



# Tow Bitts



**NEW BUSINESS IN BELLINGHAM** The enhanced tractor tug *Lindsey Foss* recently assisted the 590-foot cargo ship *African Egret* into its berth at the Port of Bellingham Shipping Terminal. The ship loaded about 5.2 million board feet of logs for China, the first cargo of wood handled at the Port of Bellingham in nearly two decades. In China, the wood will be used for housing construction and furniture production. The port hasn't handled wood products since the Georgia Pacific pulp mill there shut down in 2001.

Dave Warter, Port of Bellingham

## NEW YOUNG BROTHERS KĀPENA-CLASS TUG CHRISTENED IN LOUISIANA PORT

The *Kāpena Jack Young*, the first of four new ocean-going tugs being built for Foss Hawaii-based subsidiary Young Brothers, was christened recently and will join the company's inter-island freight service.

The Kāpena-Class tug was designed by Damen USA and built by Louisiana-based Conrad Shipyard. "Kāpena" means "captain" in the Hawaiian language, and celebrates

the skill and innovation of Young Brothers' Hawaiian navigators.

The new tugs were designed to match Young Brothers' fleet of modern high-capacity barges, and will improve the company's ability to provide "just-in-time" cargo service to Neighbor Island communities, while enhancing service through lower maintenance down time, better tow speeds, greater operating efficiencies, and

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**New Tugs for Young Brothers**

The new Kāpena-Class ocean-going tugs, named for legendary captains at Foss Hawaii subsidiary Young Brothers Ltd., are beginning to join the fleet. The first was christened recently in Louisiana.

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**Establishing a Culture of 'Continuous Improvement'**

Starting at the Foss Seattle Shipyard and eventually encompassing the entire company, Foss is implementing a 'Continuous Improvement' program along the lines pioneered by Toyota decades ago.

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**A 'Teachable Moment' at Seattle Shipyard**

Seattle Shipyard employees learned almost as much as the associates of the Lighthouse for the Blind when the disabled people toured the shipyard recently. Safety for the group was the most important consideration.

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**Solved: The Disappearing Hardhat Problem**

The Seattle Shipyard came up with a novel solution to the problem of people walking off with the loaner hardhats handed out at the guard shack. Make them pink.

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To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Loren Skaggs, marketing and communications manager, lskaggs@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published four times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Matt Brown, (206) 381-3799 or matt@foss.com.

## CFO Reflects on First Year at Foss

*Editor's Note: Foss Maritime Chief Financial Officer Bryceon Sumner is the newest of the senior executive staff at Foss. In this interview with Tow Bitts, he reflects on what he has learned about Foss as he approaches the completion of his first year at the company.*



Bryceon Sumner

**Tow Bitts:** When did you start at Foss?

**Sumner:** November of 2017. It seems like I just started! There is a lot to learn and love at Foss. I have been on a steep learning curve.

**Tow Bitts:** Where were you before?

**Sumner:** A software as a service (SaaS) educational tech company. I was the CFO during an intensive growth period. The company provided turnkey on-line degrees for non-profit institutions like the University of South Carolina, the University of Wisconsin and about 50 other schools. Each semester there were about 45,000 students enrolled in the on-line degree programs the company supported.

Before that I worked for a subsidiary of Arcadis, an international engineering and design firm. One of my responsibilities was safety for a 2,000-person firm. I have dusted off some of this knowledge and really understand the high commitment to safety in Foss' culture.

**Tow Bitts:** How do you like it here? How has the transition been for you?

**Sumner:** The culture and people are what I like the best. When I talk with business colleagues and friends about my role at Foss, they all to a person have said that Foss is a great company. Foss has tremendous brand value, recognition and a great reputation.

**Tow Bitts:** What has been the biggest surprise since starting here?

**Sumner:** The biggest surprise is the technical work and towage Foss and its subsidiaries safely perform every

day. The coordination and experience of the mariners is really amazing. Our ability to handle both day-to-day and extraordinarily complex projects exemplifies our outstanding culture and always-ready attitude.

**Tow Bitts:** What has been the biggest success you've seen since coming here?

**Sumner:** It has been like drinking water from a fire hose. Some our biggest successes are in the future with system changes that will mirror our need for GM's and regions to easily access/input information. These new systems will allow our business leaders and mariners to focus maximum time on serving our customers and safely completing each day's work.

Also, **John Parrott** and the executive team are working on the final plans for new vessels. I am glad to have contributed to the team to accomplish this major success in replenishing our fleet.

**Tow Bitts:** What has been your biggest challenge while working here?

**Sumner:** Learning the business and customers. It is not nearly as easy as it looks. Foss makes it look easy.

**Tow Bitts:** What are the biggest changes you see for the industry?

**Sumner:** My knowledge is really based on the discussions I have had internally and research on the tug business. My read is that with oil production in Alaska paring down and the consolidation of the container ship business, Foss will need to pivot like it has over the last 130 years to meet market needs.

I have full faith that with our mariners, leadership and Saltchuk backing, Foss will once again transition and continue to meet our customers' needs and continue to provide the return on capital and

*(Continued on page 3)*

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financial performance equal to our historic standards.

