



Don Wilson, Port of Seattle Photo

## *Spraying the Skyline*

The downtown Seattle skyline provided a backdrop as the Garth Foss let loose with its water cannons during a May 8 work boat parade, part of the city's Maritime Week events. Also during the festivities, Foss Marine Personnel Supervisor **Norm Manly** received the Puget Sound Maritime Achievement Award (See story on Page 3), and the company was well represented in events including tug races, survival suit races, and a fork-lift driving competition (More photos and stories on Pages 10 and 11).

## International Certification Will Help Drive Continued Growth in Overseas Business

The twin ocean-going tugs *Lauren Foss* and *Corbin Foss* are now certified under worldwide safety and quality standards, facilitating expansion of the company's international operations and its large-ship towing activities.

The "ISM" certification was made official for the *Lauren* on February 9 and for the *Corbin* on March 10. The 150-foot, 7,200 horsepower tugs previously held temporary certification.

ISM is shorthand for the "International

Management Code for the Safe Operation of Ships and for Pollution Prevention." The standards are administered worldwide by the International Maritime Organization

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Foss' two biggest ocean-going tugs are awarded an important international certification that will help with expansion of the company's international business. .... Cover

In his Lines column, Foss President and Chief Executive Officer Steve Scalzo makes a case for federal legislation to require all towing vessels to be inspected. .... This page

Longtime industry advocate Norm Manly wins Seattle's top maritime award for his efforts to attract youth into maritime jobs. .... Page 2

Southern California Tank Barge Manager Ron Costin and his son Trevor are both important players in their region's youth baseball movement. .... Page 8

The Olson family's maritime roots go back to the mid-19<sup>th</sup> Century in San Francisco and live on today with two Olsons carrying on the family tradition at Foss. .... Page 13

Foss' second double-hulled tank barge goes to work in San Francisco after its christening at Zidell Marine in Portland. .... Page 16

Company founder Thea Foss is featured in an exhibit on "Women and the Sea" at a high-profile maritime museum in Connecticut. .... Page 19



*Tow Bitts* is published quarterly by Foss Maritime for Foss employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to the Marine Personnel office in Seattle, (206) 281-3821/3830. *Tow Bitts* editor is Bruce Sherman, graphic designer is Stacy Mutnick and coordinator of production is Gil Graham, Foss Vice President of Human Resources.



By Steve Scalzo,  
President & CEO

## Inspection Program Is a Logical Step Toward Improved Towing Safety



The American Waterways Operators (AWO), the trade association of our domestic tug and barge industry, has been working with the U.S. Coast Guard for several years on an inspection program that would cover all towing vessels.

I was honored to serve as co-chair of the Coast Guard-AWO Working Group on Towing Industry Safety, which led the effort to establish the recommended inspection program.

The new safety "regime," as we call it, would be a logical step in improving the industry's safety, security and environmental protection through a 21<sup>st</sup> Century safety management system.

The regime would implement physical vessel inspections through an auditable third-party safety-management system. It also includes new requirements in the areas of worker safety and health, crew endurance management and vessel operating procedures that would help reduce accidents caused by crew error and could help save lives.

The Coast Guard is currently seeking authority from Congress to implement the new system as part of a package of legislative changes for Fiscal Year 2005.

Our industry already has made substantial progress in improving safety in recent years. The number of spills from tank barges is down 87 percent, and we have experienced reductions in vessel and crew casualties.

That progress stems at least in part from the AWO's Responsible Carrier

(RCP), a Coast Guard-approved and award-winning safety and environmental protection program. Conformance with the requirements of the RCP is mandatory for all AWO members.

We are confident, however, that a safety management system like the one now before Congress would bring continuing and significant improvement.

The new regime has the support of Homeland Security Secretary **Tom Ridge** and has been endorsed by Office of Management and Budget.

In addition, the National Transportation Safety Board recommended in its September 2000 report on the *M/V Anne Holly* that a safety management system with Coast Guard oversight be implemented for the entire towing industry.

In that accident, the *Anne Holly* was towing 14 barges through St. Louis

harbor on the Mississippi. A bridge was struck, eight barges broke loose, and three of them struck a permanently moored riverboat casino. Fifty people were examined for minor injuries.

The recommendation for the new safety program is to

be reviewed by House and Senate authorizing committees and considered for possible inclusion in Coast Guard authorizing legislation.

I urge you to support it.

*Editor's Note: Steve Scalzo and his co-chairs on the Towing Industry Safety panel received distinguished-service awards recently from the Coast Guard. An article about the awards appears on Page 18.*

# Manly Wins Maritime Achievement Award For Efforts to Attract Youth into Industry

Foss Marine Personnel Manager **Norm Manly** on May 7 received the Puget Sound Maritime Achievement award in honor of his tireless efforts to promote interest in the industry among young people.

The award, sponsored by the Propeller Club of Seattle, was presented at the city's annual maritime luncheon on board Holland America Line's new cruise ship, the *Oosterdam*, at Terminal 30 in Seattle.

Manly, a 40-year veteran of Foss whose late father was a Foss tug captain, is credited with founding the Seattle-based Youth Maritime Training Association (YMTA) in 1996. The organization takes kids on tours of maritime operations and sponsors other programs designed to steer them into maritime careers.

As President of YMTA, Manly also raised funds for and helped establish the Ballard Maritime Academy (BMA), a school-within-a-school at Ballard High School. BMA now has one full-time instructor, several part-time instructors and about 50 students who are on a maritime track in their academic program.

