October 2016 / volume 29 issue 5

FOSS

Tow Bitts

Heather Ronek

DENISE IN THE MIDNIGHT SUN The *Denise Foss* was photographed in brilliant midnight sunshine while delivering a mobile drilling rig to the Alaskan North Slope recently. More photos of the job appear on Page 10. Foss Historian **Mike Skalley** writes about one of the company's early tows to the North Slope in a "Look Aft" column on Page 18.

THE UNIQUE CHALLENGES OF A HARBOR SERVICES OPERATION IN THE NORTH COUNTRY

Winter is approaching in Alaska.

In the middle of December, Anchorage will have only four hours of daylight, and that won't amount to much more than dusk. And the harbor ices up, sometimes forcing the Coast Guard to close it, though that hasn't happened in recent years.

"We have a lot of darkness and that adds an element of risk that is of concern to everybody," said Capt. **Jim Van Wormer**, operations manager of Foss subsidiary Cook Inlet Tug and Barge (CITB).

And said **George Hembree**, who assists Van Wormer with tug

(Continued on page 4)

INSIDE

Tow Bitts

Up to the Challenge
Running a year-round harbor services business while contending with almost endless darkness in winter, ice and fast-running currents makes Cook Inlet Tug and Barge a challenging proposition, not to mention maintaining tugs 8 days from the nearest shipyard.
Cover

Ten Safety Rules to Live By
Keeping mariners safe is the highest priority of Foss Maritime, and at their recent quarterly safety committee meeting, employees of subsidiary Cook Inlet Tug and Barge focused on "Ten Safety Rules to Live By," drawn up by Foss safety specialists.
Page 6

Denise in the Arctic
The *Denise Foss* was christened in June in Tacoma and made its first Arctic voyage soon after, delivering a mobile drilling rig from Vancouver, Wash., to the North Slope of Alaska. The *Denise* is the second of three Arctic Class tugs being built at Foss Rainier Shipyard.
Cover and Pages 10-11

Assembling the Nicole Foss
The third of the three Arctic Class tugs, the *Nicole Foss*, is coming together at Foss Rainier Shipyard. Photographer **Craig Alness** used a drone to shoot some fabulous photographs of the bow, stern and lower house sections being lifted into place.
Pages 14-15

Tow Bitts

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.

The Pressures of Doing Business In Today's High-Speed World

By Gary Faber
Senior Vice President
Marine Transportation


Gary Faber

We live in an era of instant gratification. With cell phones, your friends and business associates expect to be able to reach you instantly. And when they send you an email with a question, be it personal or related to a work project, they want an answer, right now.

This phenomenon has brought enormous new pressures to those of us in the operating companies. The game continues to evolve into a more dynamic and time-sensitive one, and the stresses and demands of problem solving have increased ten-fold. Those stresses are always high when business is good and especially high when business is slow, as it currently is in our industry.

So how can we change our management approach to be more efficient and competitive in this high-speed business world and at the same time make solid decisions? First, a bit of background.

The management structure in many traditionally run businesses, and certainly in our business, is commonly a series of silos, each containing people with similar expertise. At an operating company like ours, for example, you generally would have project managers with a certain niche. Perhaps they would be engineers managing engineers, or cargo people managing cargo people or terminal specialists managing terminal people and so on.

But in today's high-speed world, a much more dynamic approach would make us more efficient and able to respond to the requirements of our customers more quickly. The key here is better collaboration between people in those silos.

Engineers are great at managing engineers, but depending on the project, maybe they should be managing cargo people or vice versa. Or maybe an IT specialist should be brought in to manage a project they wouldn't in a traditional organizational structure.

Talent sharing among departments enables us to operate with fewer people, and many believe that a move in this direction is strictly for cost savings. But actually, it's also a management training and succession tool.

By getting involved in projects outside their normal area of expertise, people learn different responsibilities and become multitalented. They also develop a broader understanding of the business, an understanding they need to have if they want to move up.

When a customer calls and wants a contract totally redone in a couple of days, even though it took six months to develop it, we need to be flexible, dynamic and fast if we want to keep the business. More than likely, we'll have to bring in people from different departments to deliver a timely response.

Or if the caller is a potential customer and has a question about a possible job, it probably will take teamwork to deliver a good answer in a timely manner.

In both cases if the respondents have worked in this pressure cooker before, they will rise and respond in a timely and responsible manner.

We only get one chance to make a first impression. If the customer can get their answer somewhere else, they might not call back.

Foss Partners with Seattle Maritime Academy To Provide State-of-the-Art Training for Mariners

Foss Maritime has entered into a four-year agreement with the Seattle Maritime Academy to support its new training facility, which includes a state-of-the-art engine room simulator, a full-mission bridge simulator and a computer simulation training laboratory.

Foss' experienced mariners will have access to the new simulators, along with the customized professional development training offered by Seattle Maritime Academy, to support upgrading or renewing licensing, and learn new skills.

"At Foss, safety is our top concern," said **Scott Merritt**, Foss senior vice president. "And when it comes to avoiding accidents, there are three things that really help: practice, practice, and practice. Having as much time as possible on a simulator is an excellent way for mariners to build their skills and confidence in vessel handling, navigation, and equipment handling,"

The new facility will also prepare students new to the industry for maritime careers, with professional/technical programs in Maritime Engineering Technology and Marine Deck Technology.

A mockup of the simulator at Seattle Maritime Academy.

"We are grateful for Foss' support and participation as we build this new resource for the community, and are looking forward to working with Foss mariners to build their skills," said **Sarah Scherer**, Director/Associate Dean of Seattle Maritime Academy.