**Tow Bitts:** What are some of the big challenges Foss has ahead?

**Summer:** Change. Change in the industry, change in the markets serviced and most importantly the

pace of the change.

I have always liked this quote: Change is inevitable, growth is optional.

I am very optimistic for the future. With Saltchuk's backing and a John Parrott-led strong leadership team, we

have the right people connected to the business to continue the Foss culture and business success into the next decade and beyond. The message is clear to me: we have been here almost 130 years and we are not stopping now.

## Disaster Relief Experience Means Foss is Well Positioned to Help if Hurricanes Strike Again

With extensive experience in disaster response in the last few years, and with the 2018 hurricane season underway, Foss is ready to swing into action once again and assist the government with relief efforts in hard-hit areas.

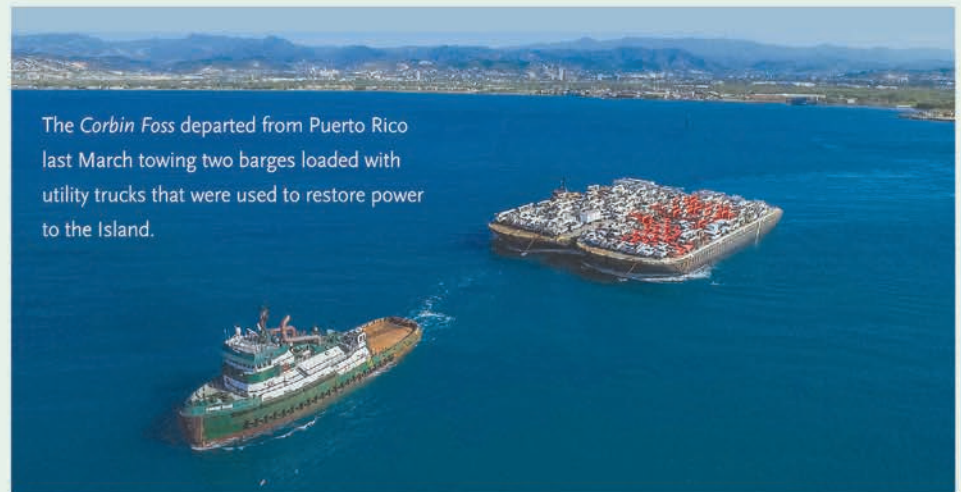
"We are continuing to position ourselves as a valued supplier for any future contingency," said **John Tirpak**, vice president for business development and contract services.

Most recently through contracts with the Federal Emergency Management Agency, its suppliers and the Army Corps of Engineers, Foss was heavily involved in the relief effort following Hurricanes Maria and Irma, which battered Puerto Rico and the U.S. Virgin Islands last year.

Services included providing 900 beds and full hotel services for relief workers, delivering multiple barge loads of food and water, and transporting nearly 600 utility trucks to and from Puerto Rico to help restore its electric power.

In 2010 Foss supported the earthquake relief in Haiti through government and private contracts. The company moved 90,000 tons of food, many barge loads of military support equipment, did salvage work and established a port structure with Foss-leased barges.

In 2012, Foss joined forces with the U.S. Defense Logistics Agency to help following Hurricane Sandy, which wreaked havoc in the northeastern United States. The DLA awarded Foss a



The *Corbin Foss* departed from Puerto Rico last March towing two barges loaded with utility trucks that were used to restore power to the Island.

flag as recognition for the company's high-level performance.

"Experience is important because although one never knows when a natural disaster will occur, they do occur," said Tirpak noting that the work is rewarding from a humanitarian standpoint and shows Foss' skill set to the government. "Our past experience reflects Foss's ability to respond quickly and safely to support disaster relief efforts."

Tirpak explained that the company's tug and barge fleet can respond quickly to offshore areas where infrastructure is impaired. The company can land in areas with portable ramps to discharge rolling stock and containers.

Also an asset is Foss' alliance with other third-party providers and its collaboration with other transportation companies owned by its parent, Saltchuk. Saltchuk's many assets include steamship operations in the

Caribbean and in the north Pacific, areas where Foss also has the highest response capabilities.

"The other significant capability we have is the on-ground support we bring with project managers who have experience with many contingency operations," Tirpak said. "Many of them are certified project managers and are accustomed to solving operational challenges in remote areas with little infrastructure."

In Tirpak's view, disaster relief is much improved since Hurricane Katrina struck the Gulf Coast in 2005.

"The various response agencies have become much more coordinated in this stressful environment," Tirpak said. "They have used the lessons learned through the crises over time to become much more coordinated than reactionary."





## NEW YOUNG BROTHERS KĀPENA-CLASS TUG CHRISTENED IN LOUISIANA PORT

*(Continued from the cover)*

The *Kāpena Jack Young* packs 6,000 horsepower and was designed to match Young Brothers' fleet of modern, high-capacity barges.

lower emissions.

The *Kāpena Jack Young* will be homeported in Kaunakakai, Molokai. It is named after Capt. **Jack Young**, one of three brothers who founded Young Brothers in 1900. Each of the four new Kāpena-Class tugs will be named after an original Young Brothers' captain.