Manly and YMTA also are promoting youth maritime training at schools around the state, including North Kitsap High School in Poulsbo, Anacortes High School, Harbor High School in Aberdeen, Edmonds Home School Resource Center, and Artondale Elementary School in Gig Harbor.

Through Manly's efforts, the National Oceanic and Atmospheric Administration has become a primary sponsor of BMA. The U.S. Maritime Administration and the U.S. Coast Guard also are partners in the development of the school.

In addition, Manly and the YMTA support the Sea Scouts, help raise money to maintain their training vessel, the *SSS Propeller*, and are part of the education resource team for Seattle's Odyssey Maritime Discovery Center.

Maritime Administration Northwest Representative **Lyn McLelland**



*Norm Manly receives the Maritime Achievement award from Lyn McLelland, Northwest Representative of the U.S. Maritime Administration. In the background is Maritime Day Chairman Tom Van Dawark, a former Foss President and Chief Executive who now heads Todd Pacific Shipyard in Seattle.*

presented the award to Manly at the May 7 luncheon.

"Our honoree, in the most selfless and tireless manner, has created alliances throughout the maritime industry designed to assure that it will be populated in the future by bright, qualified young people who understand the industry and its contribution to the economy," McLelland said.

"These young people will be able to use the passion for the industry they share with him, and his understanding of the opportunities it offers."

Manly's first job at Foss was as a deckhand on the *Peter Foss*. He later served on the *Henrietta Foss* and the *Sam Foss*.

Before the recent Maritime Day luncheon, Manly's co-workers at Foss went to great lengths to ensure that he knew nothing of the award. His wife, **Susan**, and other members of his family attended the festivities.



*After receiving the award, Manly was congratulated by U.S. Senator Patty Murray of Washington.*



# Puget Sound Oil Spill Cleanup Suspended, but Monitoring to Continue on Beaches and Marsh

The active clean-up from the Point Wells oil spill December 30 on Puget Sound was completed in mid-April, giving way to long-term monitoring and weekly inspections of beaches and a marsh near Port Madison in Kitsap County.

The Unified Command — representing Foss Maritime Company, Kitsap County, the Suquamish Tribe, the U.S. Coast Guard and the Washington Department of Ecology — determined that attempts to remove any more residual oil would do more damage to the environment than leaving the oil in place.

The Unified Command coordinated the spill response and assembled a team of scientists to guide planning and implementation.

“We’ve pledged to see the response to this spill through for as long as it takes,” said Foss Incident Commander **Bruce Reed**. “This important milestone is not the end of the response by any means.” Foss has assumed financial responsibility for the clean-up.

“There is almost no visible sign of oil,” said **Dale Jensen**, spills manager for Ecology. “The beach and marsh look nothing like the heavily oiled scenes of Dec. 31.”

“I am very pleased with the overall response effort. There was outstanding cooperation between Foss Maritime, the Suquamish Tribe and all local, state, and federal agencies throughout the four-month response operation,” said Lieutenant **Ted Hutley**, the Coast Guard’s incident commander. “The Coast Guard will continue to monitor the situation and support the activities of the trustee agencies.”

Representatives of the Suquamish Tribe, which owns some of the tidelands where the oil came ashore, stated

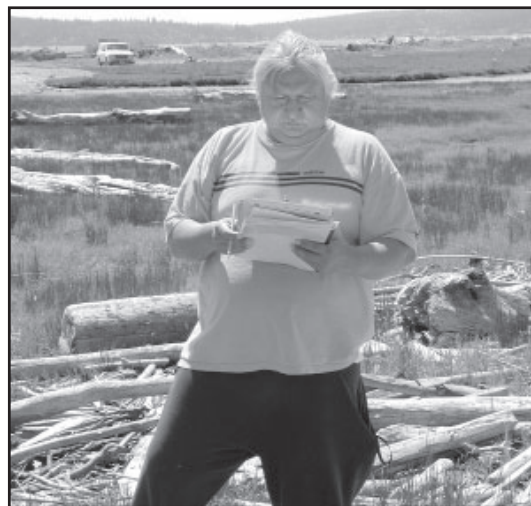


*Members of the Unified Command toured Indianola Beach soon after the spill at the Point Wells terminal. The hooded person in the background was not identified. Unified Command representatives were, from left, U.S. Coast Guard Federal On-Scene Coordinator **Ted Hutley**, Foss Incident Commander **Bruce Reed**, NRC Environmental Beach Supervisor **Thom Davis**, Washington Department of Ecology State On-Scene Coordinator **Paul O’Brien** and Suquamish Tribal On-Scene Coordinator **Tom Ostrom**.*

that while damage could never be totally eliminated, they are generally satisfied with the efforts of Foss and its cleanup contractors to remove oil from a place that is of great cultural and spiritual importance.

“The day after the spill Foss Maritime made a commitment to us to do the right thing for the beach and marsh,” said **Leonard Forsman**, tribal spokesperson. “So far they have honored their commitment.”

A specially-trained team from the Suquamish Tribe



*Suquamish Tribal Member and Oil Spill Monitor **Vince Adams** reviews a check list before beginning a beach inspection recently at Jefferson Head on Puget Sound.*

## ISM Certification

CONTINUED FROM PAGE 1

and, in the United States, by the U.S. Coast Guard. Audits are conducted by third parties such as ABS (the American Bureau of Shipping).

Compliance with the standards, conceived mainly for full-sized ships, is required for vessels exceeding 500 international tons operating in foreign waters. The temporary certification was mandatory, for example, for the *Lauren Foss*' work last summer in Russia's Sakhalin Islands.

ISM certification is also required for the big tugs when they tow large ships, like the navy ships shuttled from the west coast to both the east and gulf coasts by Foss over the last year.