"This partnership is a continuation of a strong relationship that also includes successfully placing SMA students with Foss for internships, where they receive at-sea and real world experience, while acquiring the required sea time to upgrade their credentials," she said.

"Foss, like other companies in the maritime industry, is experiencing increasing demand for skilled mariners as many of our employees near retirement," said **Darlene Crowder**, Foss vice president of Human Resources. "We are excited to have a high quality program here in Seattle to train the next generation of mariners,"

The Seattle Maritime Building 1 is comprised of 24,000 square feet on two floors. An opening ceremony was held on October 6, 2016. The building was christened, like a vessel. Foss and other industry professionals were in attendance.

FOSS RECEIVES 2016 AMERICAN MARITIME SAFETY AWARD FOR ZERO TOLERANCE DRUG AND ALCOHOL POLICY

American Maritime Safety (AMS) recognized Foss Maritime's efforts in building and maintaining a strong culture of safety by awarding the company the *American Maritime Safety Award* for the implementation and management of zero-tolerance drug and alcohol policy.

Foss was presented with the award at the 2016 Annual Membership Meeting and Safety Awards Luncheon on Thursday, October 13.

"Foss has a long history of leading the industry in safety and innovation, and we are honored by this recognition of our drug and alcohol policy," said Foss President **John Parrott**. "Our primary concern in all that we do is to keep our employees, equipment and the environments in which we operate safe. We do this with robust safety programs and systems, a constant commitment to improving our reporting and methods, and our relentless push to zero lives lost."

Foss' policy, which was updated in 2015, addresses the concerns of opioid abuse and other addiction issues, the legalization of marijuana in many states, and the reasons why a zero-tolerance stance is essential to the company's safety initiatives, and in meeting increasing customer demands and regulations.

AMS is a non-profit maritime trade association that facilitates the maritime industry's compliance with international shipping protocols and U.S. Coast Guard regulations.

THE UNIQUE CHALLENGES OF A HARBOR SERVICES OPERATION IN THE NORTH COUNTRY *(Continued from the cover)*

maintenance, "The last couple of years, the ice has been light, but in a normal year it can scrape 90 percent of the paint from a hull."

Ice and near-continuous darkness are among the unique challenges of operating a year-round harbor services business in the North Country. Also, extreme tidal variation, running up to 35 feet, and the strong currents that go with it, mean tug operators must be especially skilled.

And while maintaining the boats in such conditions is difficult enough by itself, Anchorage is an eight day run from the nearest full-service shipyard (in Seattle), and parts are scarce, driving higher prices in Anchorage.

CITB operates two ASD tractor tugs, the *Glacier Wind* and the *Stellar Wind*, which perform ship assists and ice escorts at the Port of Anchorage. The biggest customers are Foss sister company TOTE Maritime and Matson. Both operate containerships between Tacoma and Anchorage.

The tidal variation actually has given way to a creative solution to the lack of local drydocks.

"We tie the tugs to the seawall, let the water go away, and service them," Van Wormer said. "We get right down in the mud and might untangle a line that got caught in a wheel, do a little welding or replace a zinc. It's not easy, but it's all we have. And the window is one tide cycle, ten to twelve hours. That's a challenge. You're always looking over your shoulder for the water to come in."

With a paucity of local marine supply vendors, Van Wormer and Hembree try to anticipate needs for line and spare parts and buy proactively, often in Seattle because of both pricing and availability.

The tug *Stellar Wind* pounds through the ice in Cook Inlet.

"And when you turn in a life raft for inspection here it can take two to three weeks to get it back," Van Wormer said, noting that CITB never operates without proper safety gear on board. "In Seattle it's just a few days, so we've taken to sending them down there on the TOTE ships. It's much faster."

In addition to the challenges of operating a tug in constant darkness, CITB personnel are extra careful about keeping their dock, float and supply areas fully lit.

Because of the current and ice in winter, operators need local knowledge and must be extra-skilled in tug positioning. Five knots of current isn't unusual.

Sometimes in winter, ice builds up against the piers. To get the ships into their berths, one tug pins the bow to the dock while the other uses its propeller wash to run along the pier and blow away the ice.

"We deal with these conditions a lot," Van Wormer said. "But with our skilled team of mariners and great equipment, we provide safe and reliable service for our customers."

FOSS

"The last couple of years, the ice has been light, but in a normal year it can scrape 90 percent of the paint from a hull."

– GEORGE HEMBREE

Cook Inlet Tug and Barge: Serving its Sister Companies And Others In Anchorage and the State of Alaska

The Business

Cook Inlet Tug and Barge (CITB), a wholly owned subsidiary of Foss Maritime, has three lines of business. Out of the Port of Anchorage, the company performs ship assists and ice escorts with two ice-strengthened tractor tugs. Primary customers are TOTE Maritime and Matson, both of which run containerships to Anchorage from the Port of Tacoma. The tugs also assist tankers from various customers, and during the ice-free season, barges operated by Alaska Marine Lines.

In Seward, the company operates a small tug under the Anderson Tug & Barge (ATB) brand. (The Anderson family founded and ran the companies until Foss bought CITB in 2010 and ATB in 2012.) The tug mainly operates as a pilot launch and handles lines for cruise ships. Seward had 66 cruise ship calls between May and September of this year.

CITB began a third and new line of business this year, operating the marine assets of a sister company, fuel supplier Delta Western. The company delivers fuel from Tacoma to Delta Western terminals in Southeast Alaska, the Aleutian Islands and Western Alaska. CITB also delivers fuel from the terminals to communities in the Aleutians and on rivers in Western Alaska.