The others are Kāpenas **George Panui Sr. and Jr., Bob Purdy, and Raymond Alapai**. The christening of the *Kāpena Jack Young* was held at Port Fourchon with representatives of Young Brothers, Foss Maritime, Conrad, and Damen in attendance, as well as **Sharon Young**, Jack Young's granddaughter, who sponsored the vessel.

"The four new Kāpena-Class tugs, represent our future while honoring our past. Once in service, the average age of our fleet will be reduced from 44 years to 12 years young," said **Joe Boivin**, new president of Young Brothers. "The new tugs reinforce our commitment to safety, environmental stewardship and customer service."

"The four new Kāpena class tugs, represent our future while honoring our past. Once in service, the average age of our fleet will be reduced from 44 years to 12 years young," – **JOE BOIVIN**



Sponsor **Sharon Young**, Jack Young's granddaughter, breaks the traditional bottle of champagne over the tug's bow. At right is Young Brothers President **Joe Boivin**.

The 6,000 horsepower, 123-by-36.5-foot vessel is powered by General Electric 8L250MDC — state-of-the-art EPA Tier IV emissions-compliant exhaust gas recirculation engines.

"I'm very impressed with the work that has been done by Conrad shipyards and Damen USA in the delivery of the first of our four new,

state-of-the-art, Tier 4 tugs," said **John Parrott**, President and CEO of Foss Maritime. "We worked with Young Brothers to research various tug hull designs, engines, and towing equipment options. The construction of these new tugs supports Young Brothers in providing reliable, affordable and frequent services throughout the Hawaiian islands — now and in the future."

*Rebecca Namohala, Young Brothers strategic planning manager, is profiled on page 11, and Mike Skalley writes about the first Foss steel-hulled new build on page 14.*



**Michael Dong**, left, worked with Paint Shop Foreman **Jared Tegantvort** to improve storage of sandblasting equipment for easier retrieval. The equipment is within easy reach on the racks behind them.

## Foss Launches ‘Continuous Improvement’ Program; It Starts in Shipyard and will Encompass Entire Company

A new system for organizing paint and other paint-shop supplies is saving time and delivering improved efficiency at the Foss Seattle Shipyard. And laborers need look no farther than a well-located rack for their sandblasting equipment, which formerly might have been scattered about the shipyard.

Those are just a couple of examples of how a newly installed “Continuous Improvement (CI)” program is working at Foss Maritime. The company-wide effort is being spearheaded by **Michael Dong**, who became Foss’s first director of continuous improvement at the end of 2017.

“We’re on our way, and the goal is to make this organization more nimble and adopting and practicing continuous improvement by the end of the year,” Dong said recently. “There’s a big effort to get that done.”

The concepts of continuous improvement and lean were pioneered by Toyota decades ago and have spread throughout the business and industry

world as a way to improve work processes and boost the bottom line.

A key to the implementation process, according to Dong, is establishing a culture in which employees are continually looking for what are known as the “eight deadly wastes.” Going by the acronym DOWNTIME, they are defects, overproduction, waiting, non-value-added processing, transportation, inventory excess, motion waste and employee/people waste.

“If every business unit would focus on wastes, we could find all sorts of areas where there’s room for improvement,” Dong said. “And once you’ve identified the wastes, continuous improvement drops in and says, ‘What do we do about it?’ You put together a plan, execute it and then review to see how you’re doing.”

Dong came to Foss after 30 years in the petroleum industry, working for Unocal 76, ARCO and BP, where he was the supply-chain manager in Alaska.

“When they had a major project they would call me in to look at the processes,” he said. “We did a lot of process mapping which helps you understand the work flow and enables you to identify things that aren’t value-added.”

Since assuming his new position at Foss, Dong has been making presentations on continuous improvement and lean to the company’s various business units and now has an organization of about 40 “CI Champions,” who are also going through training in CI.

In the shipyard, which is Dong’s initial focus, the shop foremen are the champions. After finding “wastes” in painting processes, the shipyard has moved to other crafts within the shipyard. Eventually all of the crafts will be brought on board, as will the entire company.

“It’s a mindset, a culture, and a habit that you want to establish throughout,” he said.

# Corps to Proceed with Repairs to Ballard Locks; Work ‘Crucial’ for Foss, Other Maritime Businesses

The U.S. Army Corps of Engineers recently released its 2018 work plan, which includes an additional \$13.15 million for repairs of Seattle’s Hiram Chittenden Locks. The budget assignment was considered a major victory for the Lake Washington Ship Canal Users Group, a coalition supported by Foss.

The allocation brings the total amount of funding for the Lake Washington Ship Canal for 2018 to \$23.02 million. The additional funds will help the overall reliability and operation of the locks, while also improving fish passage.

The coalition steering committee thanked Foss for its support in a letter to Chief Operating Officer **Scott Merritt**. The steering committee wrote:

“Your support of our group, which includes commercial and recreational maritime groups; salmon recovery advocates; labor; and the City and Port of Seattle, has helped to show the U.S. Congress and the Corps that the Ballard Locks are vital to the nation by contributing more than \$1.2 billion annually to the U.S. economy.”

