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Tow Bitts




MELE KALIKIMAKA That's Hawaiian for "Merry Christmas," the appropriate salutation to accompany this painting by **Giorgina Candelaria Wells**, which is reproduced here and on the 2018 Foss holiday card, sent to customers and friends of the company. The painting, which also appears in the Foss 2019 calendar, was one of 23 submitted in this year's contest for the card and calendar. More about the contest and reproductions of the winning paintings appear on pages 8 and 9.

MUCH TO CELEBRATE AS WE APPROACH OUR 130TH ANNIVERSARY

A HOLIDAY MESSAGE:

*By John Parrott
President and Chief Executive Officer*

Foss will be celebrating its 130th anniversary in 2019. As we step into the new year, it is worth looking back

and remembering all that Foss has accomplished and the challenges overcome that have led up to the celebration of its 13-decade milestone.

Over the course of 2018, Foss and its family of maritime companies have worked tirelessly to meet the safety requirements of our customers while

(Continued on page 2)

INSIDE

Expanding Career Horizons

Meeting with managers at Foss headquarters and the company's shipyard in Seattle was an eye-opener for 40 Alaskan high schoolers, many who had never before ventured beyond their native villages. Some of them expressed an interest in coming to work for Foss someday.

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Chief Operating Officer's Biggest Challenge

Scott Merritt says his biggest challenge during 35 years as a manager at Foss has been creating opportunities for a workforce he describes as "incredibly talented, hard-working and smart." Merritt turned the COO job over to **Will Roberts** in September and will retire on Jan. 4.

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Supporting the Military at Terminal 5

Foss managed the movement of three trainloads of tanks, and other military equipment bound for Korea through Terminal 5 in Seattle in September, handling the job on a tight schedule and experiencing no injuries or damage to equipment.

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A Fixture on the Harbor

A tugboat captain in the Los Angeles-Long Beach harbor starting in the late 1950s, **René Dominguez** spent the last 24 years of his career at Foss. Well respected in the local maritime community, Dominguez also was known for his unique sense of humor and for playing Santa Claus every year. He died suddenly at home on August 9.

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Tow Bits

To submit articles for *Tow Bits*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Loren Skaggs, marketing and communications manager, lskaggs@foss.com. The *Tow Bits* graphic designer is Barbara Hoberecht. *Tow Bits* is published four 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.

CEO's Holiday Message

(Continued from the cover)

John Parrott

also looking ahead to ensure Foss's relevance within the industry over the next century.

There are many things to celebrate. First and foremost, I am excited about our safety record this year, which has been stronger than ever as we continue to be truly mindful of our motto of being "always safe." Our number one goal is to send everyone home safely at the end of every shift, whether in the fleet or shoreside. We have done a much better job at meeting this goal, and for that I thank everyone — customers, vendors, and employees alike.

I am also excited about our new strategy and direction. With a new emphasis on regional offices at Foss and the reliable support from our family of towage companies, we are in a much stronger position to meet our commitments. Foss's new structure with an emphasis on skilled general managers is making us more nimble and responsive to our customers' needs in each of the markets we serve.

Change, even positive change, comes with challenges and sorrow, especially when those changes impact members of the Foss family. In September our Rainier Shipyard after decades of service closed its doors. A true testament to the men and women who worked there is the ongoing fact that most of the vessels they built will continue to serve Foss well into the future. We are also sad to see some of

our good friends moving on, including the retirement of **Scott Merritt**, a true green-and-white fixture, after 35 years of dedicated service.

With these changes have come opportunities, with new people joining the company, and many others stepping up into new roles and responsibilities. The COO position will be in good hands, as **Will Roberts** takes over the role, while his commercial responsibilities are being handled by **Jeff Horst** in his new role as VP of Sales and Marketing. We should be proud of the fact that 100 percent of the new GM roles were filled from within our ranks. Each of these moves has opened up and provided new responsibilities throughout the organization.

I am also very excited about our new-build program, because it marks our commitment to the industry that we have been a part of for so long. The laying of keels, on the first four of these ASD 90-ton harbor boats, is a fitting way to celebrate our 130 years of maritime operation.