"This allows us to participate in areas of business that we previously couldn't," said **Mike Sutton**, Director of Safety and Quality Assurance, who oversaw the certification process.

## Our Mission

Foss is a marine transportation company providing an "Always Ready," quality-based, safe, reliable and environmentally responsible service.

— From the *Foss Maritime Mission Statement*

"We are looking to international projects to grow certain business lines," Sutton noted, "and we couldn't do that without vessels like the *Corbin* and *Lauren*, with horsepower and capacity that we didn't have before."

All Foss tugs already operate under safety and quality standards of the Responsible Carrier Program, developed by the American Waterways Operators.

Sutton said the ISM standards did not require significant changes in existing Foss procedures. "They blended neatly into what we are already doing and actually streamlined our processes," he added.

The certification process included two elements. First, ISM auditors examined the company's safety-quality system and issued a "Document of Compliance" last January.

Then both the *Corbin* and *Lauren* were audited for compliance with that system, and issued Safety Management Certificates (SMCs). Each ISM-certified vessel is required to have its own SMC.

Sutton said the company also will seek ISM certification for the enhanced tractor tugs *Garth Foss* and *Lindsey Foss*, large towboats that sometimes escort tankers in Canadian waters. Certification of the entire Foss fleet also is planned.

"We want to show our customers," Sutton said, "that Foss has taken the steps necessary to assure that when we're out there pushing on their ships or moving their oil, or sailing internationally, that our safety and quality assurance programs are key elements of our business culture that have been vetted and certified by an independent third party."



*The Lauren Foss, shown at the company's Seattle headquarters, and its twin the Corbin Foss recently were awarded certification to operate in waters worldwide.*



# Barbara Foss Assists Four Vessels During Its Fifth Season as Neah Bay Rescue Tug

The *Barbara Foss* on May 22 finished its fifth season as rescue tug in the Strait of Juan de Fuca after successfully assisting four sea-going vessels since last fall.

Stationed at Neah Bay since last October, the *Barbara Foss* had its first assist of the season on October 9 when the 98-foot tug *Altair* experienced an engine failure while towing a tank barge to Portland, Oregon. The barge was loaded with more than 3 million gallons of diesel oil.

The other three assists during the 2002-2003 winter season involved the container ship *Cristoforo Colombo* on October 29, the fish-processing vessel *Seafreeze Alaska* on January 19 and the container ship *Buxsund* on January 30.

All together, 22 ships have been helped since rescue tugs began operating from Neah Bay in 1999.

The tug's primary duty is to respond to ships in distress to prevent them from spilling oil along the coast or in the Strait. Winter storms create a higher risk

of oil spills from the 9,000 transits by large cargo vessels and oil tankers through the Strait each year.

Funding for the tug has come from a mix of state and federal sources, on a year-by-year basis, until this spring when Governor **Gary Locke** signed a new law that will provide a stable source of funding for the next five years.

"We appreciate the support for the tug by the governor and legislature," said **Dale Jensen**, who manages Ecology's spills program. "Protecting Washington's coast and the Strait of Juan de Fuca is extremely important to our mission, and the tug is an excellent prevention tool."

Washington's outer coastline and the Strait of Juan de Fuca area are considered some of the most pristine marine areas in the lower 48 states. A major spill could hurt Washington's fishing and shellfish industries, endanger salmon runs, kill birds and marine mammals, ruin public beaches and dampen tourism, said Jensen.

## Successful Safety Program Expands into the Foss Fleet

The Behavioral Safety Program credited with lowering the injury rate at Foss Shipyard is now being implemented in the company's marine operations.

Tank barge operations will be the first on-the-water business group to have the program, which addresses human behavior as the primary cause of accidents. Tank barge managers began their behavior safety training early this spring. Foss employs 42 tankermen.

The program is scheduled to be implemented in other marine operations by late 2005, according to Safety and Quality Assurance Director **Mike Sutton**, beginning with harbor services groups in San Francisco, and Portland.

The behavioral safety process focuses on observing workers doing their jobs, identifying unsafe behaviors that can lead to injuries and providing positive feedback to help correct those behaviors.



Bruce Reed Photo

Gathered on the stern of the *Barbara Foss* during a get-together on May 6 were, from left, **Paul Stevens**, President of Foss parent company Marine Resources Inc., **Ben Johnson**, chairman of the Makah Tribal Council, **Steve Scalzo**, Foss President and Chief Executive Officer, and **Janine Bowchop**, Executive Director of the Makah Cultural and Research Center.

## Stunt Lands Auto on Foss Ramp Barge

The Long-Beach based Foss ramp barge *PT&S 379* was featured recently as an auto-landing platform in a commercial driving stunt staged by General Motors' Pontiac division. A video of the stunt was posted on the internet at <http://www.pontiac.com/stunts>.

# Tugs, Barges Head for Remote Red Dog Mine; Port is on Northwestern Alaska's Chuchki Sea

A Foss fleet of four tugs and two lightering barges in mid-June was set to embark from Seattle for the company's 15<sup>th</sup> season at the Red Dog Mine on the remote Chukchi Sea in Northwestern Alaska.

The tugs *Iver Foss*, *Sandra Foss*, *Stacey Foss* and *Jeffrey Foss*, plus the barges *Noatak* and *Kivalina*, were expected to arrive at the job site for early July startup, ice conditions permitting.

The barges carry zinc and lead ore concentrate from the shallow-water port to bulk carriers at anchor.