Merritt said fully functioning locks are crucial for Foss’ and other



The tug *Barbara Foss* passes through the Ballard Locks on the way from the Lake Washington Ship Canal to Puget Sound.

maritime businesses’ operations on the ship canal.

“We applaud the Corps of Engineers for their commitment to this important maintenance project,” Merritt said.

Construction of the Lake Washington Ship Canal and Hiram M. Chittenden Locks was completed in 1917. Connecting the waters of Lake

Washington, Lake Union, and Salmon Bay to the tidal waters of Puget Sound, the canal and locks allow recreational and commercial vessels to travel to the docks and warehouses of Seattle’s busy fresh water harbor.

Foss Seattle Shipyard, plus moorage for company tugs and Foss Terminal, are on the Lake Washington Ship Canal.

Georgia Miller



**GRAIN TERMINAL ASSIST** The tugs *Lindsey Foss*, left, and *Andrew Foss* recently assisted the bulk carrier *Cecilia B* into the Pier 86 grain terminal at the Port of Seattle. The ship is 751 feet in length and measures in at 43,013 gross tons.

# SoCal Tank Barge Manager Wins Saltchuk's Highest Safety Award

Ron Costin, Foss senior tankbarge manager based in Long Beach, has been awarded the 2017 Michael D. Garvey Award for Distinguished Service in Safety.

A 28-year veteran of Foss, Costin was cited for setting the company standards in tankbarge management by authoring the company's Tank Barge Operations Manual.

"Ron also has been an ambassador for our key push to zero incidents initiatives, which include incident reporting and investigations, near misses, behavioral based safety change management and job safety analysis processes," wrote Foss General Manager John Marcantonio and Vice President of Marine Operations and

Assurance Igor Loch in nominating Costin for the award.

Costin's team of 28 crewmembers mans four tank vessels, as well as the logistics, operations support, and customer service departments in their division.

The Southern California team pioneered the installation and operation of both red dye injection systems for its gas oil systems, and onboard vapor processing units, which substantially reduce vapor pollution emissions during the loading process.

Michael D. Garvey, for whom the award is named, is one of the founders of Foss parent company Saltchuk, a retired chairman of the company, and a former principal shareholder.



Retired Saltchuk chairman and co-founder **Mike Garvey**, left, presented the company's highest award for safety to **Ron Costin**, Foss senior tankbarge manager based in Long Beach.



"Ron also has been an ambassador for our key push to zero incidents initiatives, which include incident reporting and investigations, near misses, behavioral based safety change management and job safety analysis processes." – **JOHN MARCANTONIO**

## SAFETY CORNER Foss Tugs Lead in Safety Inspections

By *Grant Johnson*  
Vice President, Health, Safety, Quality and Environment

Early in July both the *Michele Foss* (Seattle) and the *America* (San Francisco) were the first vessels in their home ports to receive a Certificate of Inspection from the U.S. Coast Guard under the new 46 CFR "Subchapter M" regulations.

The new regulations originated from Congress' "Coast Guard and Marine

Transportation Act of 2004" which called for the introduction of a full safety inspection regime for the tugboat, towboat and barge industry with the goal of elevating safety standards.

As of July 20, 2018, nearly 14 years later, "Subchapter M" has come into full effect and requires tugs to be inspected for compliance with the new regulations and that they obtain a U.S. Coast Guard Certificate of Inspection (COI) indicating compliance with the

new regulations.

Since the inception of this regulation Foss has monitored the rulemaking process to ensure its current policies and procedures were in compliance. Further, Foss has made an agreement with the American Bureau of Shipping (ABS) to provide third-party auditing and Safety Management System (SMS) verification services under Subchapter M.

Over the next four years, the phase-in period for Subchapter M, the remainder of Foss' fleet will obtain their Certificates of Inspection.



Grant Johnson



The San Francisco-based Foss tug *America* was the first in its port to receive a Coast Guard Certificate of Inspection.

## Learning from Each Other: Tour was a Teachable Moment for Shipyard Workers and Associates from the Lighthouse for the Blind

About 60 associates of the Lighthouse for the Blind touched and listened their way through the Foss Seattle shipyard recently during what turned out to be an educational tour for both the disabled people and their Foss employee guides.

“It was quite an experience for us and for them,” said **Luba Babadzanov**, shipyard project controls coordinator. “We learned a lot, and so did they.”

One of the most important lessons learned was how to keep the people safe. In addition to being issued hard hats and safety glasses, the disabled people were broken up into groups of five or six. Each group was accom-

panied by two interpreters from the Lighthouse and had shipyard guides leading and trailing as they walked through the yard.

While the shipyard employees focused on guiding the disabled people safely, they also had to take care to face them directly while describing their surroundings. That enabled the interpreters, some who were disabled themselves in some way, to hear the guides.

The tour was intentionally held during swing shift, when activity in the yard was at a minimum.

The people on the tour were mainly blind or hearing impaired

or a combination of the two. The Lighthouse is a non-profit enterprise providing employment, support and training opportunities for disabled people. Among its business activities, Lighthouse associates produce machined parts and plastic injection molding for various aerospace manufacturers.