Finally, what I am most enthusiastic about in the coming year is to be continuing to work with the amazing people within our industry and our family of companies. We have always been a family business at heart, and we will collectively strive to continue our goal to be the best at what we do. It's a family I'm proud to be a part of.

"We have always been a family business at heart, and we will collectively strive to continue our goal to be the best at what we do. It's a family I'm proud to be a part of." — **JOHN PARROTT**



Will Roberts is Named New Chief Operating Officer; Foss Announces Six Other Executive Promotions

Will Roberts, formerly Foss chief commercial officer, has been appointed chief operating officer, leading a recent round of executive promotions that also placed a new vice president for sales and marketing and five new regional general managers.

The COO's responsibilities are being expanded with Roberts' appointment. In addition to managing the operating activities of the company, he will also retain some of his commercial responsibilities, particularly those promoting Project Services and the shipyard. Roberts is succeeding **Scott Merritt**, who is retiring.

Others promoted are: **Jeff Horst**, former commercial director to vice president, sales and marketing; **Mike O'Connor**, former labor director, to general manager, Pacific Northwest; **Art Dahlin**, former project manager, to general manager, Columbia-Snake River; **Henry Palmer**, former port captain, Marine Transportation, to general manager, San Francisco; **Paul Hendriks**, former Pacific Northwest operations director to general manager, Southern California; and **Marjorie Zoretic** to general manager, Atlantic.

- Roberts joined Foss as CCO in 2017. Before joining Foss, he was senior vice president, customer services Americas, for global marine systems and services provider Rolls-Royce. Prior to that, he held a number of other executive positions at Rolls-Royce, both in the United States and abroad. He is a graduate of the United States Naval Academy with a degree in ocean engineering, holds a masters in engineering management from Old Dominion University in Norfolk, Va., and most recently completed a course of study at the Tuck School of Business at Dartmouth College.

- Horst joined Foss in 2008 after a 21-year carrier in logistics and freight

forwarding, reaching the position of vice-president of sales for two of the top global logistics firms. He is the son of a trucking company owner from Detroit and a graduate of Western Michigan University.

- O'Connor joined Foss in 1999 as a Line Service superintendent after graduating from the University of Washington. He took time out to earn an MBA at Washington State University before becoming Line Service manager and was promoted to labor director in 2009.

- Palmer is a 2008 graduate of California Maritime Academy with a bachelor of science degree in marine transportation. He worked as a deck officer on tankers, as a tankerman and as a cargo superintendent before joining Foss in 2014 as assistant port captain, marine transportation and later becoming port captain.

- Dahlin is a 2007 graduate of the U.S. Merchant Marine Academy where he received a bachelor of science degree in logistics and intermodal transportation. After working in the

towing industry on inland waters and the Gulf of Mexico, he joined Foss parent company Saltchuk in 2013 as a senior financial analyst and came to Foss as a project manager in 2015.

- Hendriks is a 1987 graduate of the University of California at Irvine and worked on pilot boats and tugs for a number of companies before joining Foss in Long Beach as a management captain in 1998. Among other jobs at Foss, he was port captain for both El Segundo and Southern California. Hendriks was Columbia-Snake River operations manager before taking the PNW job.

- Zoretic is a 2008 graduate of the U.S. Merchant Marine Academy and worked on LNG regasification vessels, as a tankerman for Chevron, and as second mate for Noble Drilling in support of Shell's offshore drilling in Alaska. She joined Foss in 2017 as operations manager for the construction of the Foss LNG bunker barge that will fuel TOTE ships in Jacksonville.



Will Roberts



Jeff Horst



Mike O'Connor



Henry Palmer



Art Dahlin



Paul Hendriks



Marjorie Zoretic



Foss Opens New Career Horizons for High School Kids from Native Villages in Remote Northern Alaska

Forty high school students from remote native villages on Alaska's Kuskokwim Bay toured Foss Shipyard and the corporate headquarters in Seattle recently, networking with managers and learning about possible careers at the company.

The 10th graders came to Seattle in two groups of 20 each, two weeks apart. The Foss visits were part of trips to Seattle that also included stops at the University of Washington and the Seattle Maritime Academy.