Management and Marine Personnel

CITB runs a lean management team, which includes General Manager **Ben Stevens**, Operations Manager **Jim Van Wormer**, **Sharm Sutterquist**, who manages the Delta Western business, and Office Manager and Marine Coordinator **Lana Kirikao**.

Stevens is the son of the late U.S. Sen. **Ted Stevens** of Alaska. The younger Stevens served in the Alaska State Senate from 2001-2007, rising to become Senate president. He also was a fishing boat skipper for 17 years and was a tug captain for Kirby for eight years. Van Wormer is a 31-year veteran of Foss and spent many years as a senior captain. He also was marine transportation operations manager. Sutterquist moved to Foss from Delta Western and previously had a career in fuel delivery with Crowley Maritime. Kirikao was part of the Foss-Shell project team and moved to CITB early this year.

Members of the Cook Inlet Tug and Barge management team include, from left **Sharm Sutterquist**, **Ben Stevens**, **Lana Kirikao** and **Jim Van Wormer**.

The company has 44 working mariners, many with extensive experience after coming from Delta Western and other fuel service providers. "They have up to 23 years of experience," Stevens said. "They know the terminals and the hookup requirements for multi-product barges." The harbor services crews also are long on experience in operating in Alaska's challenging conditions.

Equipment

- The Anchorage Harbor tugs are the *Glacier Wind* and *Stellar Wind*, ice-strengthened and rated at 2,200 horsepower and 3,500 horsepower respectively.
- In Seward is the *Junior*, 60 feet long and rated at 1,300 horsepower.
- The fleet serving Delta Western includes the *Taku Wind*, former *Jeffrey Foss*, 112 feet long and 4,300 horsepower, which delivers fuel oil to DW terminals throughout Alaska using the new 71,000 barrel barge *Antril S*. The tug *Chukchi Sea* delivers fuel to the Aleutians and Western Alaska on the barge *SCT-180*, and the shallow draft tugs *Pastolik* and *Frank Moody*, built at Foss Rainier Shipyard in 2011, deliver oil to river communities seasonally with barges *OB5* and *OB6*.

Business Philosophy

"Safety is primary in everything we do," Stevens said. "Much of our business is with sister companies, and we try to show that we can operate as safely and efficiently as possible. Our success grows with the success of these sister companies, and the same goes for our customers Matson and Alaska Marine Lines."

The 10 Safety Rules to Live By: Alaskans Hear Safety Mantras at Regional Committee Meeting

The occasion is the quarterly Regional Safety Committee meeting at Cook Inlet Tug and Barge in Anchorage, and the discussion is focusing on the Ten Safety Rules to Live By, drawn up by the Foss Safety Department based on a four-year review of incidents.

They are moving around the table, each employee reading one of the rules aloud. Present are Operations Manager **Jim Van Wormer**, Foss Director of Health and Safety **Al Rainsberger**, Capt. **Jordan May**, Welder/Deckhand **Jake Kaufman**, Mate **Justin Ryan** and Engineering Assistant **George Hembree**. They are going over the rules for the first time.

Van Wormer and Rainsberger added comments when appropriate.

• *I will always start my work with pre-task planning and a JSA where required.*

Rainsberger: "This allows crews to be involved in discussing how the task will be performed safely and what to do if the plan needs to be revised."

• *I will protect myself from falls when working above 5 feet.*

Rainsberger: "While any fall can lead to a serious injury, falls from greater heights are of the greatest concern so fall protection measures must be in place at all times."

• *I will not walk under suspended loads.*

Rainsberger: "Know your surroundings and heed to the signals and whistles when materials and equipment are being transported and make sure that they have the right of way."

• *I will wear approved safety equipment (PPE) in all required production and work areas.*

Rainsberger: "PPE is at times the only line of protection when engineering and administrative controls solely cannot always provide adequate protection."

• *I will stay out of the snap-back zone and the bight of lines.*

Operations Manager **Jim Van Wormer**, at the head of the table, discussed maintenance and care of inflatible life vests at the recent quarterly Regional Safety Committee meeting at Cook Inlet Tug and Barge. Others at the table are, clockwise from top right, **Capt. Jordan May,** Welder/Deckhand **Jake Kaufman**, Mate **Justin Ryan** and Engineering Assistant **George Hembree**.

Van Wormer: "The entire deck of a tug is a snap back zone. I personally know of several disturbing accidents involving snap back. This is very important."

• *I will maintain my work area free of hazards at all times.*

Van Wormer: "One thing I'm really proud of at CITB is the level of cleanliness and stowage. Everything is clean and in its place."

• *I will verify isolation of energy (Lock-Out Tag-Out) before work begins.*

Rainsberger: "Locking and tagging out energy sources includes electricity, hydraulics, mechanical, pneumatic, chemical, thermal, and any other stored energy sources."

• *I will only enter confined spaces that are certified by a marine chemist or shipyard competent person.*

Van Wormer: "A confined space is any place that doesn't have normal ventilation. Rust is one thing that eats oxygen. You open a space up and there's no oxygen, and these spaces can be very small, small enough for you to just fit your head in.

• *I will only work with a valid hot-work permit when required.*

Rainsberger: As per OSHA "Hot" work means any activity involving riveting, welding, burning, and the use of powder-actuated tools or similar fire-producing operations. Grinding, drilling, abrasive blasting, or similar spark-producing operations are also considered hot work except when such operations are isolated physically from any atmosphere containing more than 10 percent of the lower explosive limit of a flammable or combustible substance."