This season's tonnage is expected to be similar to last year's, in the range of 1.35 million metric tons, said Foss Vice President for Marine Transportation and Petroleum **Don McElroy**.

Foss was working closely with mine operator Teck Cominco Alaska, Inc., and the U.S. Coast Guard to implement a plan for anti-terror port security requirements and vessel inspections required by law beginning July 1.

The Foss Red Dog fleet normally returns to Seattle in late October or early November.

Initial crews this year at Red Dog are:

*Iver Foss*. Captain **Gary May**, Mate **Nathan Jansma**, Engineer **Dan Crosswhite**, Able-Bodied Seamen **Don Garrett** and **Jerimiah Rozell** and Cook **Hugo Padilla**.

*Sandra Foss*. Captain **Jeff Crooks**, Mate **Dave Black**, Engineer **Mike Denton**, Able-Bodied Seamen **Glen McVicker** and **Marcel Ion**, Ordinary Seaman **Steve Creech** and Cook **Doug Bender**.

*Stacey Foss*. Captain **Stan Stromme**, Mate **Doug Engdahl**, Engineer **Dave Atkins**, Able-Bodied Seamen **Nathan Nelson** and **Dan McGrath**, Ordinary Seaman **Steve Winter** and Cook **Greg Rankin**.

*Jeffrey Foss*. Captain **Todd Wilson**, Mate **Mark McKinley**, Engineer **Jim Stach**, Able-Bodied Seamen **David Floyd** and **Cole Brodie** and Cook **Ron Wolf**.

Rovers. Captain **Jack Finney**.



*A welder works high in the superstructure of the Kivalina at Foss Shipyard, preparing the lightering barge for Foss' 15<sup>th</sup> Season at Red Dog Mine.*



*The Jeffrey Foss was drydocked in Seattle this spring in preparation for the annual Red Dog Mine project.*



# SoCal Manager Pitches in for Youth Baseball; Talented Son is one of Region's Elite Players

**Ron Costin's** involvement in youth sports started 11 years ago when he volunteered at the Itsy Bitsy Sports Camp not far from his home in Lakewood, California, where his four-year-old son **Trevor** was taking up baseball.

From that point on, Foss' Southern California Tank Barge Manager and his son have been running parallel courses, with the father devoting countless hours to youth baseball and Trevor placing himself among the elite junior ballplayers in Southern California.

"Through the years his skills just kept growing to the point where it was incredible to watch his improvement compared to other kids," Costin said of his son, who played on the Pony League 2003 World Series Championship team.

Meanwhile, the elder Costin, who never played organized sports as a kid growing up in South Philadelphia, was also working his way up through the ranks, serving as a coach, as business manager for several teams, and as commissioner of a 750-player Lakewood Junior Baseball League.

Ron and Trevor, now 15, aren't the only Costins with impressive records of accomplishment.

Son **Ethan**, 13, who like his brother was adopted from Korea, is a straight-A student, who plays three instruments, for his school's Jazz and advanced bands. Mom **Blenda** (wife of 24 years), works closely with her husband on his baseball activities and is an active fundraiser for Ethan's junior high school.



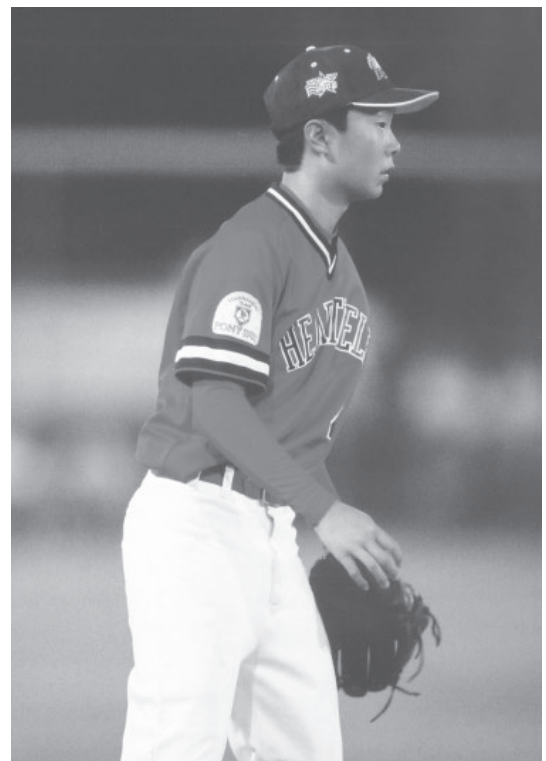
*Members of the Costin family are, from left, Trevor, 15, Blenda, Ethan, 13, and Ron.*

"We try to stay involved in our kids lives and participate wherever we can," Costin said. "I believe, personally, that it's really important for people to be involved in the community because kids have to have something to do or they'll find things on their own."

And youth baseball is a good way to put that philosophy to work, he believes.

"If presented properly to younger kids in a non-competitive way, baseball provides a great opportunity for them to grow personally and learn how to work as part of a team," Costin said.

As a Pony (which stands for Protect Our Nation's Youth) player, Trevor has played with four national championship teams and has two World Series rings.



*Trevor Costin has excelled as a youth baseball player in Southern California.*



In the nationals for 10-year-olds in Cooperstown, New York, he hit a three-run homer in the final game, attended by 2,500 people.

Trevor also has two California state silver medals as a member of AAU teams for 11- and 12-year-olds.

Last summer's Pony League World Series in Washington, Pennsylvania, included eight teams that were the survivors of elimination rounds involving 1,200 Pony teams from cities around the world. The Lakewood group outlasted teams from Texas, Pennsylvania, Puerto Rico, Kansas

and Upstate New York. An Asian team was unable to participate because of the SARS outbreak.