The outings were organized by a community development agency called the Coastal Villages Regions Fund, which represents 20 communities in the Kuskokwim region on the Bering Sea.

Foss Project Manager **Amber Thomas**, who helped organize the trips, said that while the students learned much from their experience, Foss employees who were involved also got a lot out of it.

"Something about being a role model to young people brings out the best in people," she said. "Foss was thankful to be a part of this program, and we cannot wait to see these kids working with us in the future."

Foss Naval Architect **Janic Trepanier** said it was rewarding to "broaden the horizons" of the Alaskan teenagers who otherwise might not have been aware of the kinds of career opportunities they could pursue.

"When I was growing up I knew what I wanted to do; I wanted to be a naval architect," she said. "But I didn't know how to get there and had to do my own research. It would have been very helpful to have had some guidance."

Capt. **Dave Corrie** said meeting with the kids was "really fun."

"It's been a long time since I've been to Alaska other than short jaunts," he said. "I hadn't been around the villages for some time, and I'd

forgotten how respectful the people, in this case these students, are. They were fascinated with the company and with their travel. A lot of them hadn't been out of their villages before."

Project Controls Coordinator **Luba Babadzanov** led the groups on the tour of the Seattle Shipyard, where they met with shop foremen and others.

In a format known as "speed networking" at Foss headquarters, seven Foss managers met groups of two to three students for seven to eight minutes each.

The managers were Vice President for Health, Safety, Quality and Environment **Grant Johnson**, Vice President for Sales and Marketing **Jeff Horst**, Columbia Snake River Regional Manager **Art Dahlin**, Corrie, Port Engineer **Dave Atkins**, Trepanier and IT Network Administrator **Gus Silva**. Chief Operating Officer **Will Roberts** also addressed the group.

During a "speed networking" session, Capt. **Dave Corrie** described what it takes to be a tugboat master.

Loren Skaggs





Carpentry Shop Foreman **Chris Mills** explained the workings of a table saw in his shop at the Foss Seattle Shipyard.

“When I was growing up I knew what I wanted to do; I wanted to be a naval architect. But I didn’t know how to get there and had to do my own research. It would have been very helpful to have had some guidance.”

– **JANIC TREPANIER, FOSS NAVAL ARCHITECT**

Chief Operating Officer **Will Roberts** gave the teenagers an overview of careers at Foss

Loren Skaggs





Grant Johnson

Focusing on “Serious” Near Misses is Key to Improving Workplace Safety

By **Grant Johnson**

Vice President, Health, Safety, Quality and Environment

Many of us are familiar with the traditional safety pyramid, developed by Travelers Insurance inspector Herbert Heinrich in 1931 based on his review of 75,000 injury and illness cases. His theory is that for every 330 workplace accidents, 300 will result in non-injuries, 29 will result in minor injuries and one will result in a major injury.

For many years safety professionals have focused on non-injury incidents (near-misses and/or hazard observations or NM/HO's) in order to prevent future injuries. This is because non-injury incidents, if identified and acted upon, are viewed as ‘gifts’ in that they foreshadow more serious incidents and present the opportunity to address the underlying unsafe acts or conditions causing them before they result in an injury.

Heinrich introduced his *Domino*



HEINRICH'S SAFETY TRIANGLE

Theory that same year, proposing that one undesirable event in the workplace would lead to others which would eventually lead to an accident. Much of today's accident prevention efforts have been focused on removing the “Unsafe Act” domino in order to prevent workplace injuries.

A new report from the National Safety Council's Campbell Institute, titled *Serious Injury and Fatality Prevention: Perspectives and Practices*, challenges Heinrich's pyramid and instead proposes that not all non-injury incidents are equal in terms of their potential for resulting in a serious injury and that only some NM/HO's have the precursors that could lead to injuries.

In order to better prevent serious injuries from occurring, it is more effective to focus on controlling these precursors rather than on trying to address all NM/HO incidents. Further, primarily focusing on Unsafe Acts, as per the Domino theory, fails to take into account that accidents usually have multiple causes and



HEINRICH'S DOMINO THEORY

contributing factors.