Mate **Justin Ryan** learns how to take a life vest apart and put it back together.

• *I will use my stop work authority when exposure increases beyond plan.*

Van Wormer: This can also be viewed as a 'stop work obligation or stop work responsibility.' The captain doesn't see everything that's happening on deck. All mariners have the responsibility to let them know what's going on. Regardless of the chain of command, you have an obligation to safety.

SAFETY CORNER | Mitigating Risks we Face Every Day at Home and at Work

By Al Rainsberger
Director of Health and Safety

Risk — A bad four letter word.

Risk is defined as exposure to the chance of injury or loss, a hazard or dangerous chance. We all face risk in our everyday lives both at work and at home.

At home every time we drive a car there are associated risks such as colliding with another car, a flat tire or an engine fire. We reduce those risks by driving the speed limit and following traffic lights, wearing our seatbelts, inspecting the tires for proper tread and traction, and performing scheduled maintenance.

At work there are also risks regarding the vessels we sail on, the terminals we work in, the shipyards that we operate and the equipment and tools we use. We can mitigate those risks by assuring that we have proper training, recognizing situational awareness, communication, proper planning, wearing the appropriate personal protective equipment, and following the procedures in our Safety Management Systems.

When something does not seem right it usually means we need to evaluate and determine if a risk is present. And if a risk is present take the proper steps to reduce or eliminate the hazard.

And if you ever feel that you or your co-workers may be in harm's way utilize your "Stop Work Obligation" so we all are as safe as possible.

Working together we can identify risks and go home to our families safely each and every day.

FOSS

INSPECTIONS ARE LEARNING EXPERIENCES

*Director of Health and Safety **Al Rainsbergber** recently inspected the gauges on an above-ground storate tank for used coolants at the Young Brothers Terminal in Honolulu. Rainsberger periodically coordinates facility inspections and audits for safety and environmental compliance at all Foss locations, using the inspections as a teaching tool for everyday employees at the ports. "Every time I audit a facility," he said, "there are fewer findings, and the workers learn both what is required and, potentially, a better way of accomplishing their work tasks." Young Brothers Vice President **Dean Kapoi** said, "The audits are critical for continual improvement in our safety and environmental programs. Al provides a fresh set of eyes to the process and for that we have become a better organization."*

SELLING SAFETY

Safety equipment vendors showed off vests, harnesses, gloves, goggles and other gear recently at the Foss Industry Appreciation Barbecue at Terminal 5 in West Seattle. In addition to enabling the vendors to promote their brands, their annual presence at the picnic gives Foss a chance to demonstrate its commitment to safety to customers and other guests at the barbecue.

Photos: Alex Otero

ON STATION IN NEAH BAY *The tug Marshall Foss, at the pier, has been stationed in Neah Bay in recent months as the Washington State Emergency Rescue Towing Vessel to assist ships that lose power or otherwise need help off the Washington Coast or in the Strait of Juan de Fuca. Neah Bay is a remote hamlet on the Makah Indian Reservation, in the extreme northwest corner of Washington. In the photo below left, Capt.* ***Bill Sturgell*** *relaxes outside the pilothouse. Below right, deckhand* ***Paul Haws*** *is at the controls of the tractor tug.*

Rick Wilson

GOODWILL VISIT TO HONOLULU

The Chilean Navy training ship Esmeralda was assisted into its berth recently at the Port of Honolulu by the Foss tractor tug Mamo. The ship, on a goodwill visit to Hawaii on the way to Tokyo, is a four-masted barquentine, 371 feet long and with a beam of 43 feet. It flies 21 sails with a total sail area of 30,892 square feet and carries a crew of 300 plus 90 midshipmen.

Jesse Richardson

UP AND AWAY

The ferry Susitna was hoisted out of the water by the heavy lift ship Happy Star and placed on a barge in late September in Port Angeles, Wash. The catamaran ferry, which is headed to the Philippines to serve as a Red Cross mobile clinic, had been at Foss Shipyard for several months as part of an engine repowering project.

Denise Voyage to the North Slope

Hilcorp photo

The *Denise Foss* and cargo barge American Trader delivered a mobile drill rig to the North Slope of Alaska recently, departing from Vancouver, Wash., on July 30 and arriving at the destination August 27. In the photo at right, the Portland-based tug *PJ Brix* tended the barge during loading at the Port of Vancouver. The other photos show the tug and barge as they neared the offloading port.

