarge manager?

"I try my best to keep the customer happy, the crew safe and happy, and I make sure no oil gets in the water," he declared.



LEADERSHIP TRAINING *Seattle-based deck officers in the Foss Marine Transportation division attended a five-day leadership training course at Pacific Maritime Institute in Seattle recently. The training, which fulfills Coast Guard license maintenance requirements, covered all pertinent areas of senior leadership concepts, techniques and skills. Standing from left are Cooper Lange, Max Cota, Dan Morris, Stephen Coutts, Eric Forney, Lyle Akerlund, Bart Pinder, Eric Van Arsdale, Jim Moore, David Hoyt, Steve Creech, Mark Lucas, Ron Hopla, and Mike Mann. Seated from left are Frank Almeida, and course instructor Jill Russell.*





B.J. Lyngstad

INSPIRATIONAL ASSIST *The Pacific Escort stood by recently at the Port of Portland as the cruise ship Carnival Inspiration prepared to depart Vigor Industrial's drydock Vigorous, where the ship had undergone 10 days of work. In the photo below, the Pacific Escort, left, and the Daniel Foss assisted the ship down the Willamette River. The Sarah Foss, a tractor tug new to Foss on the river, also participated in the assist. The Carinival Inspiration is 855 feet long, 86 feet in beam and draws 26 feet. The ship has a capacity of 2,052 passengers and is based in Long Beach, Calif.*

Josh Thompson



TANKERMEN TEACH LINE SPLICING 101

Southern California Tankerman **John Sabo**, second from right in the photo at right, gave students from the Port of Los Angeles (POLA) High School a lesson in line splicing recently at the Foss facilities in Long Beach. Tankermen **Jacob Bettis** and **Loren Rock** assisted Sabo in the demonstration. The high school offers a college-prep curriculum with optional specializations in international business and maritime studies. Below, the students and some of their Foss mentors gathered for a photo.



CAROLYN DOROTHY ON THE CAROLYN DOROTHY

In the photo to the left, Capt. **John Carlin** gives **Carolyn Dorothy Lakewold** a primer on the Port of Long Beach as they cruise the harbor in her namesake tug, the *Carolyn Dorothy*.

In the small photo at right are, from left, Long Beach Port Captain **Guy Beckwith**, Lakewold's husband **Fred Goldberg** (a shareholder of Foss parent company Saltchuk) and Lakewold.

Lakewold christened the tug in 2009 when it was introduced as the world's first hybrid-powered tugboat, with a diesel-electric power train that reduces both fuel consumption and emissions.



A House for Denise

Foss Rainier Shipyard recently lifted the 65,000-pound pilothouse onto the hull of the 130-foot ocean-going tug *Denise Foss*, the second of three Arctic Class tugs being built at the facility on the Columbia River. The tug is scheduled for delivery this spring, followed by construction of the third tug, the *Nicole Foss*. The first, the *Michele Foss*, was delivered last year. The tugs are named for **Michele Seaver**, **Denise Tabbutt** and **Nicole Engle**, the primary shareholders of Foss parent Saltchuk and the daughters of Saltchuk co-founder **Mike Garvey**.



▲ Above: Project Foreman **Corey Cook**, facing the camera in coveralls, led a safety meeting before the pilothouse was lifted from the ground.



▲ Above: The *Denise Foss* is in the background as the house is lifted high above the tarmac on the way to its destination.



▲ Above: The house nears its destination.



▲ Above: Cook eyeballs the aft end of the house as it is lowered into place.

▼ Below: The taglines are released as the house settles into position.



General Counsel Lam Nguyen-Bull Honored With Seattle Newspaper's 2016 Diversity Champion Award

Foss Maritime Vice President, General Counsel and Chief Ethics Officer **Lam Nguyen-Bull** has been named 2016 Diversity Champion by the Puget Sound Business Journal's 2016 Corporate Counsel Awards committee. The award recognizes Nguyen-Bull for her efforts in supporting diversity in the community, in the legal profession, and in the maritime industry.

PSBJ's annual awards honor in-house attorneys who are helping drive business throughout the region. They highlight outstanding work and emphasize the value these professionals bring to their organizations.

"Lam's dedication to inclusiveness and her involvement is impressive," said **Paul Stevens**, president and chief executive officer of Foss. "I'm glad to see her recognized for her tireless efforts and proud to have her on our executive team."