The Lighthouse associates felt their way along a table set with tools, personal protective equipment and other gear supplied by each of the shipyard crafts. A large propeller also was on display, and tours focused on the outside machine shop and the shipwrights’ shop.

“These people had been working with similar tools at the Lighthouse,” Babadzanov said. “In a way, it was an information exchange.”

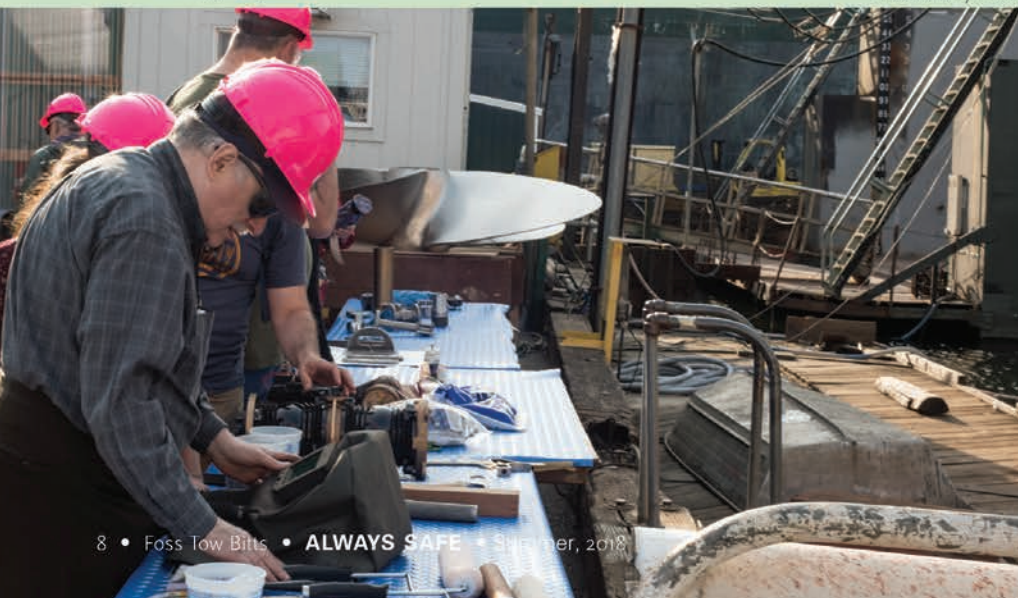
In addition to Babadzanov, key Foss people helping with the tour were Outside Machine Shop Foreman **Gordon Kramer**, Paint General Foreman **Randy Litch**, Production Manager **Don Harris** and Swing Shift Superintendent **Michael Paige**.

Tools and gear commonly used in the shipyard were laid out on tables for touching and viewing.



Above, Outside Machine Shop Foreman **Gordon Kramer**, right, describes the propeller and its function as members of the tour group learn by touching it. Below and right, the Lighthouse associates use touch to examine shipyard gear.

Photos: Tonya Lunke







Above, associates of the Lighthouse for the Blind gathered for a group photo beside the tug *Wedell Foss*. Below, they were treated to lunch.

Loren Skaggs





**HEADED FOR VIGOR** *The Michele Foss, in the photo above, towed the U.S. Navy tanker SS Petersburg past the downtown San Francisco skyline in June, on the way from the Suisan Bay Ready Reserve Fleet to Vigor shipyard in Portland for maintenance. In the photo at right, the Michele leads the ship up the Columbia River on the last leg of the trip. The assist tugs were the Kalama on the starboard side, the Peter J Brix on the stern and the Bo Brusco on the port side. The 736-foot Petersburg entered service in 1963 after it was built at Bethlehem Steel in Baltimore.*



**HISTORIC SHIP TOW** *Two Foss tugs and one from AMNAV moved the World War II era museum ship Red Oak Victory from its berth at the Port of Richmond, Calif., to a dock at California Maritime Academy in Vallejo in early July. During its stay at the academy, the all-volunteer crew lit the historic ship's boilers for the first time in 50 years, getting it back to operational status. Lighting the boilers was not possible at the port, because of the possibility that soot might fall on new cars nearby. The 455-foot Red Oak Victory was one of 534 military Victory-class cargo ships built to support the World War II effort. It is the last surviving ship built at the Kaiser Richmond Shipyards during the war. The tugs on the job included the Caden Foss, on the stern and the Sandra Hugh from AMNAV, on the bow. The Point Vicente from Foss also assisted. The Red Oak Victory was to reopen to visitors in Richmond in August.*



# Strategic Planning Manager Balances ‘Aina’ Traditions With Big Changes at Foss Subsidiary Young Brothers

By Hilary Reeves

Young Brothers Manager of Strategic Planning **Rebecca Namohala** is always hard at work managing metrics, community giving, and continuous improvement — and most recently on an event that serves as an outlet to her creative side: the blessing of the company’s new Kāpena tugs.

Alongside Young Brothers President **Joe Boivin**, Namohala is committed to balancing “Aina” traditions of stewardship and spirit with new traditions unique to the culture of Young Brothers.

