June 2015 / volume 27 issue 3

FOSS

Tow Bitts

OIL RIG ARRIVES ON PUGET SOUND The tug *Andrew Foss* stood by the Dockwise ship *Blue Marlin* after it arrived in Port Angeles carrying the oil rig *Polar Pioneer* in mid-April. The rig, carried from Malaysia, was offloaded from the ship while it was at anchor and towed to T erminal 5 in Seattle. The *Polar Pioneer* – 400 feet long, 300 feet wide, weighing 46,000 tons and carrying a crew of 120 when it is operating — has drilled more than half of the wells above the Arctic Circle successfully and without incident. F oss marshaled marine assets at Terminal 5 for Shell, which plans exploratory drilling this season with the *Polar Pioneer* and another rig in the Chukchi Sea in the Alaskan Arctic. More photos on page 5.

Jordyn Lerum

RED DOG CREWS HEAD NORTH TO ARCTIC FOR 26TH YEAR IN A ROW

About 75 Foss mariners and shoreside crewmembers are heading north for the company's 26th season at the Red Dog Mine in the Alaskan Arctic, hoping for the kind of early ice break-up and good weather that helped the operation meet its goals last year.

Red Dog Manager **Jay Schram** said four Foss tugs – the *Stacey Foss, Sandra Foss, Iver Foss* and *Sidney Foss* — and specialized ore barges *Kivalina* and *Noatak* — moved 1.35 million wet metric tons of zinc and lead ore to 24 ships last year, registering an above-average season.

(Continued on page 4)

INSIDE

Tow Bitts

Brisk Ocean Business Contrasts with Challenges For Harbor Services

By Paul Stevens
President and Chief Executive Officer

Paul Stevens

The christening of the Arctic Class tug *Michele Foss* in April, and the continuing construction of her two sisters at our Rainier Shipyard in Oregon, heralds a new era of growth for Foss Maritime.

These are big, powerful, ice-strengthened ocean tugs, ideal for project work and for supporting our ongoing expansion in the oil and gas sector. In fact, as you read this, the *Michele* is on her way to Korea to pick up oil field modules for delivery to a development at Point Thomson in the Alaskan Arctic.

The 360-foot barge under tow by the *Michele* is another important new asset, built specifically for carrying the big, heavy modules to shallow regions of the Arctic.

Other current projects underway include supporting Shell's planned exploratory drilling in the Chukchi Sea during the upcoming season. We have leased a portion of Terminal 5 in Seattle where Shell has been marshaling marine assets that will be dedicated to the effort. Foss tugs will help tow many of those assets to the Arctic and provide continuing assistance to Shell during the season.

Our vessels also are supporting oil and gas infrastructure development in Cook Inlet. And in 2016, we will return to Sakhalin Island off Russia's east coast to support a petroleum development project there.

Further into the future, we see additional maritime opportunities in Russia, Alaska and Canada that match our capabilities.

This growth in the "ocean" side of our business is in contrast to what we view as temporary challenges for our harbor services division. Our harbor work has been adversely impacted by a West Coast labor disruption, congested terminals and the continuing formation of vessel alliances by ship operators.

This, along with a drop in tanker calls as a result of crude oil deliveries by railcar to West Coast refineries, has reduced tanker escorts and put a strain on operating efficiencies. As a result, our harbor services group has been focusing on cost control.

Looking ahead, I remain optimistic that we have positioned Foss to take advantage of the changing landscape. With Saltchuk's support we have made the necessary capital investments to meet our customer's needs, and in my opinion, have put together the best team of people in the industry.

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 Colleen Liman, (206) 281-3988 or colleen@foss.com.

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TUGBOAT COMPANY OF THE YEAR

Foss recently was recognized as 2014 Tugboat Company of the Year by Evergreeen Shipping Agency (America) Corporation, which noted that Foss' "consistent high level of excellent service has earned this recognition." In the photo of the award presentation at the southern California Evergreen office are, from left, Evergreen Line Manager ***C.T. Chen****, Junior Vice President, Logistics, Evergreen Shipping Agency (America)* ***Kun Lung Tsai*** *(Abraham), Foss Southern California Account Manager* ***Kariane Meadow*** *and Foss Commercial Director* ***Jeff Horst****.*

SALTCHUK SAFETY AWARDS

Saltchuk President ***Tim Engle****, left, presented a plaque recognizing the Foss Harbor Services Division for experiencing no lost-time injuries in 2014. Receiving the award at the Saltchuk Risk Managers Conference in Seattle in early May was Foss Director of Health and Safety* ***Al Rainsberger****. Foss subsidiary AMNAV was recognized for having no lost-time injuries in its shipyard and for having no lost-time injuries and the most improved lost-time injury rate in its marine operations. Subsidiary Cook Inlet Tug & Barge also received a no-lost-time injury award, and subsidiary Young Brothers received a most-improved lost-time injury rate award.*

FOSS

RED DOG CREWS HEAD NORTH FOR 26TH YEAR IN A ROW

(Continued from the cover.)