Nguyen-Bull serves on the

board of PeaceTrees Vietnam, a humanitarian organization working in central Vietnam to assist those whose lives and livelihoods are threatened by the explosive remnants of war. In addition, she co-chaired the Joint Asian Judicial Evaluation Committee in 2015, and is the former president of the Vietnamese American Bar Association of Washington. Nguyen-Bull is a current board member of the Asian Bar Association of Washington, and interim chair on the Governing Council of the Washington Initiative for Diversity.

"I'm flattered by the recognition," said Nguyen-Bull. "This is such an honor for me, but the real recognition should go to the extraordinary mentors and programs I've had the benefit of working with. Here at Foss, I've been really lucky to be involved in



Lam Nguyen-Bull

the Saltchuk Women's Leadership Initiative, a program personally sponsored by the three sisters who are Saltchuk's majority shareholders and championed by senior executives from all around the Saltchuk companies.

I've had great support in my career and the work

I do now is just my attempt to pay it forward."

Based in Seattle, Washington, Nguyen-Bull leads Foss Maritime's Legal and Risk Management Group, providing counsel on legal issues and business strategies and practices. She also heads the company's ethics and compliance programs that work to safeguard Foss' values and reputation. Nguyen-Bull came to Foss from parent company Saltchuk, where she served as associate general counsel and compliance officer.



A TUG WITH SENIORITY

At 51 years old, the San Juaquin River is the oldest working tug in the Foss fleet and is still going strong. Based on San Francisco Bay, the tug is dedicated to the company's sand dredging operation and was photographed recently at Bay Shipyard in Alameda, Calif., during an inspection drydocking. The 64-foot-long tug was built in 1964 at Colberg, Inc., in Stockton, Calif.





RICHARD BRUSCO IN DRYDOCK *Machinist Mark Vandenberg, above, begins the process of removing the port propeller from the tug Richard Brusco, the latest in a series of Brusco tugs to be serviced at Foss Shipyard in Seattle. The propellers of the 112-foot tug were to be tuned up by a contractor, its tow pins were being rebuilt, and it received some touch-up paint.*





SECOND LONG BEACH FIREBOAT TOPPED OFF *Foss Shipyard in Seattle recently mounted the 65,000-pound house for the second of two fireboats it is building for the Port of Long Beach. In the photo below, Mark Hilsendager of Axis Crane leads a safety meeting before the lift. The first of the state-of-the-art 108-foot boats was delivered to Long Beach last November. At the Foss Rainier Shipyard, meanwhile, the new ocean tug Denise Foss also was topped off with its pilohouse. See pages 10 and 11. In the "Look Aft" column on page 19, Mike Skalley writes about the first motorized fireboat on Puget Sound.*



Ibsen and Sons: A Painting Family at Foss Shipyard

By Hilary Reeves

“When I started, I didn’t know which end of a paintbrush to grab,” said **Bill Ibsen**.

Three decades later, Ibsen knows painting: prep work, brush and roll, spraying and everything in between. But five years ago, the Everett native and Foss Paint Shop foreman had to start from scratch — with his son.

“I got out of high school...it wasn’t more than a month, was it?” **Jeff Ibsen**, 24, asked his father.

“Nope,” Bill said. “He turned 18 and I said, ‘You get your behind to work.’”

“I was looking for a job, at Safeway, at bowling alleys...you know, sitting around, being a kid,” Jeff said. “Then one day, my dad walked in and said, ‘Yeah, you’re going to work with me on Monday.’ I was like, ‘No, I’m not. I’ve got plans, I’ve got parties that I’m going to.’ He said, ‘No you don’t. You’re going to work.’ He drove me to work and I started on day shift.”

“Sometimes it’s very hard to find painters, you know, in the shipyards,” Bill explained. “I needed bodies. He was just then old enough to get a job. Brought him in.”

Three years later, Jeff’s older brother, Ben, came onboard.

“The circumstances were similar,” said **Ben**, 33, “with them needing painters. I was laid off from installing drywall, construction, so I thought I’d come down here. I’m still pretty new; it’s still pretty exciting for me.”

Bill Ibsen has six children: four sons and two daughters. Ben is the proverbial middle child, Jeff the baby. Both are now lead men in their father’s shop.

“Most of the time, we’re more ‘preppers’ than painters,” Ben said. “We essentially go through and strip the boats of rust. They get beat up. It’s amazing what happens to those boats out there. They come back rusted out. So, basically, we have to go through



Members of the Ibsen family working at Foss Shipyard in Seattle are, from left, **Jeff, Bill** and **Ben**.

Tonya Todd

and knock the rust off, smooth them back out.”

“And it’s always in a rush,” Bill said, chuckling. “We’re always the last crew in.”

“Yeah, we usually have four days to do two-and-a-half months of work,” Jeff joked.