Trevor and his teammates rode back to Southern California with the Los Angeles Lakers on their team plane, and the kids were presented keys to the city of Lakewood.

In early May of this year, Trevor's high school freshman team completed an undefeated season and won its league championship.

"He has a gift, and he's had a lot of special people help him," Costin said of his son, who will continue to participate

in amateur leagues, and hopes to play at the college level.

As for the elder Costin's involvement in baseball, he said, "I'm fascinated by the game. And because I came in with no premonitions of how things should be done, I've enjoyed seeing what works and what doesn't."

And he expressed appreciation to Foss customers and co-workers who showed support for him and his son last summer.

"They were following the games on the internet, saving clippings from their hometown newspapers, and really rooting for him," Costin said. "They were just great."



### ***'Impeccable' 45-year Record***

*Foss Shipyard Assistant Dockmaster **LeRoy Gustafson** retired April 28 after 45 years of service to the company. He joined Foss in 1959 at the Tacoma Shipyard and transferred in the early 1970s to Seattle along with the "Ole No. 2" wooden drydock. Gustafson's career saw him drydocking hundreds of vessels with what Shipyard Director **Jim Stewart** described as "the utmost consideration for the safety of the vessel, crew and drydock. His record is impeccable." Stewart described Gustafson as a "quiet and modest" individual often seen packing a drydock block (12-by-12 inches and 4 feet long) on his shoulder as if it was a 4-by-4. In this May 2003 photo, Gustafson is shown at his post outside the control room of Drydock No. 2.*

# Garth Foss Dances Way to Award in Seattle; Justine, Craig Place in Annual Tugboat Races

Bill Sutton Photo



The enhanced tractor tug *Garth Foss* won the People's Choice Award as crowd favorite for its ballet performance at the Seattle Maritime Festival on May 8.

The *Garth* executed spins, skipped sideways and performed a number of other dance moves to the delight of the crowd gathered on the Seattle waterfront. The vessel is powered with a Voith-Schneider Cycloidal Propulsion system, which features propellers with vertical blades for extreme maneuverability.

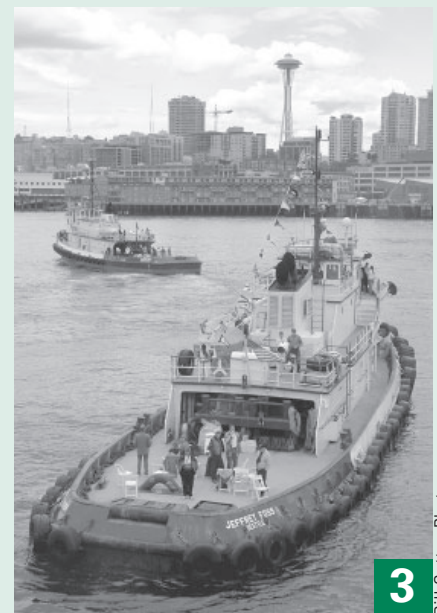
The 155-foot tug's performance was part of a festival that included a parade of work boats, tugs racing in three separate classes, and a number of on-shore competitions for maritime industry workers.

Foss teams landed both first and third places in the popular survival suit race, in which participants have to don the heavy rubber garments and then swim a relay.

**Dan Amundson** of Foss Shipyard placed third in the Fork Lift Rodeo.

In the tug races, the *Craig Foss* was second and the *Justine Foss* was third in Class A, and the *Wedell Foss* was third in Class B.

Bill Sutton Photo



Bill Sutton Photo





Don Wilson, Port of Seattle Photo

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Bill Sutton Photo

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Ray Friis Photo

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Ray Friis Photo

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- 1 *The Justine Foss, left foreground, takes its place for the tugboat parade along the Seattle waterfront.*
- 2 *Guests assemble on the Garth Foss as the Seattle festivities begin.*
- 3 *The Jeffrey Foss, foreground, and Justine Foss promenade with the Space Needle in the background.*
- 4 *The Justine Foss powers its way ahead of the competition in its Class A tug race.*
- 5 *The Jeffrey Foss, foreground, and Craig Foss stand by.*
- 6 *Dan Amundson navigates his way to a strong finish in the fork lift rodeo.*
- 7 *Foss participants in the survival suit race included, front from left, **Dan Snow, Steve Winter and Megan Sweeney** and in the back row, from left, are **Jason Judkins, John Little, Don Daigle, Julian Bomar and Neftali Alas.***



### *Crane in Again*

*A 115-ton crane with a 239-foot reach, owned by the U.S. Army, was an impressive sight in May at Foss Shipyard. The floating crane first visited the yard in 2001 for repairs after it was damaged in a storm during delivery from its builder in Louisiana to its Army home port in Tacoma. During the more recent visit to Foss, the yard installed a system of braces to secure the operator's cab structure during transit. The cab structure, the vertical tower in the upper right section of the photo at left, received the most damage in the 2001 storm. Above, Welder **Sheldon Murray** works on the bracing system, about 70 feet above the crane deck. **Van Vorwerk** was Project Manager for the recent repair project and **Dave Palmer** was Superintendent.*





## *Family Profile*

# Olson Maritime Tradition Goes Back to The Days of Sailing Ships in 19<sup>th</sup> Century

In a company like Foss Maritime, with strong West Coast roots and rich in maritime tradition, **E. Whitney Olson Jr.** and **E. Whitney Olson III** are a good fit.

The Olson family, one of a number with more than one member working at Foss, has some pretty strong maritime traditions of its own. Whit Jr. is Harbor Services Sales Manager in Portland, and Whit III is Captain of the tug *Lynn Marie* in San Francisco.