The *Iver Foss*, left, and *Sandra Foss*, assist the ore barge *Noatak* at the Red Dog Mine port.

The fleet arrived at the mine on June 26, 2014, and loaded out its first barge on June 29, a few days earlier than normal.

"They had a record amount of ore waiting for us, 919,760 wet metric tons," Schram said. "Our goal was to load that ore plus what they produced while we were there. We had to wait a couple of weeks at the end of the season for them to get the last of it out to us, but we did it."

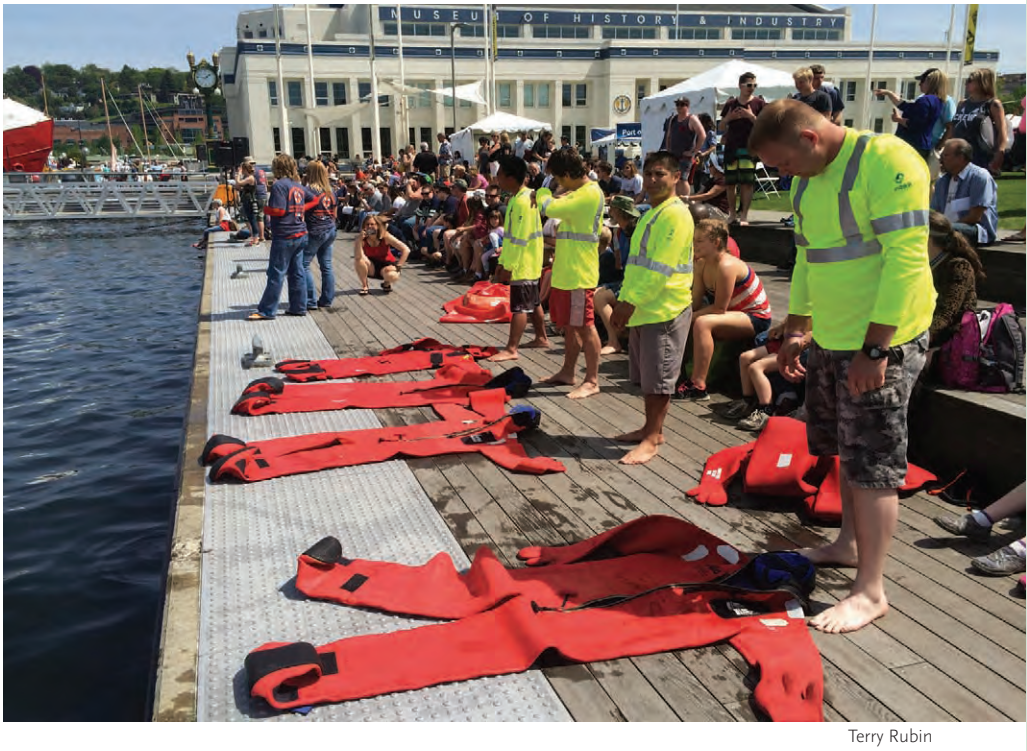
Other than a couple of storms that came through in late July and early August, the weather was good, according to Schram. Also helping the season to success were boat crews that had "a lot of good hands."

Schram said the mariners included a number of experienced captains, such as **Stan Stromme** and **Todd "Sea Wolf" Wilson**. He gave particular credit to **Gary May**, captain of the *Iver*, who missed 2013 but was back last year, and **Nate Jansma**, who served as port captain for the first time last year.

Curt Anderson, left, and **Zack Gagnon** guide a reel of tow cable from the tug *Iver Foss* toward the tarmac at Foss Terminal. **Jessie Tarabochia** is operating the crane. The *Iver* is one of four tugs headed north for the Red Dog Mine project.

ONCE AGAIN WINNERS

The Foss Maritime team won this year and has won 13 of previous 27 survival suit races held annually as part of the Seattle Maritime Festival, sponsored this year by Vigor Industrial. At the starting gun, team members put on their survival suits, jump into the water, swim to a life raft and climb aboard. The fastest team wins the competition and the trophy, presented by Compass Courses Maritime Training. Team members, ready for action, were, from left, ***Nevin Garcia****,* ***Jim Peschel*** *(coach),* ***Chris Mack Jr.*** *and* ***Henry Palmer****.*



Terry Rubin

FOSS, GOVERNOR AND OIL RIG AT T-5

Foss leased about 50 acres of Terminal 5 at the Port of Seattle this spring to marshall Shell marine assets to be used for exploratory drilling this summer in the Chukchi Sea in the Alaskan Arctic. In the photo at top, the drilling rig Polar Pioneer and a ship involved in the Shell project are moored at the terminal. At right, from left, Foss President and CEO ***Paul Stevens****, Alaska Gov.* ***Bill Walker*** *and Port of Seattle Commissioner* ***Bill Bryant*** *stopped for a photo before the governor took a tour of the rig. Below right, Gov. Walker is seated in the rig's "driller's chair" as he is briefed by a rig manager.*

SAFETY CORNER | Measuring Safety: Here's How We Size Up Our Performance

Al Rainsberger

By Al Rainsberger, Director of Health and Safety

If you ask various people throughout our organization how safety is measured, you will undoubtedly get different responses.