“It’s stressful, but it’s exciting,” echoed Ben.

Though the Ibsen men are sometimes given the opportunity to experiment with new paint products, the industry standard leaves little room for elaborate aesthetics.

“The (paint job) requests are pretty simple, usually,” Ben said. “Most of ours are work boats. They’re not fancy.”

“You get a little bit of gratification when you get it all done and then you watch it sail away,” Bill said.

Bill Ibsen, at 58 years old, has 10 grandchildren now and is “banging on the door of retirement.” He’s spent 35 years at Foss.

“I think I’m going to do a lot of fishing, a lot of traveling,” he said. “My wife and I like to travel. We’ve been

on a lot of cruises: the Mediterranean, South America, Cape Horn, the Panama Canal. But I’ll miss seeing them at work. I have one kid that lives in Montana and another that lives in Connecticut. So I get to see one once a year, the other maybe once every other year. Even my other kids who are close by, I only get to see them every other week. So it’s nice to see the boys here.”

Ibsen said he’s a proud father who’s never had a problem being tough at work and a father after the three punch out.

“The superintendents are always very happy with their work,” he said of his sons. “It makes it very easy for me.”

Jeff said he can easily see following in his father’s footsteps.

“I love the industry,” he said. “We have an amazing pension plan, so I have a great pension already at the age of 24. This is a great place to be. I make a good amount of money. My pension’s building up, so I have a retirement plan. I don’t really have any plans of jumping anywhere else.”

Carlile: Thirty-Five Years in Business and Moving Ahead

By *Nance Larsen*

Carlile Director of Communications and Marketing

The months in 2015 moved quickly, with the year bringing many challenges and changes at Carlile.

First, the company celebrated 35 years in business, marking Carlile's historic role in the growth and development of the state of Alaska and specifically, the North Slope corridor. This critical connection to the state's prolific natural resources not only opened the oil fields of Prudhoe Bay, but created a path to position Carlile as a major oil and gas bulk operator. In the mid-1990s, Carlile landed ARCO Alaska's Alpine Development Project, the catalyst for expanded services in future years.

Fast forward to 2015. Carlile has set an aggressive route to re-energize the company, initiating a corporate-wide re-structure early in the year. A meticulous review of internal procedures continues today with a target of streamlining and more strongly defining process to firmly seed growth for the future.

An evaluation of the Carlile fleet in 2014 determined a need to modernize the company's inventory of trailers and tractors. Old assets are currently being sold at market, while a three-year investment through 2016 will include more than \$25 million in equipment upgrades. Roughly 400 new trailers are anticipated to be on board in 2016.

On the commercial side, Carlile has dedicated time to expanding its sales efforts, not only doubling the size of the sales team, but taking the time to place the right people and skill sets needed to develop key sectors of business and industries. The team includes sales account representatives spanning Alaska, Washington, California and Texas. The group has fostered strong working relationships with sister companies TOTE Maritime,

Foss Maritime, Interstate Distributor Co. and Tropical Shipping in order to cooperatively best leverage the Saltchuk lines of business and present a competitive and complete service line of air, water and road products.

Carlile's heavy-haul business continues to make headway during a weakened economy, a decrease in production on Alaska's North Slope and the exit of Shell Dutch Oil from the Arctic.

Recently, Carlile moved two of the heaviest, truckable modules for ConocoPhillips to remote Kuparuk, Alaska. The power generation modules, which had a net weight of 115 tons and a gross weight of 425,000 lbs., required four push trucks to complete the move along the Dalton Highway and into the North Slope. Interestingly, Carlile's move of a similar module for ARCO's Alpine Project in the late 1990s was the project that established Carlile's heavy haul business. ARCO was later purchased by ConocoPhillips and a strong and long-term relationship has been in existence ever since.

A project for Bluecrest Energy is currently 80 percent complete, moving a new oil and gas production train constructed in Edmonton, Alberta and Houston, Texas, to Anchor Point, Alaska.

A project on the near horizon has just been contracted with CH2M to move 154 over-dimensional camp units to the North Slope as well as 45 legal



John McDonald reviews the safety considerations, including weather at 3 degrees, required for moving the oversized ConocoPhillips module.



Maneuvering loads of this magnitude through city streets — the gross weight of the ConocoPhillips module was 425,000 pounds — is a challenge that requires use of the Carlile Load King.

loads. The project, which began in late December and runs through April 2016, will establish a new base camp for CH2M.