The Campbell Institute report, presented October 23, 2018, at the National Safety Council's Congress & Expo in Houston, described the precursors to serious injuries as NM/HO's that typically involve a combination of a higher risk activity (i.e. working at height or entering a confined space) with an amplifier (i.e. environmental conditions, work interruptions, or a breakdown in communication or teamwork) that increase the severity or probability that an incident will occur.

Recognizing that not all NM/HO's are equal and focusing on those with the highest likelihood of resulting in an injury presents the opportunity for a step change improvement in the elimination of serious injuries and life-altering events from the workplace.

I look forward to working with all of you to make this step change improvement in Foss.



CAMPBELL INSTITUTE SAFETY TRIANGLE

FOSS SAKHALIN EFFORT RECOGNIZED

Foss this fall received a commemorative medallion from ExxonMobil in recognition of its performance on a sealift and heavy-haul project for the 2017 Odoptu Stage 2 (OS2) oil development project on Sakhalin Island in the Siberian Arctic. The project was awarded the Exxon Mobil President's Safety, Security, Health and Environmental

(SSH&E) Award for 2017. In a note to Foss Project Managers **Leiv Lea** and **Art Dahlin**, Exxon Neftegas, Ltd., Sr. Field Logistics Superintendent **Ben Eric Angeli** thanked Foss “for demonstrating outstanding leadership, dedication, commitment and



results in achieving SSH&E excellence.” He added, “Your work during the 2017 sealift and heavy-haul demonstrated genuine care for others, learning from past incidents, and fostering strong partnerships with all OS2 personnel to enable mutual success.”

Scott Merritt Helped Lead Foss Through More than Three Decades of Challenges

If **Scott Merritt** has anything to regret about his 35 years at Foss Maritime, it has to do with his attitude as a cocky and self-assured young Cal Maritime graduate during his first 10 years at the company.

“I wish I’d done a lot more listening and a lot less talking,” Merritt said recently, noting that he was working with and for some great people with a wealth of experience. “I spent a lot of time trying to prove what I already knew.”

But Merritt, who rose to become chief operating officer of the company, got over his youthful hubris and helped lead Foss through more than three decades of successfully navigating the waters of a challenging industry.

He was succeeded as COO by former Chief Commercial Officer **Will Roberts** on Sept. 25, and since then has worked as an acting senior vice president. Merritt’s retirement will be official on Jan. 4.

Merritt, now 58, joined Foss in 1983 as a dispatcher in Seattle and served in a number of positions until 1993, when he opened the company’s San Francisco Bay Operation as its first manager. Later, as regional director on the Bay, Merritt oversaw the growth of the region from a one-tug operation to a full-fledged provider of maritime services, including tanker escort, ship assist, sand dredging and ship bunkering services.

He returned to Seattle and in 2005 became senior vice president for Harbor Services and Regional Towing and then senior vice president of operations, before being named COO in January of 2017.

What does he believe is the company’s greatest accomplishment during his tenure?

“Foss has a unique ability to reinvent itself and adapt to change in the marketplace,” he said. “There are a lot of tug-and-barge companies out

there with 100-plus-year legacies, but I haven’t seen another one that has been able to think outside of the box and seize opportunities in emerging markets the way we have.”

When Merritt started at Foss, 60 to 70 percent of its revenue came from the wood products industry. While still in that business, it is greatly overshadowed today by growth in the petroleum industry.

Foss performed five sealifts over the last 15 years to a number of oil development projects on Sakhalin Island in the Siberian Arctic and routinely escorts and assists tankers on Puget Sound, on San Francisco Bay and in Southern California. The company also operates the first US Flag LNG Bunker Barge and a “Rocket Ship” that moves satellite launch vehicles from the factory in Decatur, Alabama, to launch sites at Cape Canaveral, Florida, and Vandenberg Air Force Base in California.

“Our owners have been willing to let us take risks and re-invent ourselves,” Merritt said. “That’s why I’ve worked 35 years for one company. There’s always a new opportunity, and we haven’t been afraid to go after them.”

Perhaps his biggest challenges and most rewarding experiences as a manager at Foss have been creating opportunities for an employee group he describes as “incredibly talented, hardworking and smart.”