We measure certain aspects of our program by statistics on total OSHA recordable incidents, lost-time incidents, restricted duty days and the number of fatalities. These measures are required by OSHA and our customers. They are common benchmarking areas where we can measure ourselves against maritime companies that perform the same tasks that we do.

These measurements are important but tend to be lagging indicators because the event and actions that led to the incident have already passed by. Lagging indicators are the traditional safety metrics used to indicate progress toward compliance with safety rules. These are the bottom-line numbers that evaluate the overall effectiveness of safety within our organization. They tell you how many people got hurt and how badly.

Another proactive and important measurement is referred to as a leading safety indicator where we look at ways to keep an incident from happening in the first place. Leading indicators are focused on future safety performance and continuous improvement. These measures are proactive in nature and report what employees are doing on a regular basis to prevent injuries.

Additional efforts need to be measured as well. Examples are:

- Training provided to our employees
- Drills performed to plan for actions needed during unplanned events
- Regular safety inspections of our vessels and shipyards
- Safety meetings on the vessels, offices, terminal and shipyards
- Safety suggestions provided to management and the Regional Safety Committees
- Number of Job Safety Analyses conducted
- Number of near miss reports submitted
- Number of hazard observations noted
- Number of people-based safety observations identifying safe and at risk behaviors

So which measurement is best to utilize? Both are equally important to see how we have done in the past and where we are progressing and to plan ahead to prevent injuries and incidents.

FOSS

SAFETY PROGRAMS TAKE HOLD IN HAWAII; NUMBERS IMPROVE AS PROGRAMS IMPLEMENTED

The Foss safety program is taking hold for marine operations in Hawaii and for the freight terminal operated by Foss subsidiary Young Brothers (YB).

Director of Health and Safety **Al Rainsberger** said after a recent trip to Honolulu that the marine operations have implemented all elements of the safety programs already in place at their mainland counterparts.

Hawaii Safety, Quality and Environmental Manager **Randy Lau** said the committee formerly was operated under a union contractual obligation and was rebranded as the Regional Safety Committee when Hawaiian Tug and Barge was incorporated into Foss.

"We try to invite a different Young Brothers inter-island towing crew and a different Foss Maritime harbor crew to each meeting, to get a range of views represented at the meeting," Lau said.

The YB Terminal operation, which won a Saltchuk Safety Award recently for its improved lost-time injury rate, also has implemented all programs.

"Their committee is gaining momentum and participation is increasing," Rainsberger said of the YB group. "Their dialog is high-quality, and their numbers for any type of incident or injury will improve as the committee moves forward."

At right, around the table at a recent meeting of the marine operations Regional Safety Committee were, clockwise from left: Capt. **Henry Kahoekapu** (back to photo), Chief Mate **Tony Burris**, Cook **Eric Awa**, Engineer Trainee **Elijah Morita-Dudoit**, Safety-Quality-Environmental Manager **Randy Lau**, Port Engineer **James Ding**, Harbor Operations Manager **Whit Olson**, Second Mate **Oliver Yee**, Director of Health and Safety **Al Rainsberger**, Capt. **Casey Crowl**, and Able Seaman **Kyle Garcia**.

Young Loch's Promise: He will Chart His own Course at Foss in Long Beach

James Loch, the new maritime operations assistant for Foss in southern California, says there's one thing you can count on regarding his career at Foss: He won't be riding on his father's coattails.

"His accomplishments are what he achieved on his own," Loch, 28, said of his father, Foss Vice President for Marine Operations and Assurance **Igor Loch**. "What I've accomplished on my own and plan to do in the future is my own path — no coattails needed here."

The young Loch has been working in his new job since last October, and currently reports to tankbarge Manager **Ron Costin**, focusing on purchasing, receiving, safety and "anything else that Ron says I should do."

James Loch, of course, is no stranger to the waterfront. "I've been hanging around this port and this pier (Pier D in Long Beach) since I was born," he said.

James Loch has been working as operations assistant for Foss in southern California since last October.

His parents met while both were working for Crowley Maritime, his father as a tugboat captain and his mother as an executive assistant. And he spent some of his childhood in New York, while his father worked for Moran Towing.