While business development and processes are the focal point for 2016, safety is the overarching, guiding principle in all areas. Carlile will shortly launch two coordinating campaigns that speak to the critical aspects of working safe. *Safety Driven* is an external campaign targeted at customers and consumers that highlights Carlile's on-going commitment to safe operation. *Stop Look Live* is an internal campaign designed to keep safety top-of-mind with employees. Both programs are foundational to Carlile — safely delivering cargo in all lines of business.

Naval Academy Graduate, San Juan Island Native Is the Newest Member of Foss Engineering Team

Caitlin Ness grew up on San Juan Island and has been racing sailboats since she was a kid. Her father worked in the maritime industry, selling some of the first electronic navigation systems and other electronic gear to commercial boat owners when computers on board were still a new concept.

So it was only natural that Ness would pursue a career on the water after completing a semester on the tall ship the *SV Concordia* her senior year of high school, and when she was recruited to join the sailing team at the U.S. Naval Academy, that career began to unfold.

“I was really fortunate to grow up in a place like Friday Harbor that had a community supported sailing program and gave me a lot of opportunities” she said. “Sailing on the *Concordia* showed me how being on the water could translate into a career.”

Today at age 27, Ness is working as a project manager at Foss, and is on a temporary assignment, helping to oversee the construction of an LNG bunkering barge for sister company TOTE Maritime’s new LNG powered containerships. She also is helping to design a training program for the tankermen in Florida who will man the barge, the first LNG barge in North America and the first to go through the regulatory process with the US Coast Guard and the American Bureau of Shipping.

Back at Annapolis, Ness, who had always been drawn to the water, enrolled in the school’s elite naval architecture program “because it fascinated me and everything else seemed a little bit boring in comparison.”

Upon graduating with a commission in 2010, she elected to go to flight school in Pensacola, Fla. After growing up in the San Juan’s, Ness had discovered a love of flying



The fact that Foss was founded by a woman (**Thea Foss**, in the background photo), was one of the factors that drew **Caitlin Ness** to the company.

with her father, a private pilot.

Following commissioning, she spent six months working for the Navy at NAVSEA Carderock, where the Navy designs and develops the future ships of the fleet. At the same time, the Navy was facing enormous budget cuts and was offering officers early discharges. Ness took the offer, just a year and a half after being commissioned.

“I’m really grateful for my education,” she said. “I wouldn’t be here if it wasn’t for the Navy.”

Finding jobs in naval architecture plentiful, she went to work for Jensen, a naval architecture firm owned by Crowley Maritime, and joined Foss last July. “I like the fact that Foss was founded by a woman well over a hundred years ago, has strong family values, and is based here in Seattle,” she said. “When I met people here, I knew it was a good fit.”

On the outside, Ness is pursuing an MBA degree and is active in a trade group called Women’s International

Shipping and Trading Association (WISTA). One of her projects at WISTA has been to collaborate with Getty Images and Lean In (of Sheryl Sandberg fame) to promote women in the STEM (science, technology, engineering and math) fields by updating stock images that accurately portrays both men and women in the workplace.

“At first, when I typed in ‘women on boats,’ I got photos of women in bikinis on boats, and I thought, they certainly don’t represent what I do in my everyday work life,” said Ness, noting that she is working with a Seattle photographer on what has become a national and international project.

She said WISTA also gives her an opportunity to help show the next generation that jobs in maritime are not obsolete and through projects like this one, can more accurately show what makes them so interesting.



SF TOUR FOR CUBS

Cub Scouts from Den 10, Pack 18, based in Danville, Calif., toured the Foss Bay Area facilities in Richmond recently and stopped for a photo with all but one in a Chevron hard hat. Senior Petroleum Coordinator **Patrick Mulcahy** hosted the group. **Grant Donesley** of Chevron Shipping has a son in the den and said the tour tied in with the group's transportation studies.



JOHNSON FAMILY ADDITION Marine Transportation Chief **Mate Greg Johnson**, right, and his wife **Tina**, who live in Forks, Wash., adopted nine-month-old **Drew**, front left, on the occasion of National Adoption Day recently during ceremonies at the Clallam County Courthouse in Port Angeles. **Drew** had been the Johnsons' foster child since he was one day old. Holding **Drew** is **Troy Johnson**, 21, who followed in his dad's footsteps to Foss and is a Shell barge laborer. On **Greg's** lap is son **Wyatt**, 4.