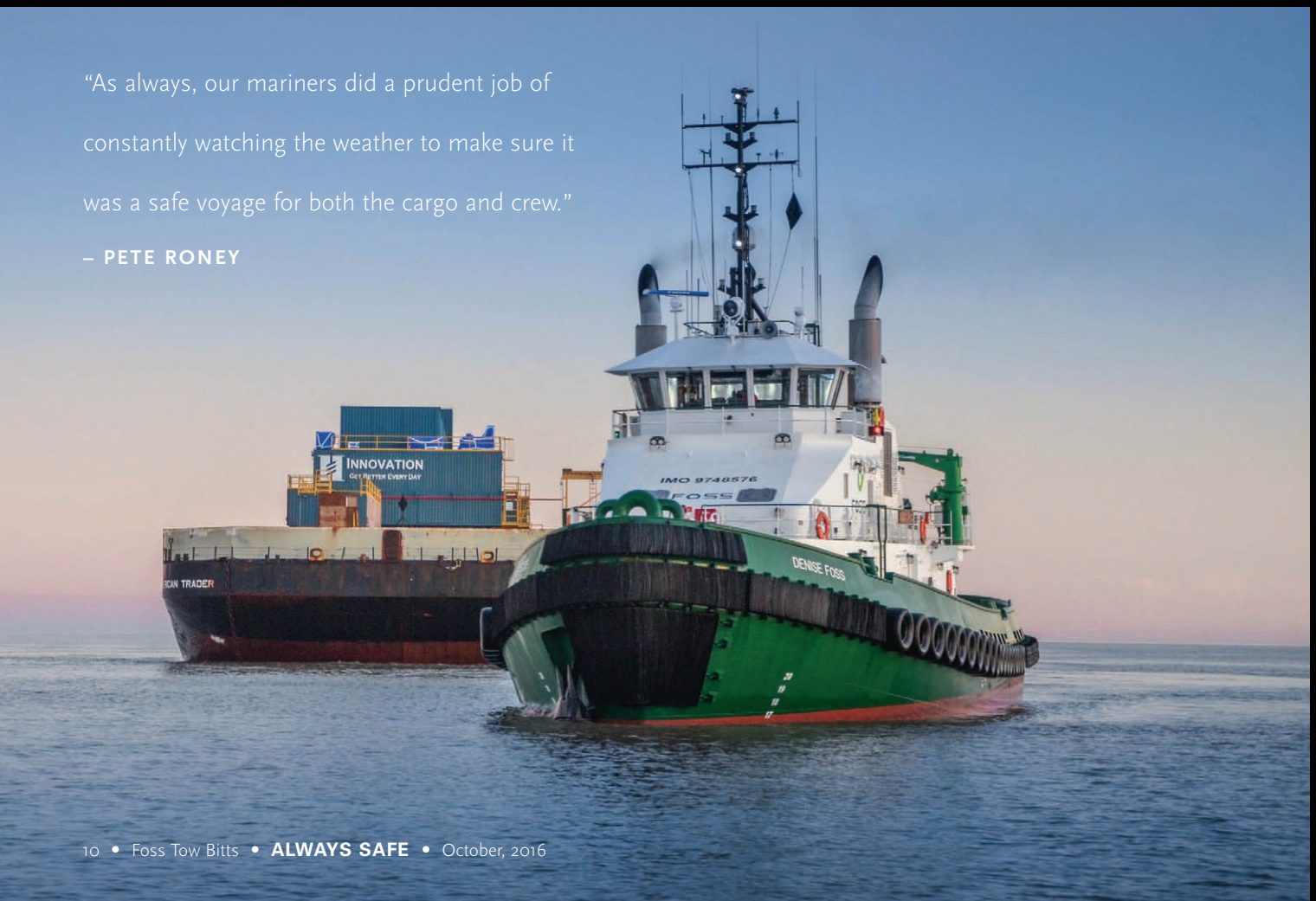
The customer was Texas-based Hilcorp, one of the largest oil and natural gas exploration and production companies in the United States.

"As always, our mariners did a prudent job of constantly watching the weather to make sure it was a safe voyage for both the cargo and crew," said Project Manager **Peter Roney**.

Other members of the shore crew were Marine Transportation Port Capt. **Henry Palmer**, Barge Supervisors **William Roy** and **Jesse Richardson**, Ballast Specialists **Anthony Selfa** and **David Chesnut**, and Safety Supervisor **Randal Lau**. Members of the tug crew were Capt. **Clare Nelson**, Chief Mate **Mark Boehland**, Second Mate **Albert Ursitti**, Chief Engineer **Michael Lunetta**, Oilers **Kenneth Jones** and **Szablocs Vas**, Able Seamen **Michael Jacques**, **Wayne Jines** and **Robert Robison** and Cook **Kyle Jewell**.

The *Denise*, christened in June, is the second of three Arctic Class tugs being built at Foss Rainier Shipyard. They are ice-strengthened, 132 feet long and pack 7,268 horsepower. Progress photos of the third Arctic Class tug appear on pages 14-15.

Photos: Heather Ronek



"As always, our mariners did a prudent job of constantly watching the weather to make sure it was a safe voyage for both the cargo and crew."

– PETE RONEY


AMERICAN TR


ERICAN TRADER
DENISE FOSS
SEATTLE, WA.

FROM LEWISTON TO BREMERTON *The tug PJ Brix and the barge Seattle approached the Port of Lewiston, Idaho, on the Snake River recently to pick up a cargo of office modules, loaded in the photo at right. The PJ Brix towed the modules, bound for the Puget Sound Naval Shipyard in Bremerton, down the Snake and Columbia Rivers in a three-day trip to Rainier, Oregon. There, the barge was picked up by the ocean-going tug Michele Foss for the four-day voyage to Bremerton. The modules were manufactured by Spokane-based American Alloy.*

TEMPORARY VISITOR *The self-unloading bulk carrier OC Pepel was moored at the Foss-operated Terminal 5 at the Port of Seattle for a week recently following a refit at the nearby Vigor Shipyard. Foss provided line handling, gangway security, tugs for ship assist and potable water to the vessel through its agents, General Steamship. The 574-foot vessel, built in 2010 and rated at 19,538 gross tons, was headed to Sierra Leone to serve as a lightering vessel to deliver iron ore from a mining site to deep-draft, Panamax bulk ships.*

Alex Otero

FINISHING UP THE FERRY JOB

The Alaska state ferry Chenega was towed to dockside recently after coming out of Drydock No. 2 at Foss Shipyard in Seattle. In late September, the yard was finishing up a four-month overhaul of the ferry, including, cosmetic work, upgrades to passenger spaces and drydocking with significant hull repairs and removal of its jet drives. A sister ship, the Fairweather also was in the yard recently for extensive maintenance. The vessels are 220-foot long, 60-foot-wide catamarans powered by waterjets and capable of speeding along at up to 45 knots.