“There are certain protocols for a traditional Hawaiian blessing that are important to the people here that must be followed,” she said. “With a new president on board and four new tugs coming in, it’s an exciting time for us. We have a lot to do in the next few years, and I feel confident you’ll see an improved Young Brothers.”

Namohala lives in Makakilo on the island of Oahu. She grew up on the island’s famous North Shore, but finished high school in Kona on the Big Island.

“My childhood was filled with long days at the beach, dancing hula, riding dirt bikes, fishing, raising farm animals with my brother and sister, and just being an island kid,” she said. “My childhood was wonderful.”

When she was 15, she landed a job as a checkout clerk at Longs Store in Mililani.

After school, I drove from Waialua to Mililani and worked until 8 or 9 p.m. every night,” she said. Later during high school, she had two part-time jobs, as a cook at a drive-in up Mauka (Mountain) in Kona, and as a maid at a hotel called Kona Village

Namohala wanted to be an auto mechanic — even took classes in high school — but ended up working as a bank teller after high school in Arizona. She moved into the mortgage business for a few years, and then



**Rebecca Namohala** says it’s an “exciting time” at Young Brothers.

Lew Harrington

ended up working at Alaska Marine Lines in Seattle. She said she thought about going to college on the mainland after high school, but decided to take a year off instead. One year became many.

“I’ve logged more than 25 years in the maritime industry — 20 at Young Brothers — and have been in management for the past 10 years,” said Namohala. “I’ve worked in the Maritime Operations and Engineering Department for most of my career here, so I have a lot of knowledge about that side of the company including the financial aspect of each. After working in the company’s Engineering Department for 15 years, I felt I needed to learn something new, so I applied for the manager of strategic planning position. I knew my knowledge of the vessels, marine operations, and relationships with fellow employees across the state would be valuable to this position.”

Now firmly ensconced at the heart of many different projects, she credits her team’s individual gifts and collective sense of humor for its success.

“Our employees have a lot of heart, not only for the company, but for each other,” she said. “We care what happens to this place, our people, and our community. We are hard-working

people deeply connected to our culture. The Aloha spirit is not just a catch phrase, it is a way of life for us, and you can see it in the way we work and connect to each other. It’s what makes Hawaii unique.”

Namohala is married with two children. She earned a degree in Business Management when her children were young, while working full time.

She’s most proud of her husband and children, as her ohana (family) means everything to her.

“We’ve been married 18 years come August, and have two awesome children: **Nicole-Nola**, a sophomore who plays club volleyball at the national level, and **Wendell Boy**, a seventh-grader who plays multiple sports.”

Namohala said she hopes to continue to grow in her position, and continue to scout new opportunities for Young Brothers to grow as well. She travels to the mainland with her daughter’s competitive volleyball team, cooks, gardens, and said she has found a new interest in working with nonprofits.

“I feel so good when I can help someone, even if it’s just a little,” she said.

*Editor’s Note: This is an edited version of an article that originally appeared in the web magazine “People of Saltchuk.”*

# Discovery Channel Plans Documentary On 'Impressive' Foss-Built Fireboats

A documentary about the two high-tech fireboats built at the Foss Seattle Shipyard for the Port of Long Beach Fire Department is expected to air next spring as part of the Science Channel's Mega Machines series.

The show is being produced for the channel by Arcadia Content, based in Halifax, Nova Scotia. Representatives of the company visited Seattle recently to learn about the construction project. They also rode each vessel during training exercises in Long Beach.

"We were able to see full water displays, de-watering of vessels, and foam deployment," said Producer **Chris Kingston**. "In addition, we were able to hear first-hand from the firefighters themselves about how impressive and innovative the fireboats are."



The first of two fireboats built by Foss for the Port of Long Beach was photographed during sea trials on Seattle's Elliott Bay in 2015.

## SHIPYARD SOLUTION: PINK HARD HATS DON'T WALK

**Charles "Dutch" Heetbrink**, facilities supervisor at the Foss Seattle Shipyard, has come up with a solution to the problem of visitors walking off with the white loaner hard hats handed out at the guard shack: Make them pink.

"It's been a continuing problem over the years," Heetbrink said of the disappearing hard hats. "But since we shifted to pink ones, nobody wants them, and 98 percent of them come back."

Hard hats and safety glasses are required to be worn by everyone entering the shipyard, so Foss provides them to people who don't have their own.

When about 40 hard hats went walking after they were handed out to contractors working on a couple of fishing boats recently, Heetbrink decided something had to be done.

"Maybe 20 percent came back, and

the rest disappeared," he said. "As a cost-saving measure, I went looking for inexpensive hard hats that were so ugly no one would want to keep them."

The old white hard hats ran about \$15 each, and the new pink ones, purchased on sale, were \$7.

Heetbrink notes that based on a request from Shipyard Director **Jon Hie**, he keeps a stash of nice white hard hats bearing a Foss logo for VIP visitors.

The facilities supervisor recalled an episode in which a tug captain was handed one of the pink hats at the guard shack.