PEOPLE NEWS

NEW EMPLOYEES

Frank Aquino

Customer Service Representative, Portland

Leif Clausen

Director of Finance, Seattle

Scott Jason

Business Development Director, Houston

Rob Nakama

Manager, Contingency Planning, Seattle

John Parrott

Chief Operating Officer, Seattle

Robin Pitt

Customer Service Representative, Portland

Dwight Roush

Senior Tax Accountant, Seattle

Mat Sisco

Customer Service Representative, Portland

Travis Young

Safety and Health Coordinator, Rainier Shipyard

PROMOTIONS

Reed Clark

Statistic Pricing and Analytics Manager, Seattle

From Product Controls Manager

Jordyn Lerum

Executive Project Controls Administrator, Seattle

From Office Manager, Terminal 5

Giles Ogden

Director Quality Assurance and Estimating, Seattle Shipyard
From Quality Assurance Manager

Erin Pierson

Manager of Safety for Marine Transportation, Seattle
From Terminal 5 Safety and Security Manager

PASSINGS

Mike Hedlund

Former PNW Captain

Don Kelley

Retired Seattle Shipyard Maintenance

Bob Sitts

Retired Chief Dispatcher, Seattle

SATISFACTION GUARANTEED

Remember, little things
make a big difference.

—FROM SATISFACTION GUARANTEED
BY BYRD BAGGETT



FOSS

Remembering Puget Sound's First Motorized Fireboat; Tug Was Equipped with Five Nozzles and a 100 HP Engine

By Mike Skalley

As the Foss Shipyard nears completion on the second fireboat for the Port of Long Beach, Calif., (See page 14) it is noteworthy to go back 100 years to the construction of the first motorized fireboat on Puget Sound.

In Tacoma there had been numerous waterfront fires after the turn of the century. The docks and wharves were of wood construction and pilings were coated with creosote for preservation. Automatic sprinkler systems were unheard of at the time. The various tenants of the Port of Tacoma had requested a fire boat to supplement the shoreside fire engines.

No action had been taken until 1916 when a major tenant of Tacoma, **Andrew Foss**, conceived the idea of outfitting his newly built tug, the *Foss No. 12*, with fire fighting capabilities. Andrew along with his wife **Thea** and their three sons owned and operated the Foss Launch Company, founded on the Tacoma waterfront in 1889. At the time they operated eleven launches and had recently expanded into the towing business.

The *Foss No. 12* was built for turning steamers at the Municipal Dock in the narrow confines of the Tacoma city channel. The *Foss No. 12* had light construction but good strength, utilizing oak ribs and fir side planking. It was powered by a state-of-the-art N&S three cylinder gas engine of 100 horsepower turning at 300 RPM. It was one of the first vessels equipped with an air starting device that would allow the engine to be up and running in 1 minute and be brought up to full speed of 10 knots shortly thereafter.

Andrew installed five fire nozzles with the primary nozzle used for small fires. All five could be operated for major fires. The primary nozzle could throw a stream of water 115 feet which



Above, the *Foss No. 12*, underway on a calm, Puget Sound day, and below, spraying water with all five nozzles.



would reach over all the warehouses along the Tacoma waterfront. The fire pump was a three stage centrifugal unit connected to the N&S main engine with a four-to-1 transmission turning the pump at 1200 RPM.

Under an arrangement with the city commissioners, the tug was chartered to the City of Tacoma at a daily rate but had to remain within the Tacoma harbor as it had to respond to fire calls any time day or night. The agreement allowed for the tug to perform any of the company's commercial work as long as it did not interfere with responding immediately to any fire call.

At the Foss headquarters at Dock Street, Andrew had installed an air-tank set up to carry 200 pounds of pressure. To this were connected

two Vibraphone whistles which were sounded as a fire call in case the vessel was away from the dock on a commercial job.

The trusty tug remained as the city's primary fireboat well into the 1920's until the City of Tacoma built its own dedicated fireboat. The *No. 12* then operated solely as a harbor based tugboat shifting & towing logs and scows around Tacoma harbor. In 1942 it was modernized, including a new 140 horsepower Cummins diesel. The *Foss No. 12* served the Foss family well for over 50 years, finally being retired from service and scrapped in 1966.

Editor's Note: Mike Skalley is the Foss historian and has authored several books on the company's history.



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Tom Dawson, Advanced Drone Imaging

FAREWELL TO THE POLAR PIONEER *Six Foss tugs, including the Lindsey Foss and Garth Foss, at left, loaded the drill rig Polar Pioneer onto the Dockwise heavy-lift ship Vanguard in Port Angeles on Dec. 15. The semi-submersible ship carried the 355-foot-tall rig to Norway. The Transocean-owned rig was leased to Shell for summer drilling operations in the Arctic. The other tugs involved in the job were the Marshall Foss, Henry Foss, Andrew Foss and Iver Foss.*