The younger Olson is the fifth generation in his family since great, great grandfather **Lewis Olson** moved to the United States from Norway in the mid-19<sup>th</sup> century and established a shipping company in San Francisco.

His son **Oliver J. Olson** then founded the widely-known Oliver J. Olson Company, based in San Francisco, which remained in the family until 1976.

The company started out in 1891 carrying lumber on sailing ships between the Northwest and California ports and later was a common carrier between the Mainland and Hawaii. At its peak during World War II, the company operated 25 ships before switching in the 1950s to more economical tug-and-barge operations.

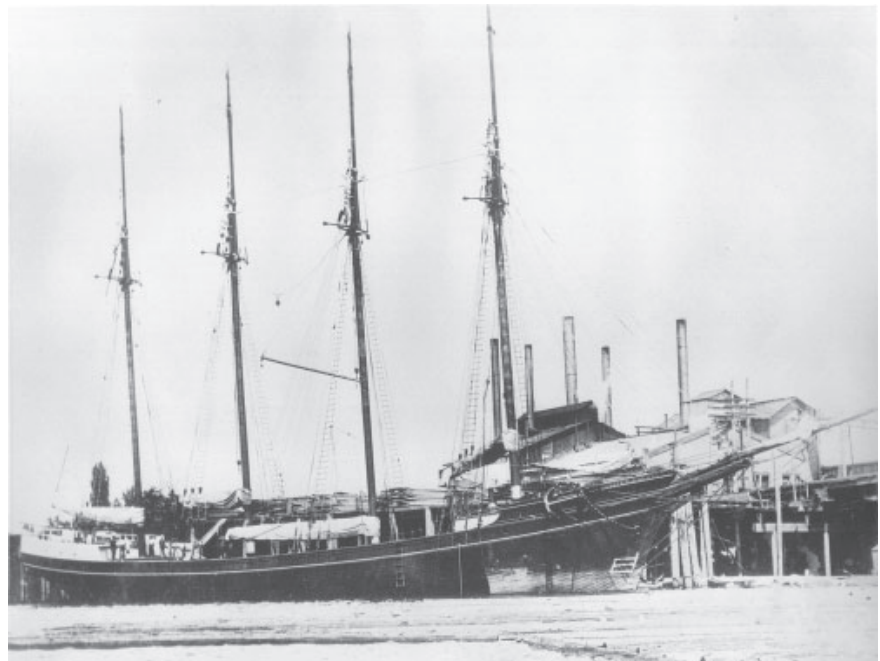
Highlights in the company history include the sinking of one of its cargo ships, the *S.S. Cynthia Olson*, by a Japanese submarine about 1,000 miles north-east of Hawaii on December 7, 1941. All 33 crewmembers and two army passengers were lost in the incident, on the same day as the attack on Pearl Harbor.

Like their forebears, the two Whit Olsons now at Foss have spent their entire careers on the waterfront or on the water.

“We grew up with it, and it’s sort of in your blood,” said Whit Junior “I didn’t



*Whit Olson III, left, and his father, Whit Olson Jr., were photographed recently at Foss' offices in Portland.*



*The four-masted schooner Oliver J. Olson was part of a fleet that began carrying lumber from the Northwest to California ports in 1891.*

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# Foss Solves Sacramento River Riddle, Moving a Derelict Crane Barge 40 Miles Without Towing It



*The deck of the submersible barge MZB287, with the Monarch on board, breaks the water as the pumps run full tilt.*

Foss and National Response Corporation (NRC) joined forces in late February in an unusual and challenging salvage operation, using a submersible barge to lift and transport a derelict dredge that was threatening the environment in the Sacramento River Delta.

The 140-by-60-foot dredge *Monarch*, built in 1916 with riveted iron sides and a wooden bottom, had been abandoned by its elderly owner and sank at its mooring in Shag Slough, said Foss San Francisco Port Captain **Dan Porter**.

Last September, NRC (then Foss Environmental, before its acquisition by NRC) was called in by the Coast Guard when oil started spilling from the dredge's bilges and fuel tanks. Crews put pumps on the barge to keep it afloat, and they plugged the oil leaks.

**Frank Igaz**, a Bay Area salvage master, surveyed the dredge, and later worked with **Bob Ireland** of NRC and Porter to put together a salvage bid.

Their challenge was to move the dredge about 40 miles to a scrapping facility on Mare Island near San Francisco without towing it, because the Coast Guard was afraid the dredge would sink in the ship channel.

So the team came up with the idea to use a submersible barge, even though they didn't have one yet.

They solved that problem with the deck barge *MZB 287*, leased by Foss from Zidell Marine in Portland and used in last summer's Sakhalin Island project. The 286-by-78-foot deck barge was towed south from Seattle and refitted as a submersible for the job.

Captain **Dave McCloy** oversaw the modifications, including installation of pumps, standpipes that would allow air to re-enter the barge after it was ballasted down, and fittings to secure the dredge to the deck.

On February 24, the Foss tug *Twilight* pushed the CS Marine derrick barge *CSM Carquinez* and a flat barge from Mare Island to Shag Slough and



*The boom of the old crane barge Monarch is inspected before the derelict is salvaged on the Sacramento River Delta.*



alongside the *Monarch* to begin prep work, including picking the dredge bucket from the bottom of the slough.

Two days later, the *Arthur Foss* and *Edith Foss* brought the *MZB 287*, already heavily ballasted, to a location near Shag Slough, but with deeper water. The *Edith* then retrieved the old dredge and the derrick barge and brought them to the work site.