"He gave it a glance and told the guard he wouldn't wear it, that no self-respecting mariner would wear a pink hard hat, and he went back to his truck and got his own,"

Heetbrink said, "We thought that was kind of amusing."



Security Guard **K.C. Jones** displays one of the pink hard hats he now hands out at the shipyard guard shack.





## Annual Golf Tournament Draws 250 Competitors, Raises \$277,425 for Hospital, Boys and Girls Clubs

The first golfer in a foursome makes a tee shot at the picturesque Golf Club at Newcastle, with the Seattle skyline looming in the background.

The 19<sup>th</sup> annual Towboat Invitational golf tournament at the Golf Club at Newcastle near Seattle netted \$277,425 for the Virginia Mason medical center in Seattle and the Boys and Girls Club of Southwestern Oregon.

Competitors at the event were customers, vendors and friends of Foss and Sause Bros. About 250 golfers from 50 companies participated.

The event got underway first thing in the morning with breakfast before

the golfers teed off, lunch and a reception before dinner.

Over the years of the tournament, Foss and Sause Bros. have raised more than \$3.7 million for the two charities.



Above, four retired Foss CEOs and a guest shared a table for dinner at the tournament. From left are retired president **Paul Stevens**, **Judith Roos** of Roos Consulting, and retired presidents **Steve Scalzo** and **Gary Faber**.

At left, one of the foursomes at the Towboat Invitational was made up of, from left, **Blake Klingeman** and **Tim Engle** of Foss parent company Saltchuk, **Dave Varga** of State Farm, and **Gregg Matalas** of the U.S. Merchant Marine Academy Alumni Association.

# The Original Brynn Foss was Company's First Steel New-Build

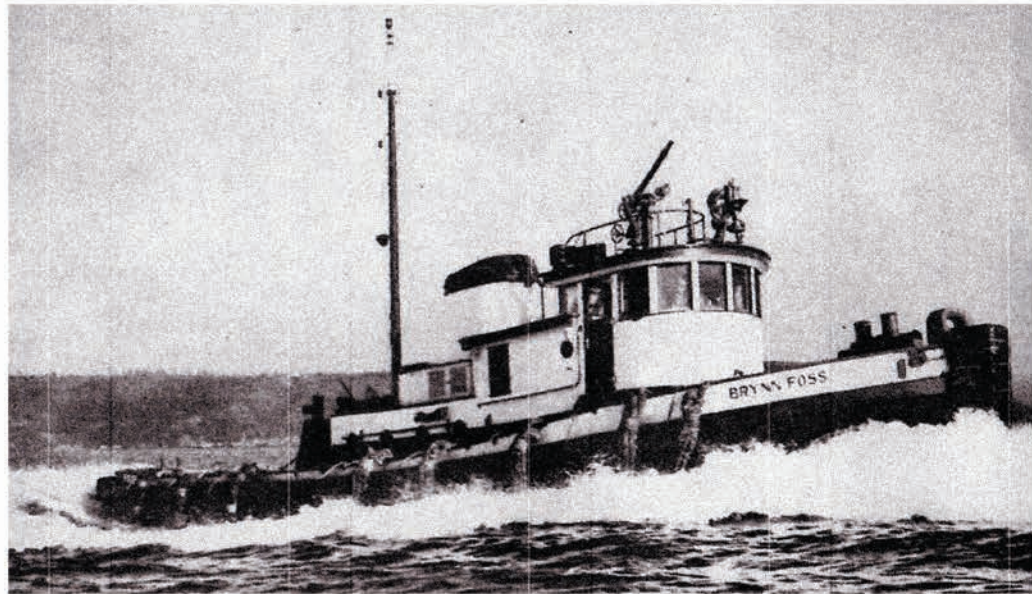
By Mike Skalley

For twenty-plus years the veteran wooden-hull tug *Peter Foss* built at the Foss shipyard in Tacoma in 1930 with 375 horsepower was considered the top tug for ship-assists and barge handling in Tacoma harbor. But by 1950 with the port growing rapidly and more ships of larger tonnage arriving at the port piers, the need for more horsepower became very apparent.

Foss Tacoma secretary-treasurer, **Henry Foss** and general manager, **Orville Sund** along with the Tacoma operations department created their "wish list" for the proposed new tug which was to be specifically designed for ship assist work in Tacoma. Foss contracted with Seattle Naval Architect, **H.C. Hanson** to design a 72-foot welded steel tug with a beam of 21 feet and a normal draft of 9 feet, 6 inches. This would be the first newly built Foss tug of steel construction, although two older Puget Sound based tugs engaged in barge and log towing, the 1904 built *Wedell Foss* and 1909 built *Mathilda Foss* were also of steel construction.

Once the design was presented to Foss management and approved, the construction of the tug was awarded to Reliable Welding Works of Olympia in early 1951. Reliable was contracted to build the hull and the trunk cabin. The machinery installation, the pilot house, and all the "finish" work were to be completed at the Foss yard in Tacoma. Five months after construction began, the tug was launched in Olympia and towed to Tacoma by the 200 horsepower *Carl Foss*. Prior to launching, the tug was given the name *Brynn Foss* to honor the recently born middle daughter of Foss executive **Drew Foss** and his wife **Donna**.