“It’s not always easy to maintain that energy and excitement while recognizing the contributions of people to the company, but I think Foss as well as any company has provided opportunities for people to shine,” Merritt said. He continued:

“We’ve had some of the best quality people you could ever work with — mariners, tankermen, shipyard workers and the people in the office. I don’t carry a lot of friends around in my personal life, but I’ve always had a lot



Scott Merritt

of friends at work, and I enjoyed coming to work every day.

“On our web site and in our ads, we talk about our great equipment and big projects, but nothing ever leaves the dock without good people.”

Foss President and Chief Executive Officer **John Parrott** had this to say about Merritt:

“I have always thought that a true measure of a person’s character is not only how they conduct themselves every day but also how they act as the curtains are closing. True to his 35 years at Foss, Scott has worked his tail off since announcing his retirement. He has been a tremendous help on a number of things at Foss, crisscrossing our regions from Hawaii to Jacksonville, with a little California thrown in for good measure. He has truly been giving it his all, right up until his very last day. I salute Scott for his years of dedicated service, for his help and council, and look forward to crossing paths with him again — presumably within our industry and in the very near future.”

Why is Merritt retiring now?

He and his wife, a teacher, have been discussing a more self-directed lifestyle, and the timing seemed right with Foss going through a reorganization and with Roberts having what Merritt says is a “perfect skill set,” for the redefined COO position.

“It’s a good time to make that jog left when the company is going right,” Merritt said.

Seventeen Artists Submit 23 Paintings in Foss' Annual Calendar Competition

A painting by renowned Northwest maritime artist **James Williamson**, depicting the tug *Caden Foss* on San Francisco Bay with a Chevron tanker in the background, graces the cover of the 2019 Foss calendar.

It's the first time, at least in recent history, that a painting has been featured on the cover of the calendar, which is released annually during the holiday season and is a popular tradition in the Northwest

maritime community.

Williamson's painting was selected from 23 submitted by 17 artists in the annual competition for the monthly spots in the calendar and for the image on the Foss Holiday card. Winners are



January, John H. Christensen, *Lewiston Gateway*



February, Coral Lehtinen, *Preparing for Underway*



March, Austin Dwyer, *Men Insuring that Foss is Always Ready*



April, Hung Nguyen, *Mikioi and Pi'llani at Work*



May, Steve Hu, *All in a Day's Work*



June, James R. Williamson, *Pacific Tracker Assist: Andrew Foss*

paid \$500 for reproduction rights and retain the rights to sell their paintings.

Williamson's originals and limited editions hang in thousands of executive offices, boardrooms, bank lobbies, government buildings, restaurants and private residences throughout the United States and many other countries. Many Williamson images have been

published as art cards, and on credit cards issued throughout the world.

The image on this year's holiday card, usually a Foss tug set in a snowy, wintry background, represents a big change. It's a painting by **Giorgina Candelaria Wells** of the Foss Tug *Pacific Escort* assisting a Matson containership at sunset in Honolulu. It's also the August image.



Cover Winner: James R. Williamson, *Caden Foss: Tanker Assist*



July, Julie Creighton, *Working Together*



August, Giorgina Candelaria Wells, *Hawaii Sunset*



September, Ron Snowden, *Foss Employee Training Session Aboard the Henry Foss*



October, Austin Dwyer, *An Enormous Responsibility... In Trusting Hands*



November, Steve Mayo, *Caden Foss at work on San Francisco Bay*



December, Robert Tandecki, *Working Alaska*

Foss Handles a Major Cargo Operation For the U.S. Army At Port of Seattle's Terminal 5

In a major military logistics operation at Terminal 5 in Seattle, Foss Maritime, in support of the U.S. Army's 833rd Transportation Battalion, oversaw the transfer of three trainloads of tanks, tracked vehicles and other equipment onto a cargo ship bound for Korea in September.

Each of the three trains had 60 rail cars. Additional equipment was delivered to Terminal 5 via a fleet of more than 120 trucks.