After serving in the Marine Corps until 2012, the young Loch worked in commercial finance while earning a bachelor's degree at Webster University, where he plans to work on a masters' in business administration beginning in June while continuing to work at Foss.

His goals at the company?

"To advance to positions with advanced responsibilities," he said.

At a meeting of the Young Brothers Terminal Safety Committee, Honolulu Terminal Manager **Chris Martin** drew options for stacking containers, which led to a robust discussion on the stability of containers and how that stability can be affected by weather and other factors.

LUCY TOURS THE LUCY

***Lucy Wood** and her mom and dad got a tour of her namesake vessel, the line boat Lucy Foss, in mid-April at the Foss home dock in El Segundo, Calif. Lucy, 14, is in the eighth grade at Hamilton International Middle School in Seattle and christened her boat when she was 8 years old. She is the great, great granddaughter of company founders **Thea** and **Andrew Foss**, and her father, **Phillip Foss Wood**, is their great grandson. In the photo, front row from left, are Lucy's mother **Judy Mahoney**, Lucy and Phillip. In the back row are Lucy Foss crewmembers **Jim Markus**, **Mike Markus** and **Ben Veach**.*

IT'S A WRAP! *Foss Southern California Petroleum Operations Coordinator* ***Kariane Meadow*** *took this dramatic panoramic photo of the MSC Bruxelles from the window of her of fice in Long Beach in mid-April. When it was completed in 2005, the Bruxelles was one of the world 's largest containerships, at 1,106 feet in length and with a capacity of 9,178 20-foot container equivalents. In the foreground is the Foss tug Alta June, under the command of Capt.* ***Myron Balchin Jr.*** *The other tugs participating in the assist out of Long Beach Berth 96 were the Arthur F oss and Campbell Foss.*

UPRIVER TOW

The Foss tug PJ Brix and the barge 286-3 moved into position to of fload a 500-ton generator and its housing at the P ort of Morrow in Eastern Oregon in early A pril after a 30-hour trip up the Columbia River. The tug and barge received the cargo from a ship at the Port of Vancouver for customer Bigge Crane and Rigging. Captains on the tug were ***Michael Rayburn*** *and* ***Greg Bain****. Portland-based Port Capt.* ***Toby Jacobsen*** *said the biggest challenge of the job was ballasting the barge properly as the bulky generator was rolled off. He credited Ballasting Manager* ***Mitch Wilson*** *and helper* ***David Chesnut*** *for their work in completing the offload safely. "It was a little tricky, and they did a great job," J acobsen said.*

MONTANA: Testing + Towing

The Ocean Tug *Montana* was acquired by Foss recently on a long-term charter and is expected to bolster the company's ability to land work in the oil and gas sector. In the photo below, A crewmember prepares to catch a line and attach it to a bollard at Terminal 3 at the Port of Tacoma for the tug's bollard-pull test in April. In the inset at right are consultant and retired Foss Rigging Supervisor **Joel Altus**, left, who supervised the test, and Capt. **Tom File**. Above right, the tug turns on full power as it pulls against the reinforced bollard at

Terminal 3. For its maiden voyage, the tug towed the recently decommissioned 833-foot amphibious assault ship *USS Peleliu* from San Diego to Pearl Harbor, where it is joining the mothball fleet. In the photo below, the tug and tow arrived in Hawaii. The 120-foot tug is rated at 5,385 horsepower and was built at J.T. Marine, Inc., in Vancouver, Wash.

In their Team Evel Knievel driving suits are Capt. **Scott Adams**, left, and Port Capt. **Michael Erwin**, right. The other suited drivers are, middle left, **Brad Walker** and **Mark Goddard**, who has just one arm. The car has a stick shift.

Tug Captains Take On the Track; Engines Blow Up, But They Vow to Return

San Francisco Bay Area Port Capt. **Mike Erwin** and tug Capt. **Scott Adams** moved from the water to the racetrack recently as drivers in a gag competition for cars that can't cost more than $500.

Their team — named Pure Evel, in honor of the late motorcycle stuntman Evel Knievel — had one of 170 cars entered in the race, called "24 Hours of LeMons," a fruity parody of the annual "24 Hours of Le Mans" Grand Prix race in France.

Their car was a 1992 Saturn that had been in a previous race, for which they paid $1,500. The rules allow expenditures in excess of the $500 maximum on safety equipment, and the roll cage alone in the Saturn was worth that much.

"So we were covered," Erwin said. "You can also bribe the judges with things like beer or food in order to get them to overlook over-budget cars. We presented them with a cake in the shape and style of our car, just in case."

The two-day race, one of about 20 held annually around the country was March 21 and 22 at Sonoma Raceway.

A race official jokingly gave driver **Mark Goddard** a black flag for trying to drive beyond his ability. Goddard has one arm, and the car has a stick shift.