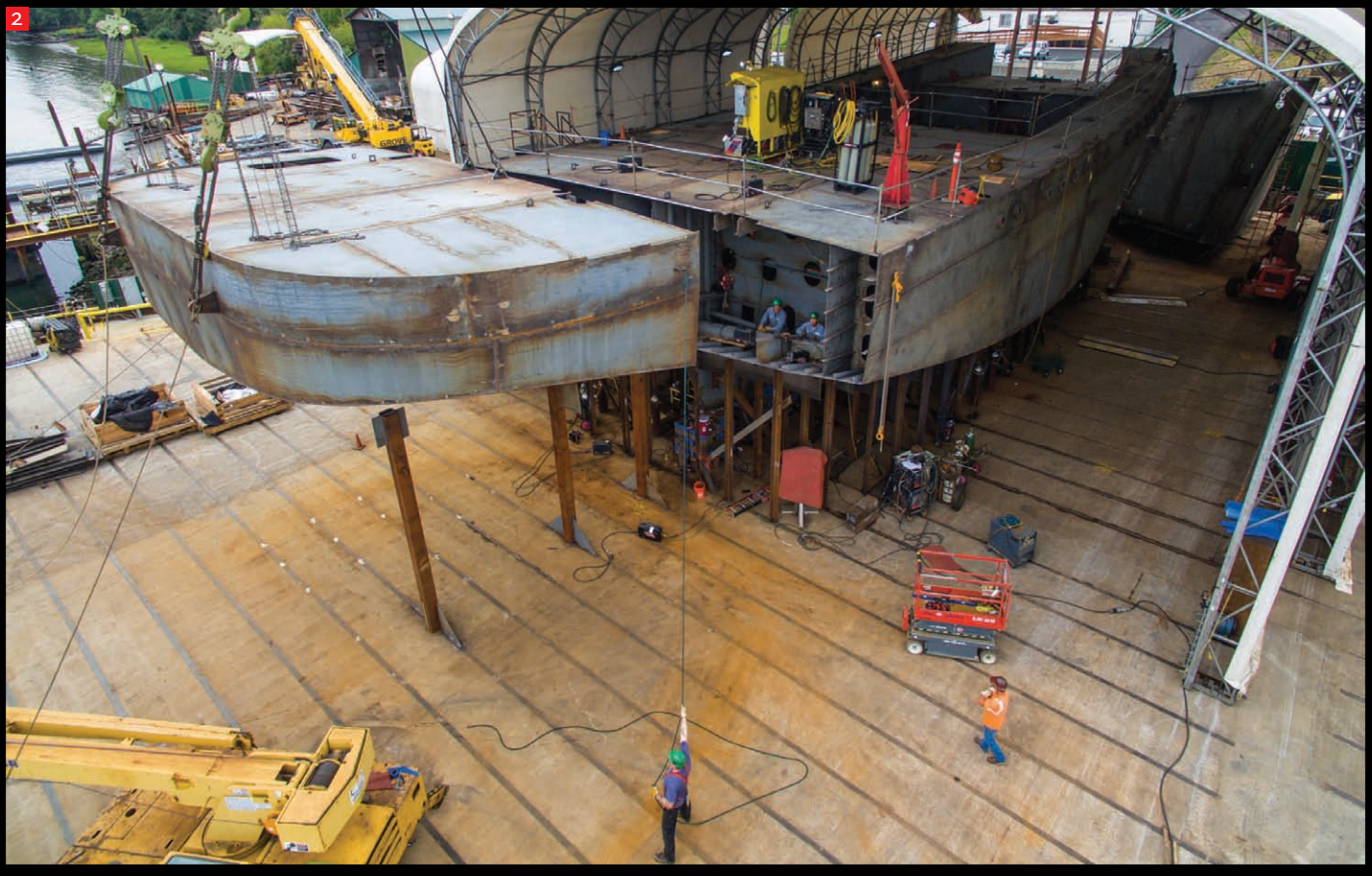
EYAK CHIEF IN DRYDOCK

*The tug Eyak Chief, formerly a U.S. Army tug, was in drydock at Foss Shipyard in Seattle recently for standard maintenance and inspections. The tug is currently owned by the Alaska Native Eyak Nation in Cordova, Alaska. In the photo below, welders **Steve Sorg**, left, and **Mang Kang** replace a zinc anode on the hull.*