McCloy pumped more ballast water onto the *MZB 287*, completely sinking it, and on February 27, the *Edith* and *Twilight* moved the *Monarch* into position over the sunken barge. Then they began pumping water out of the *MZB 287*.

“As she floated, Igaz, McCloy and **Frank van Hoorn**, the marine architect who wrote the ballasting plan, monitored everything,” Porter said.

The dredge slipped out of position the first time the *MZB 287* came up. So they re-sank the barge, held the dredge in place with a line to the tug *San Joaquin River* and again began pumping water out of the *MZB 287*.

The dredge was towed the next day to Mare Island.

“Zaccor Company scrapped her right on the barge,” Porter said.



*The Monarch, still resting on the MZB 287, is ready for scrapping.*

## New Life for ‘Super D’ Tugs As Engines are Pulled, Replaced

The tugs *Benjamin Foss* and *David Foss*, known as “Super Ds” and considered to be among the workhorses of the Pacific Northwest fleet, are undergoing extensive overhauls that will extend their lives by about 15 years.

The two Caterpillar D-398 engines on each tug are being pulled and replaced with remanufactured engines. Both tugs also are receiving new marine sanitation systems and other upgrades, including renewal of steel where necessary.

Pacific Northwest Port Engineer **John Barrett** is overseeing the work, which is being performed at Foss



*The David Foss, shown above, and the Benjamin Foss are being overhauled at Foss Shipyard.*

Shipyard. The *Benjamin* was in the yard in April and will be drydocked in August. The *David* was drydocked last year and back in the yard in January 2005.

Both tugs were built at Main Ironworks in Houma, Louisiana, in 1980. Regular work for the two tugs includes towing chip barges from Shelton to Tacoma, towing barges with Boeing airplane parts to Everett from Puget Sound’s large ports.

The tugs also regularly tow Navy oil barges and barge loads of Canadian chips.

## FES Acquisition Boosts NRC Presence on U.S. West Coast

Former Foss Maritime sister company Foss Environmental Services (FES) is now NRC Environmental Services. FES was purchased by National Response Corporation, the nation’s largest commercial oil response organization with operations on all three coasts.

Through the acquisition of FES from SaltChuk Resources, Inc., NRC picks up 175 employees throughout the West Coast and becomes the largest commercial spill response and environmental contracting organization in the states of California, Oregon, Washington and Hawaii.

# Second Twin-Hulled Tank Barge Christened And Reports to Work on San Francisco Bay



Donna Ilig Photos

*The FDH 35-2 slides into the Willamette River at Zidell Marine in Portland on March 25 and is caught by the Foss tugs P.J. Brix, left, and America.*

The second of two double-hulled oil barges built for Foss at Zidell Marine in Portland is in service on San Francisco Bay.

The *FDH 35-2* was christened March 25 at Zidell. A sister barge the *FDH 35-1*, was christened last summer and is also at work in the Bay Area.

The sponsor at the christening was **Julie Henson**, wife of **Mike Henson**, Regional Manager for Chevron Texaco's Fuel and Marine Marketing in San Francisco. Foss personnel from San Francisco, Portland and Seattle attended the ceremony.

The christening bottle was dried, placed in a dark walnut gift box and presented to Mrs. Henson. Foss San Francisco Director **Scott Merritt** also gave the Hensons a framed, etched image of the barge.

The *FDH 35-2* and its sister measure 240 by 60 feet and have a capacity of 35,316 barrels. Each of two pumps on each barge can deliver 2,570 barrels per hour.



*Sponsor **Julie Henson** receives a walnut gift box containing the bottle she used to christen the *FDH 35-2*. Also in the photo are, from left, Foss San Francisco Bay Area Regional Director **Scott Merritt**, Zidell Marine Vice President and Chief Operating Officer **Bill Gobel**, Fuel and Marine Marketing San Francisco Regional Manager **Mike Henson**, and **Jay Zidell**.*



## Spill Cleanup

CONTINUED FROM PAGE 4

will conduct weekly inspections of the beach between Indianola and Point Jefferson and the marsh. Warmer weather may soften and release some residual oil. The tribal inspectors will be able to call in clean-up crews to respond if needed.

Unified Command members were developing a plan to sample beach, marsh and tidal sediments to check contamination levels.

Ecology and the Coast Guard are investigating the cause of the spill and will issue separate findings. The spill occurred shortly after midnight December 30 as a Foss barge was receiving a load of oil from the ChevronTexaco terminal at Point Wells. Oil drifted southward toward the center of Puget Sound and then moved into Port Madison with shifting winds and tides.

The initial response involved more than 200 people, eight skimming vessels, 13 support boats and three helicopters.

Clean-up crews removed oiled driftwood and natural debris and scrubbed down larger logs left in place. Teams used water to flush oil from the beaches, taking advantage of natural wave action or pumping water onto gravel and sand. In some areas workers hand-scrubbed cobble beaches rock by rock.

## Satisfaction Guaranteed

Customers like positive people.

— From *Satisfaction Guaranteed*  
By Byrd Baggett

## 'Assessor Training' Is Helping Foss to Maintain its Talent Pool

A training program designed to help deck officers assess their crewmembers' proficiency is enabling Foss masters and mates to keep up with licensing requirements while helping the company to maintain a pool of future marine managers.

The Pacific Maritime Institute staged the four-hour "assessor training" course in Seattle three times in May and June. The instructor was Captain **Richard Brooks**, a 27-year veteran of Sea-Land Service who spent 20 of those years as a ship master. As an instructor, Brooks is now certified by the International Maritime Organization (IMO).