The 800 cargo items included 90 Abrams M-1 tanks, 150 Bradley tracked fighting vehicles and numerous other military cargo pieces. The Foss project team managed about 150 people working on the job, including soldiers, stevedores and project support personnel working day and night shifts.

To assist with the loading of the 90-ton tanks, Foss brought in a 300-ton, rubber-tired Omega Morgan crane. Smaller tracked vehicles and vehicles with tires were loaded onto the *Green Cove* under their own power.

All cargo was loaded to meet a tight schedule, with no injuries to personnel or damage to equipment.

The rotation of heavy equipment to Korea is routine business for the Army, but this is the first time this particular transfer has been done from the Port of Seattle, according to personnel from the 833rd

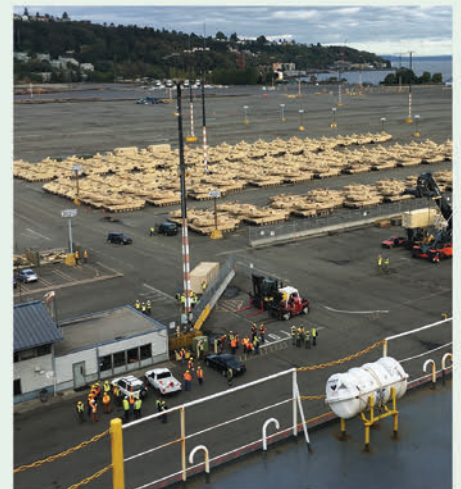


Bradley fighting vehicles, ready to be loaded onto the ship.

Lt. Col. Heather J. Carlisle complimented Foss for "absolutely fantastic work getting the *M/V Green Cove* loaded on time in such a professional manner."

She continued: "Really proud of all you have accomplished and the way you were able to punch through obstacles as they arose and pull together all the disparate elements supporting the effort into one cohesive team."

"Special thanks to our Foss teammates for their incredible support!"



M-1 tanks were queued up at Terminal 5.

The tugs *Wedell Foss*, right, and *Lynn Marie* brought the roll-on, roll-off cargo ship *Green Cove* into Terminal 5.



Michele Returns after Pacific Circumnavigation



With the Olympic Mountains as a backdrop, the *Michele Foss* enters Seattle's Elliott Bay after its Pacific Odyssey.

The tug *Michele Foss* in early October completed a four-month, 16,000-mile circumnavigation of the Pacific Ocean, heading from Seattle to Tahiti to tow a powerless ship to Korea before returning to the Pacific Northwest.

The high-powered ocean going tug was enlisted to tow a 431-foot, Philippine-registered bulk carrier to Korea for permanent repairs after temporary repairs had been performed in Tahiti. The ship had lost power and run aground near Raroia Atoll.

The *Michele Foss* is one of three Arctic Class tugs built at Foss Rainier Shipyard. The tug is 132-feet long, 41 feet in beam and is rated at 7,268 horsepower. The vessel entered service in 2015.



Members of the *Michele* crew were, from left, **Colin Smith**, mate, **Sean Thomson**, oiler, **Ryan Regner**, able seaman, **Dimitri Stignei**, mate, **Kevin Hergert**, oiler, **Tom File**, captain, **Cliff Acre**, able seaman/cook, and **Brian Jutzon** chief engineer.



RIVER ASSIST *The Foss tug PJ Brix recently assisted the bulk carrier Liberty Eagle into the Kalama Export Grain Terminal at the Port of Kalama, Wash., on the Columbia River. The ship is 623 feet in length and measures in at 51,812 deadweight tons.*

Andre Van Curen

FOGGY RIVER MORNING *The tug Peter J. Brix, foreground, sets out from the Foss home dock in Portland into a foggy Willamette River on a morning in mid-November. Underway in the misty distance is a pusher tug operated by Shaver Transportation.*





INDUSTRY PARTNER AWARD *San Francisco General Manager Henry Palmer, third from left, recently accepted the “2018 Industry Partner” award presented to Foss by California Maritime Academy at the annual CMA Scholarship and Awards Gala. Pictured, from left, are Max Rosenberg (husband of Laura), Bay Area Marine Personnel Manager Laura Rosenberg, Palmer, CMA President Tom Cropper, Molly Barrett (wife of Matt), Bay Area Tankbarge Manager Matt Barrett, and Southern California Port Captain Nevin Garcia.*