Once the *Brynn* arrived in Tacoma a new 800 horsepower, 6 cylinder, supairthermal direct drive Nordberg diesel was installed along with all the



A 1952 Photo of the *Brynn Foss*.

auxiliary equipment. This particular engine was selected as it offered the most efficient and compact power for the available engine space.

A few of the modern features included a self-flushing head (toilet), electric heat throughout and electric cooking units in the galley and coffee bar. The tug was equipped with hydraulic steering gear, an air powered tow winch, anchor windlass and a powerful fire monitor for assisting in waterfront fires and washing scows. The *Brynn* was outfitted with ship-to-ship and ship-to-shore AM and FM marine radios. Most of the tugs had the ship-to-ship AM radios but the ship-to-shore (office) FM radios were just becoming available with the *Brynn* being one of only three Foss tugs to be so equipped.

Excluding the ocean-class tugs in the Foss fleet at the time, the *Brynn* was the most powerful Foss tug working on Puget Sound. The three Foss skippers re-assigned from the *Peter Foss* were Captains **Leonard Sund**, **Vern Wright** and **Art Wickstrom**. For the next 18 years the *Brynn* performed flawlessly and held the title "pride of the Tacoma fleet." Ship assists demanded most of the *Brynn's* time, but barge and log raft shifting was still a part of the daily assignments.

The size and volume of ships calling in Tacoma continued to grow to the extent that by 1970 a more powerful tug was needed to supplement the services of the *Brynn*. With the arrival of the Foss designed new-build *Shelley Foss* for ship assist work in Seattle, the 1200 horsepower *Shannon Foss* was re-assigned to Tacoma as the primary ship assist tug in late 1970.

March of 1971 saw the *Brynn* leave the friendly confines of Tacoma Harbor to begin seven years of linehaul towing between ports on Puget Sound and British Columbia. However, a major engine failure in January of 1978 sealed the fate of the *Brynn*. She was "dead-lined" at the Foss terminal in Seattle, where she remained for the next five years. She was sold in early 1985 to an Alaska company based in Ketchikan where it was repowered and used for many years for inland towing in Southeast Alaska.

*Editor's Note: Mike Skalley is the retired Foss billing manager, company historian, and has written several books about Foss. Foss later gave the name Brynn Foss to a modern tractor tug, which is in service in Southern California.*

# Foss Featured in Historical Magazine

Puget Sound Maritime, formerly the Puget Sound Maritime Historical Society, is featuring Foss Maritime in a special edition of its thrice-yearly magazine, *The Sea Chest*.

The lead article by **Mike Skalley**, retired Foss historian and billing manager, is a personal history of his 47 years at Foss. The magazine also includes articles written in the 1960s by **Henry Foss** about his parents, company founders **Thea** and **Andrew Foss**.

Among other articles is a previously unpublished manuscript about

another son, **Wedell**, written by his brother **Arthur**. The magazine also includes an article about the restoration of a former Foss tug that sank in Hood Canal last year.

Copies of the magazine are available at \$10 each, plus shipping. Email: [research@pugetmaritime.org](mailto:research@pugetmaritime.org)

The cover of the special edition of *The Sea Chest* features a photo of four restored Foss tugs taken by the late **Michael Stork** at Olympia Harbor Days Tugboat Festival and Races in 1997. From left, they are the *Joe Foss*, *Henrietta Foss*, *Wallace Foss* and *Arthur Foss*.



## CAPT. BODYFELT WAS A 41-YEAR FOSS MARINER

Capt. David “Tug” Bodyfelt, a 41-year Foss mariner who was based in Seattle and worked his way up through the ranks, died recently following a long illness. He was 80 and spent his retirement years in Arizona

and Mexico.

Capt. Bodyfelt joined Foss in November 1957 and retired in February 1999. “He loved towboating so much that he took the nickname ‘Tug,’” said good friend **Barbara Savidge**.

As a retiree, Capt. Bodyfelt devoted

himself to another love, woodworking.

“He built children’s furniture, boats — If it was wood he could do it,” Savidge said. He also was fond of motorcycling and owned a three-wheeler, according to Savidge.



“He loved towboating so much that he took the nickname ‘Tug.’”

– BARBARA SAVIDGE

## APPRECIATING THE INDUSTRY

Seattle employees joined customers, vendors and friends of Foss recently at the company’s annual Industry Appreciation Barbecue held at Terminal 5 at the Port of Seattle. In addition to hot dogs, hamburgers and salads, this year’s event featured the presentation of the Michael D. Garvey Award for safety to SoCal Senior Tankbarge Manager **Ron Costin**. See article on Page 7.





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**AFTER THE ASSIST** *The Andrew Foss stood by after it and two other Foss tugs assisted the China Ocean Shipping Company (COSCO) containership CSCL Yellow Sea out of the Port of Seattle. The big containership is 1,099 feet in length, can carry the equivalent of 10,036 twenty-foot containers (TEUS), and was bound for Vladivostok. The tugs Marshall Foss and Lindsey Foss also participated in the assist.*