1

Assembling the Nicole Foss

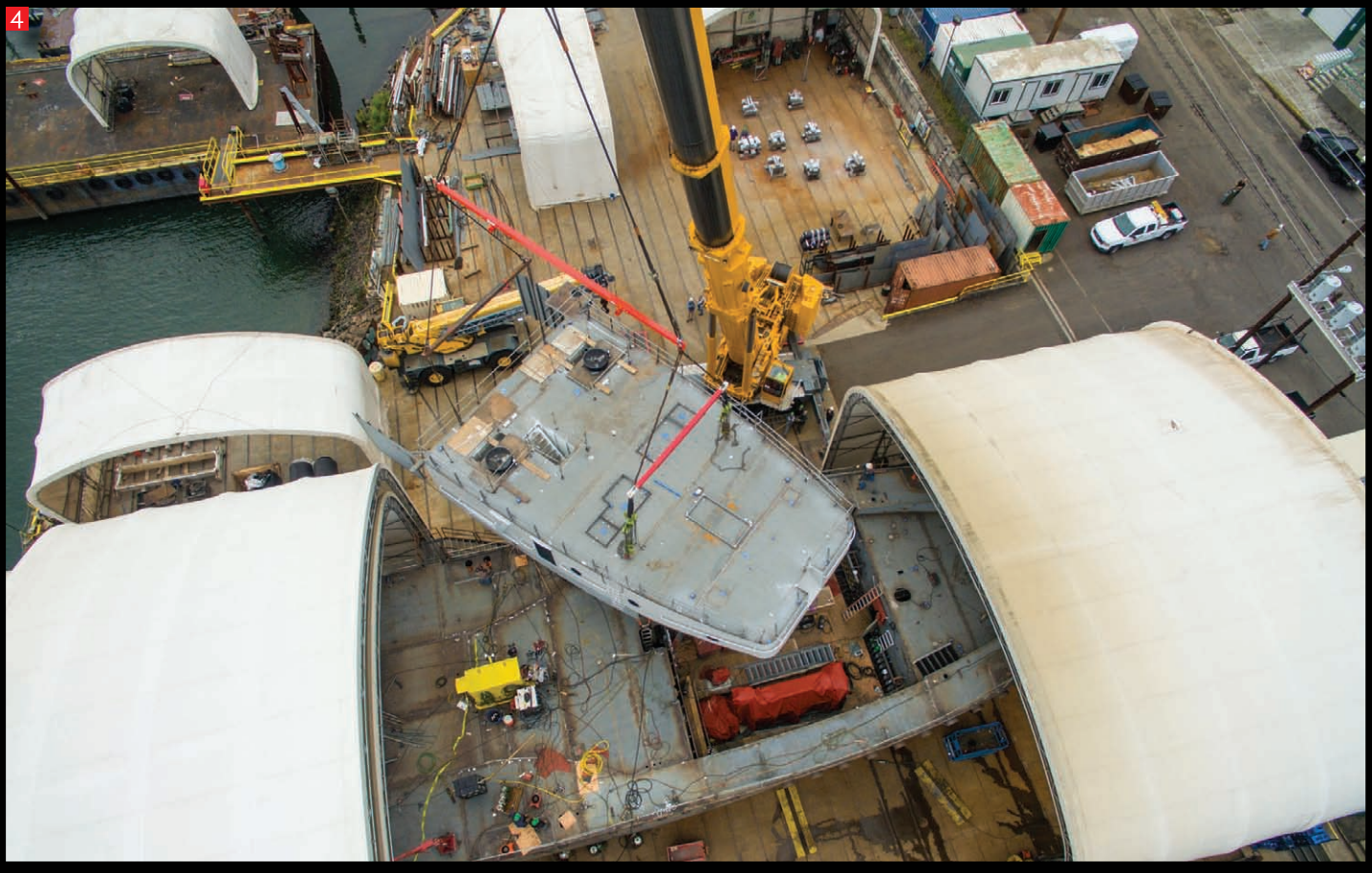
Four main sections of the new Arctic Class tug *Nicole Foss* were assembled recently at Foss Rainier Shipyard, as shown in these photographs shot from a drone by **Craig Alness** of All Industrial Images. In photo 1, the crane prepared to lift the 86,000-pound stern module into position. The stern, bow and lower house sections were joined with the mid-section of the tug (under the tent)



2

3

in photos 2,3 and 4 respectively. The lifts, which followed installation of the main engines and reduction gears, were executed over four days. The *Nicole* is the third of three 132-foot Arctic Class tugs being built at the yard. The first two, the *Denise Foss* and the *Michele Foss*, are now in service.



4

HIGH SCHOOLERS ON THE HENRY

Twenty-four Tacoma high school students toured the tug Henry Foss, discussed maritime industry job opportunities with its captain and others from the company, and were treated to lunch recently at the Foss home dock in Tacoma. The students are participating in a school district program that aims to give them an overview of the marine transportation industry and help them obtain merchant mariner certifications and others endorsements related to warehousing, logistics and environmental protection. Hosting the students, shown in the photograph with Foss and school district representatives, was part of a stepped-up recruiting effort by Foss. In the photo below, Capt. ***Kent Salo*** *meets in the pilothouse with students, from left,* ***Gody Tupuluu****,* ***Ben Solberg*** *and* ***Victor Mageo****.*

Ken Swingle

PUTTING IMAGINATION INTO DRYDOCK

The Foss tractor tugs Peter J. Brix, left, and the Wyneme Spirit, assisted the cruise ship Carnival Imagination into drydock at the Vigor Industrial Shipyard on the Willamette River in Portland recently. Built in 1995 and refitted in 2007, the ship is 855 feet long and carries a crew of over 900 plus a maximum of 2,634 passengers.

BARBEQUE SERVES UP INDUSTRY APPRECIATION

***Monte Crowley**, right, and **Rebekah Lay** greeted guests who filled out name cards August 11 at the Industry Appreciation Barbecue hosted by Foss at Terminal 5 in West Seattle. Customers and friends of Foss from the Puget Sound area enjoyed hot dogs, hamburgers, salads and sunshine at the annual event. In the photo below, guests and Foss employees lined up for the chow.*

GAZELEY LEAVES FOSS WITH 'PLENTY OF FOND MEMORIES'

After nearly 40 years at Foss, almost all of it as a customer service representative, **Marc Gazeley** has no regrets.

"I have good kids, the same wonderful wife, my health, and enough money to live. What more could I ask for?, " Gazeley said recently in the dispatch office at Foss' Ewing Street location in Seattle.