HAWAII RESCUE TOW

Foss and Young Brothers in mid-September responded to a call from the U.S. Coast Guard to rescue the passenger ship *Kulamanu*, which had lost power four miles south of Honolulu and was drifting toward the island of Oahu at 1.5 knots. There were no passengers aboard at the time, as the owner was attempting to deliver the 219-foot vessel from Hawaii to the U.S. West Coast. The *Barbara Foss* took the ship under tow and brought it into Honolulu harbor assisted by the Foss tugs *Pi'ilani* and *Eleu*.



Anchorage Has its First Dolphin-Class Harbor Tug

Foss subsidiary Cook Inlet Tug & Barge, based in Anchorage, has its first Dolphin Class tug, the hybrid-powered *Bering Wind*.

Formerly named the *Campbell Foss*, based in Southern California, the tug was renamed and transferred to Anchorage in November. The tug sailed to Anchorage after several weeks in drydock at Foss Seattle Shipyard, where the hull was upgraded to handle icy Cook Inlet winters.

“The addition of the *Bering Wind* to our Anchorage based fleet of tugs will improve our current level of service in the port,” said **Ben Stevens**, president of Cook Inlet Tug & Barge. “It will also ensure safe port operations can be conducted during the anticipated port revitalization project which will commence in spring of 2019.”

The tug was one of 10 Dolphin-Class vessels built at Foss Rainier Shipyard. Originally diesel powered, it was converted to a hybrid, diesel-electric powered tug in 2012. It was the company’s first retrofit of a



The *Bering Wind*, ready to be relaunched after its drydocking at Foss Seattle Shipyard.

Photos: Loren Skaggs

conventional tug to hybrid propulsion, which reduces fuel consumption and emissions.

The Foss tug *Carolyn Dorothy*, commissioned in 2009 and now in

service on the Columbia River, was the world’s first hybrid-powered tug.



The Dolphin-Class tug, in its new colors, executes a spin move on Seattle’s Elliott Bay before sailing to Anchorage.



PACIFIC MARINE EXPO

Matthew Nani, center, and Luba Babadzhanov, both representing Foss Shipyard, chatted with Bill Morton of Nichols Bros. Boat Builders recently at the Foss booth at Pacific Marine Expo in Seattle. The event is the largest commercial marine trade show on the West Coast, serving mariners from Alaska to California.



CAPT. DOMINGUEZ WAS A FIXTURE IN THE L.A. AND LONG BEACH HARBORS

Capt. René H. Dominguez, a long time fixture in the Los Angeles and Long Beach harbors, died suddenly at home on August 9. He was 83 years old.

Dominguez operated tugs in the harbor starting in the late 1950s, and ran Foss boats for the last 24 years of his career, retiring in 2002. He loved the waterfront and has photo-documented changes in both harbors since the 1950s.

He was well respected not only for his towboating abilities, but for his unique sense of humor, and for playing Santa Claus every year for friends and family. An avid backyard gardener, Dominguez enjoyed teaching his grandchildren that fruits and vegetables didn't just come from the grocery store.

Every year he led what he called



René Dominguez

his "pilgrimage" to the Gilroy Garlic Festival in Northern California, bringing garlic braids back to all who couldn't make it. He enjoyed traveling and discovering new places. He once said some of his best trips were

when he was lost.

He was preceded in death by his son, René II, and is survived by three daughters, Lisa, Audra and Erica, numerous grandchildren, and many friends.

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Port of Tacoma

TACOMA'S BIGGEST SHIP

Four Foss tugs assisted Evergreen's *Thalassa Axia*, believed to be the largest ship ever to call the Port of Tacoma, into Pierce County Terminal on Nov. 1. The ship is 1,200 feet in length and is capable of carrying the equivalent of 13,800 twenty-foot container equivalent units (TEUs). The assisting tugs, from the stern of the ship to the bow, were the *Wedell Foss*, *Marshall Foss*, *Lynn Marie* and *Henry Foss*.