They aren't actually 24-hour races — cars are on the track eight to nine hours each day. Three other drivers joined Erwin and Adams on the Pure Evel team, and the plan was to switch drivers every hour.

"While the second driver was in the car, the engine blew up," Erwin said. "We found a car with an engine in it at the Pick and Pull junkyard in Richmond, pulled it and headed back to the race track."

They had it in the car by 2:30 a.m. the following day, and after everyone had a chance to take the car around the track, that engine blew up too.

The team received an award from race organizers, recognizing their efforts.

"It was a great time," Erwin declared. "We're doing it again in September and December."

JEFFREY FOSS UNDERTAKES RESCUE MISSION

The Garth Foss towed the USNS Cape Intrepid up Puget Sound to its berth in Tacoma after the ship lost power in the Strait of Juan de Fuca and was rescued by the Jeffrey Foss in early April. The 685-foot military supply ship was on sea trials when Foss was called for help. Regional Operations Manager ***Mike Stone*** *said that when the Jeffrey Foss arrived 30 minutes later, the ship had drifted across the six-fathom line and was within 30 minutes of hitting the rocks. With winds at 20-25 knots, gusting to 30, and 8-15 foot swells, the Jeffrey got a line on the vessel, spun it around and towed it to an anchorage in Port Angeles, where the Garth took over a few days later. The Jeffrey was stationed in Neah Bay, at the western end of the strait, as the state's emergency rescue towing vessel. Capt.* ***Lars Hadland*** *was in command when the tug rescued the Cape Intrepid. Capt.* ***Dave Shaffer*** *was in command of the Garth for the tow to Tacoma.*

THEN MARSHALL FOSS WHIPS INTO ACTION AFTER ASSUMING RESCUE TUG DUTIES

The *Marshall Foss* had barely settled into its berth in Neah Bay, assuming its duties as Washington's Emergency Rescue Towing Vessel (ERTV), when it was dispatched to aid a car-carrying ship that was dead in the water 20 miles off the coast.

Normally assigned to Foss' San Francisco Bay group, the *Marshall* had just sailed north to Washington to relieve the *Jeffrey Foss* in Neah Bay. The *Jeffrey* is participating in the Kitchen Lights gas-line project on Cook Inlet this season.

Less than 48 hours after the *Marshall's* arrival, the crew got a call from customer service in Seattle, reporting that the 590-foot *M/V Ryujin* was adrift. The ship had regained mobility when the *Marshall* arrived, so the tug proceeded to escort it into Puget Sound.

But the vessel continued to have trouble, so the Coast Guard asked the *Marshall* to put up a tow line, and the tug successfully deployed its Emergency Ship Towing System, which had been handed over by the *Jeffrey* two days earlier.

The *Marshall* towed the stricken vessel to Port Angeles, where it was handed off to the *Andrew Foss*, enabling the *Marshall* to return to its Neah Bay duty station.

Capt. **Monty McCleary**, left and Deckhand **Maurice (Mo) Lessard**. The car-carrying ship is in the background.

"I would like to credit the crew's professionalism for the safe ESTS deployment and tow," said San Francisco Bay Area Port Capt. **Michael Erwin**.

The captains on the *Marshall* were **Monty McCleary**, and **Frank Wouters**.

FOSS

Three Foss Tugs, Two Barges Deployed to 'Kitchen Lights' Project on Cook Inlet

The *Spartan 151* jack-up rig, on site at Kitchen Lights.

"We're dealing with 26-foot tides. You have seven knots of current either ebbing or flooding, and that's why we're here."

– TOBY JACOBSEN

Three Foss tugs are in Cook Inlet, Alaska, during this ice-free season, assisting a heavy lift ship, barges and other vessels working to install a natural gas production platform at an offshore natural gas field near Nikiski. Foss also has assigned two barges to the project.

The ASD tug *Daniel Foss*, the ocean-going tug *Jeffrey Foss*, the shallow-draft tug *Emmett Foss* and the barges also are assisting with the installation of a 16-mile pipeline that will carry natural gas from the site, known as the "Kitchen Lights" field, to a processing plant on shore.

Foss Project Manager **Toby Jacobsen** said the biggest challenge for the Foss tugs is working with the support vessels in the strong currents of Cook Inlet, which has the second greatest tidal variation in the world.

"We're dealing with 26-foot tides," Jacobsen said. You have seven knots of current either ebbing or flooding, and that's why we're here."

In May, the *Daniel* positioned the heavy lift ship *MV Svenja* in its anchorage. The ship will be used for the installation of the "monopod" platform, which had been stored in Seattle for the winter and was to arrive at the site in late May.

Also at the site is the *Spartan 151* jack-up rig, which has drilled several of the wells at the site. Foss towed the rig from Victoria to Cook Inlet in 2011 for another project.