Gazeley, 69, retired Sept. 29.

He grew up in Coos Bay, Oregon, the son of the owner of a harbor service company that stored and rafted up logs destined for export.

Gazeley started at Foss in 1972, working on tugs before moving into dispatch a year later. He took about five years off beginning in 1977, to start an import-export business (which he still runs), returned to Foss in 1981 and has been working in customer service ever since.

His younger brother, **Herb**, is a senior captain for the company and most recently was the port captain for an oilfield support operation on Sakhalin Island in eastern Russia. Their younger sister is married to a retired Crowley captain. She dispatched in Seattle & Prudhoe Bay for Crowley.

Marc Gazeley and his wife, **Laani**, plan to travel during their retirement years, to parts of Asia and Europe they haven't seen. The Barcelona region in eastern Spain is a sure destination, he said.

"Sometimes I think I should have done something different," he said of his years at Foss, "but when you get right down to it I have plenty of fond memories of the comeradarie at Foss and what it has enabled. I feel I have been unusually blessed my whole life."

Marc Gazeley

"I have plenty of fond memories of the comeradarie at Foss and what it has enabled. I feel I have been unusually blessed my whole life."

– MARK GAZELEY

FOSS

INDUSTRY HAS BEEN 'FUN, INTERESTING' FOR KANSAS NATIVE

Shelly Rieger

"I have been lucky to always get to work with a good team of people,"

– SHELLY RIEGER

Shelly Rieger has seen lots of changes since she joined Foss in June of 1983 as a young woman with an MBA from the University of Kansas and a few years of work experience under her belt.

"One of the biggest changes has been in technology. When I started, there were no laptops or even desk top computers and instead of cell phones there were pagers for 24/7 access."

She has been through numerous reorganizations while at Foss. "But I have been lucky to always get to work with a good team of people," she said, "and I've had good, smart bosses to learn from."

Rieger, 65, retired on Sept. 30. She worked in the Finance Department for her entire career at the company, working on budgets, forecasts and financial reviews of Foss projects. Over her career she has worked with all three of Foss' business lines: Harbor Services, Shipyards and Marine Transportation.

Shelly grew up in a small town in the northeastern corner of Kansas. After getting an MBA, she worked for General Dynamics in Fort Worth and then for an oil and gas limited partnership in Bellevue, Wash. A headhunter sought her out for the position at Foss.

"It's been a fun, challenging and dynamic industry to work in, particularly having come from Kansas where our biggest bodies of water are lakes and ponds, and I have learned a lot over the years," she said.

In retirement, she plans to travel and golf among other things. "I'm going to enjoy life," Rieger declared. "I'm going to do the things I want to do, when I want to do them — be on my own schedule. It is going to be great!"

From Texas to the North Slope in 1970

By Mike Skalley

Forty-six years before the newly commissioned *Denise Foss* and barge *American Trader* delivered cargo to Alaska's North Slope (see cover and pages 10-11), another Foss tug, the 5,000 HP *Arthur Foss* safely delivered two newly constructed 5,500-ton Foss barges with specialized oil production equipment to the recently discovered oil fields at Prudhoe Bay. The equipment was to be offloaded for B.P. Alaska Inc. by its engineering and construction contractor, Brown & Root, Inc. of Houston.

The *Arthur*, under the guiding hand of veteran captain **Tom King**, departed Seattle on April 22, 1970 running light to Houston, Texas. Upon arrival they stood by during the loading of the newly constructed barge, *Foss 256*. A sister barge, the *Foss 255* had been loaded with similar oil field equipment the week before and had departed under tow of the newly constructed McDermott class tug *Leslie Foss* for temporary moorage in Port Angeles.

The *Arthur* arrived in Seattle with the Foss 256 in early June, and after a few days in port for supplies and additional outfitting departed for the North Slope with the 255 and 256 in tow. Unfortunately the ice was still holding a grip on the Arctic Ocean and Chukchi Sea in July and early August of 1970. The *Arthur* and the two barges were forced to anchor in Port Clarence for nearly five weeks before the wind shifted and moved the ice away from the shore far enough to enable the *Arthur* to pass around the northern tip of North America at Point Barrow and safely proceed to the discharge site at Prudhoe Bay, arriving on August 11.

The *Arthur Foss* and barge *Foss 256* are just outside of the ice as they approach Prudhoe Bay.

Upon completion of the discharge the *Arthur* and the two barges returned to Seattle, and with no ice issues safely arrived on September 14. Eighteen thousand miles of Pacific, Gulf of Mexico and Arctic waters had slipped past the Arthur in one hundred eleven days, not counting the ice-detention time.

Editor's Note: Mike Skalley is the Foss historian and author of several books on the company.

PEOPLE NEWS

NEW EMPLOYEES

Dania Nezbeth
Payroll Accountant
Seattle Corporate Office

Bill Ibsen
Paintshop Foreman
Seattle Shipyard

Shelly Rieger
Financial Analyist
Seattle Corporate Office

RETIREMENTS

Marc Gazely
Customer Service Representative
PNW

SATISFACTION GUARANTEED

Sales gets customers;
service keeps them.

—FROM SATISFACTION GUARANTEED
BY BYRD BAGGETT

FOSS

1151 Fairview Avenue North
Seattle, WA 98109

Jan's Marine Photography

GRAIN TERMINAL ASSIST *The tugs Henry Foss, foreground, and Wedell Foss recently assisted the bulk carrier Troodos Air at the Port of Tacoma's grain terminal. The ship, registered in Cyprus, is 748 feet long and is rated at 88,849 deadweight tons.*