Kitchen Lights is a project of Furie Operating Alaska, and Crowley Maritime is the marine operations contractor and Foss' customer. The Foss tugs and barges are among 18 chartered support vessels. **Brad Kroon** of Foss subsidiary Cook Inlet Tug & Barge is embedded in the Crowley project office in Nikiski, working as marine logistics coordinator.

Furie plans to test the platform and the onshore facility in late August or early September, with the first gas coming on line in October, according to *Petroleum News*.

Editor's note: Mike Skalley offers an historical perspective on Kitchen Lights, page 18.

Foss Shipyard Learns 'Black Art' of Shipbreaking; Former Canadian Navy Vessels were Puget Sound Derelicts

Foss Shipyard has entered a new line of business, "ship breaking."

That's maritime industry jargon for scrapping vessels that have outlived their usefulness. Seattle shipyard craftsmen are stripping down and cutting up two former Canadian Navy vessels for the Washington Department of Natural Resources (DNR), which had declared them derelict.

Jon Hie, Shipyard director of operations, said DNR in recent years has taken on the task of clearing out derelict vessels and other waterway obstructions that fall out of the navigable-waters jurisdiction of the Army Corps of Engineers.

The two 125-foot vessels Foss is scrapping had been abandoned by someone who bought them from the Canadian government and intended to turn them into cruise boats. They are the *Porte de la Reine* and *Porte Quebec*, built in Victoria and Vancouver, respectively, in the early 1950s and retired in the mid 1990s.

"We've looked at ship breaking two or three times over the last several years," Hie said. "But this was the first time we brought our resources together to compete for and win a contract."

He said shipyard managers teamed up with the Foss salvage master, docking master and labor to create a plan for hazardous materials abatement, always a challenge when scrapping old vessels. Among those materials are often asbestos, lead paint, oily wastewater and others.

"We also remove the joinery and other things that can't be recycled, cut up the aluminum superstructure, drydock the steel hull and then cut it up." Hie said.

Under the contract, the recyclable steel, aluminum and other materials that are worth something will be returned to DNR.

Shipwrights **Lee Derifield**, foreground, and **Steve Bohrer** tear up the interior of one of the Canadian Navy ships being scrapped at Foss Shipyard. The ships were moored at Foss Terminal, below.

Hie described ship breaking as "kind of a black art."

"You're getting the vessels with little information available, mainly what you can see when you walk through them," he said. "You do have a knowledge base from similar vessels, and you know when it was built, so you know what the hazards might be. Also, the state has surveyed the vessels for asbestos, PCBs and other things we want to know about before we get into it."

But he said it's not uncommon with an older vessel to find hazardous materials that have been dumped into voids by owners who didn't have the funds or the interest to dispose of them properly.

"You have to build in contingencies for these kinds of things," he said.

Hie said Foss won the contract not on price alone, but because its safety and environmental standards were higher than its competitors'.

Will Foss pursue more ship breaking business?

"We certainly will," Hie said. "There are hundreds of vessels that fall into this category, and where we think we're a good fit, we will pursue the contracts."

Rigger **Seth Sorg**, left, and his father, Welder **Steve Sorg**.

Tonya Todd

Meet Steve Sorg and his son Seth; Divergent Family Paths Cross at Foss Shipyard

By Hilary Reeves

Steve Sorg has been welding since he was 10 years old, helping his father on the family dairy farm in Prosser, Wash.

"Yeah, I know all about cows. The best milk comes from dipping a five-gallon bucket into the huge milk tank on a dairy. You let it set for about an hour and there gets to be about an inch of cream on it. Scrape that off. When you're a kid, you put that on your Cheerios. That's how we grew up down there. Farm-fed."

He was hired on at a steel shop out of high school, repairing big farm equipment, train cars, anything that came his way. But the work slowed to a trickle.

"I've always liked steel. Always. But I had to get more hustle-and-bustle. There just wasn't enough work down there. I moved to the big city for work."

Steve Sorg moved to Seattle in 1985, joining Foss almost 10 years later when his son, **Seth**, was five years old. Twenty years later, he spends his days orchestrating the rebuild and repair of tugs, barges and fishing boats in the shipyard Steel Shop.

"Welding, fitting, burning, beating — we do everything," he said, laughing.

And while Seth is sure he "wouldn't have made it" growing up in Prosser, he never imagined joining his father in a career that has spanned most of his lifetime.

"It never really crossed my mind," said Seth. "When I grew up, I wanted to be a pilot. I've always wanted to fly, that's always been the dream. But you need money to fly."

So Seth joined his father in the Steel Shop, but he didn't stay there.

"It is a dangerous place," Steve said. "He wanted to fly — and he had already been going to school for it — but it is expensive, and he had more needs than just his school money. So, he worked a couple of other jobs, not too high a pay, and we were needing help so I said, hey, he can come down and start on the bottom. It only took him three years to make journeyman."

Seth now works as a rigger.

"It's pretty much you move whatever's not able to be moved by manpower," he explained. "To use a piece of machinery, or a piece of some type of equipment, or any other tool that we have. Leverage is our friend. I like rigging. It's pretty fun. You do crazy stuff every day. There's always an adventure, there's always something different."

Steve and Seth drive 80 miles every day from their home in Bonney Lake. Steve said a potential move of work to Everett has him contemplating retirement, but for now he's concentrating on the work and Foss' motto: "Always Safe. Always Ready."

"We're pushing. We want to get things done. There's a lot of things on my mind that I have to worry about each day. I have people going into spaces where I went first and checked out. It's quite a deal. It can really weigh your mind down if you let it. But it's been pretty exciting around here. We just finished a new fireboat for the city of Long Beach, California. That's the first boat we've built in the 20 years I've been here."

Trawler Fleet is a 'Good Fit' for Foss Shipyard, Arrives When Business Might Otherwise be Light

The *Bering Defender*, left, and *Fierce Allegiance* in drydocks at Foss Shipyard.

The Bering Sea trawler fleet translates into big business for Foss Shipyard, with about 15 of the vessels up to 185 feet in length coming into the yard for drydocking, maintenance and repairs in the last 18 months.

"We're a good fit, because we're not so big that they get lost in the shuffle but we're big enough to handle these big fishing boats," said Ship Repair Superintendent **Bill Sage**, who worked in the fishing industry himself for many years. "It's huge for us."

The scope of work performed by the yard includes hull steel repairs, shaft and rudder maintenance, pipe repairs and painting "from the keel to the top of the mast," Sage said. The yard also assists vendors in removing and re-installing cranes, net reels, hydraulic systems and other parts that need repairs.

Two years ago, the yard replaced the entire 40-by-80-foot main deck of the 160-foot factory trawler *Cape Horn* as part of a six-month overhaul that also involved almost every space and system on the vessel.

Most of Foss Shipyard's customers operate boats that trawl for pollock in two seasons. They fish beginning in late January, come into the yard starting late in February and head north again in mid-June, returning for work in the November-to-January time frame.

"They come in at times when our workload might otherwise be light," Sage said. "So it works out fairly well."

A number of Foss customers own boats 40 to 50 years old, which are or will soon be in need of replacement. While new factory trawlers are probably beyond the yard's capabilities, as it is currently set up, building less complex and smaller catcher boats is a possibility."

"I can see us doing that here," Sage said.

Recent vessels and customers using Foss Shipyard for maintenance or overhauls include the *American Beauty* and *Ocean Leader* (Golden Alaska), *Arica* and *Cape Horn* (Glacier Fish), the *First Allegiance* (owned by an independent with five boats) and the *Bering Defender* and three other boats with the same owner (Global Seas).

"We're a good fit, because we're not so big that they get lost in the shuffle but we're big enough to handle these big fishing boats. It's huge for us."

– BILL SAGE

‘Kitchen Lights’ Recalls 1960s Development in Cook Inlet; Numerous Foss Vessels Participated in Oil Industry Bonanza

By Mike Skalley

Fifty years before the Foss Kitchen Lights project of today (see article on page 14) Foss Maritime, then called Foss Launch & Tug Co was heavily involved in support activities in both oil exploration and construction of numerous offshore oil platforms in the Middle Ground area of Cook Inlet.

In 1962 oil exploration began at the Middle Ground Shoal area, just West of the town of Kenai in Central Cook Inlet. Foss rebuilt two former US Navy landing craft into cargo carrying beaching vessels capable of hauling oil exploration supplies from loading terminals in Kenai and Nikiski to both beaching sides on the Western shores of Cook Inlet near Tyonek and the exploration sites at Middle ground shoals.

The *Alaska Roughneck* entered service in 1962 as the first commercial vessel under U.S. Coast Guard inspection with an ABS load line certificate to be granted the right to make regular landings and discharge cargo on open beaches. Its near sister-ship, the *Alaska Constructor* entered service the following season.

With the successful oil exploration from the early sixties, the major oil companies began the process of building offshore oil platforms. These platforms were constructed on shore in California and Japan and towed to Cook Inlet, sunk and driven in place. The majority of the Cook Inlet platforms consisted of a steel jacket with four legs, each 14 feet in diameter fastened to the seabed 75 feet below, seven miles offshore.

The living quarters for the crew and equipment necessary for producing oil and gas were constructed on the top of the platforms. The production facility on each platform consisted of several production wells spaced 10 feet apart. A separation facility removed the water and gas from the produced crude and underwater pipelines were constructed to carry the crude from the platforms to refineries and tank farms at Nikiski and Kenai. Due to the extreme tides and winter ice floes, each jacket was built to withstand 2 million pounds of side thrust.

The Miki class tug *Mary Foss* arriving in Cook Inlet in 1964 with a drill jacket, towed in a horizontal postion from San Francisco Bay. In order to right the jacket, the left side would be sunk to the sea floor, and the drilling platform would be mounted on top.

The primary contractors for constructing the offshore platforms and the miles of underwater pipelines for the oil companies were J. Ray McDermott Company and Brown & Root. Foss supplied the tugs and barges to McDermott. Foss tugs towed the first jacket in 1964 from California for the first platform, designated as Shell “A.” In 1965 a second platform, named “Baker” was constructed for Pan American Petroleum, a subsidiary of Standard Oil of Indiana.

The busiest years for offshore activity occurred in 1966 and 1967 when a total of nine additional platforms and over sixty miles of underwater pipelines were constructed. Other oil companies involved in the Cook Inlet oil bonanza were Atlantic-Richfield and Union-Marathon.

Foss’ activity reached an all-time high in these years with seven harbor-class tugs and the two supply/beaching vessels stationed in Cook Inlet during the ice-free seasons. In addition to these vessels, numerous ocean-class tugs were busy towing barges loaded with coated pipe from the Columbia River and California to Cook Inlet.

The largest of the Foss tugs, the 5,000 horsepower sisterships *Arthur Foss* and *Henry Foss* were employed towing support barges, derrick barges and numerous drill jackets from California and Hiroshima, Japan, to Cook Inlet. In 1968 three additional platforms were constructed with the final jacket for Phillips Petroleum towed from Japan to Cook Inlet by the *Henry Foss*.

Two fully loaded barges of pipe to connect the rig to shore were towed out of Hiroshima by the 64-year-old, 1,500 horsepower, *Agnes Foss*, having just recently been overhauled after a lengthy tour of duty in Vietnam.

Harbor class tugs involved in the peak seasons activity of 1966-1967 were the “D” class tugs, *Deborah Foss*, *Delores Foss*, *Diane Foss*, and *Dorothy Foss* tending the pipe lay barges and the “J” class tugs, *Jenny Foss*, *Josie Foss* and *Julia Foss* tending and towing supply barges between the terminals and the construction sites.

Editor’s Note: Mike Skalley is the Foss historian and the author of two books about the company.

Jim Cole: Former Shipyard Sales Manager, Artist and Marine Historian

James Anthony "Jim" Cole, a former sales manager at Foss Shipyard in Seattle who was with the company for almost 20 years beginning in 1976, died on April 8 following a battle with cancer. He was 83.

Born in Tacoma, Cole worked in sawmills in Tacoma and Seattle to put himself through the University of Washington, graduating in 1957 with a degree in industrial design. He also served on active duty in the U.S. Coast Guard during the Korean War.

After graduation, he worked as a marine draftsman and designer at Philip F. Spaulding & Associates. He later worked for MARCO, Martinac Shipbuilding and L.R. Glosten & Associates before joining Foss Shipyard.

Cole helped with the design of the original Foss tractor tugs, which were the first of their kind in North America and entered service in 1982 and 1983. An artist, he drew pen-and-ink illustrations to supplement photographs in **Mike Skalley's** original book on the company, "90 Years of Towboating, a History of the Foss Co."

James Anthony "Jim" Cole, in a 1992 photo.

"He was a very hard-working and very loyal employee, and he always shared his artistic talents with us," said **Steve Scalzo**, retired Foss president and chief executive officer.

Cole continued working in the naval architecture business until retiring from the Elliott Bay Design Group last December.

He was active for many years in the Puget Sound Maritime Historical Society, where he was an honorary life member, served on the board and was president and vice president.

Remembrances should be made to the American Cancer Society, Ballard First Lutheran Church or the Nordic Heritage Museum.

PEOPLE NEWS

NEW EMPLOYEES

Catherine Battochio
Staff Accountant
Seattle HQ

Debra Cobain
Executive Assistant
Terminal 5, Seattle

Dan Justis
Marine Assurance Coordinator
Portland

Zachary Rodgers
Staff Naval Architect
Seattle HQ

PROMOTION

Jeanne Louie
Billing Desk to Billing Manager
Seattle HQ

FOSS

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A negative attitude cancels out all positive skills.

— FROM SATISFACTION GUARANTEED BY BYRD BAGGETT

FOSS

1151 Fairview Avenue North
Seattle, WA 98109

Russ Reed

LOW TIDE ON ELLIOTT BAY *Mirror-like water and blue skies backed by billowing clouds were the order of the day at the Foss home dock on Seattle's Elliott Bay in this early-spring photo. The Foss moorage is at the northeast corner of Pier 90 at the Port of Seattle.*