"Most people are reluctant to assess their fellow shipmates," Brooks said. "I try to help them overcome that reluctance and become objective observers."

The class includes instruction on how to write a "skill sheet," which identifies the skills required to perform a particular

task on a tug, such as pulling a barge away from a dock.

Among other things, the deck officers are coached on how to successfully deliver a negative assessment to a crewmember. They also view a PowerPoint presentation put together by behavioral psychologist Dr. **Alice Barnes**, who regularly works with the maritime industry.

"I am impressed with the quality of the people working at Foss," Brooks said. "Many of them have years of experience, and learning how to do these assessments will help Foss meet federal requirements and keep people in the pipeline."

Deck officers must take assessor training under new guidelines of the international Standards of Training Certification and Watchkeeping (STCW95). The assessments become part of the training record of mariners seeking a license or a license upgrade.



Captain **Richard Brooks** of the Pacific Maritime Institute conducts a training session for Foss deck officers in Seattle.

## Family Profile

CONTINUED FROM PAGE 13

promote my son getting into it, but that's the way it was."

Whit Junior started with his family's companies beginning in 1964, working on tugs in California while going to college. Later, he managed companies in the Olson group, including serving as president of Star and Crescent Towboat Company in San Diego.

Olson was subsequently general manager of Murphy Pacific, which operated ship assist tugs on San Francisco Bay, and in 1972 moved to Portland with Riedel International, starting out in sales and then becoming president of Willamette Tug and Barge. Willamette Tug assets were acquired in 1988 by Knappton Towboat, which became Brix Maritime, acquired by Foss in 1992.

Meanwhile, Whit III was growing up in Hillsboro, Oregon, and hanging around his dad's companies' tugs.

During a break in college, he rode tugs up and down the coast and was on tugs to stay after a delivery from Florida, through the Panama Canal and up the West Coast in 1984. They had to stop for a drydocking and repairs in Panama during carnival.

"I was kind of hooked after that," said the young Whit Olson, now 39. He subsequently worked for Riedel in California and eventually ended up with Knappton and Brix, in 1987. Olson has been sailing full-time as captain since 1994.

He jumped at the chance to skipper the *Lynn Marie* last year when the 6,200 horsepower ASD tug joined the Foss fleet.

"I'd been on the tractor tug *Daniel Foss* on the river, and the *Lynn Marie* has more power in one engine than the *Daniel* has in two," Olson said. "With the *Daniel* on a ship assist, you might have to be farther up on the bow or farther back on the stern to get leverage. With the *Lynn Marie*, it

doesn't matter where you start pushing or pulling."

On ending up at Foss, the younger Olson said, "It's a great place to land. It's a stable place to work and the people are awesome."

Said his father, "It's the finest company on the West Coast."

*Editor's Note: This is the first in a series of articles on families at Foss that will run from time to time in Tow Bitts.*

## Scalzo Receives Award for Effort To Boost Safety in Tug Industry

Foss President and Chief Executive Officer **Steve Scalzo** received a Distinguished Public Service Award from the U.S. Coast Guard recently for his leadership in helping to craft a new safety regime for the towing industry.

The award was presented by Coast Guard Vice Commandant **Tom Barrett** at the American Waterways Operators (AWO) convention April 22 in Washington D.C.

Also receiving the award for their contributions to the safety effort were **Craig Philip**, President and Chief Executive Officer of Ingram Barge Company, based in Nashville, and **Ned**

**Moran**, Senior Vice President of Moran Towing Corporation, based in New Canaan, Connecticut.

The new safety regime would extend mandatory safety management, already a requirement for AWO members through the Responsible Carrier Program, to the entire towing industry.

The AWO and the Coast Guard have worked together to seek legislation supporting the extension. Scalzo, Moran and Philip were co-chairs of the Coast Guard-AWO Working Group on Towing Industry Safety, which helped develop and rally industry support for the regime.



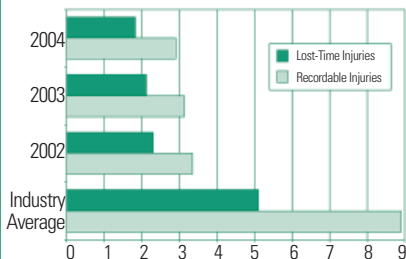
*At the awards presentation during the American Waterways Operators Convention were, from left, Coast Guard Vice Commandant **Tom Barrett**, Ingram Barge Company President and Chief Executive Officer (CEO) **Craig Philip**, Foss President and CEO **Steve Scalzo** and Moran Towing Corporation Senior Vice President **Ned Moran**.*



## Spotlight on Safety

### Injuries

Rate of recordable injuries per 100 workers, per year



- Recordable injuries are injuries requiring medical treatment.
- Lost-time injuries are injuries which cause a worker to miss time on the job.

### Spills



- Spills reported are those occurring during oil cargo transfers.
- A spill is defined as any spilled material that produces a visible sheen on the water.

## Thea Foss to be Featured in Mystic Seaport Exhibition

The prestigious Mystic Seaport Museum in Connecticut will feature Foss Maritime Company founder **Thea Foss** in an exhibit on “Women of the Sea,” that will open July 2 and will run through the spring of 2005.

Mystic Director of Exhibits **Jonathan Shay** said the 2,000-square-foot exhibit will be housed in the museum’s R.J. Schaefer Building, its largest facility for changing exhibits.

“I think this is an important exhibit covering a story that hasn’t been told very much,” Shay said. “It’s an exhibit that has a lot of good intellectual meat, and these women can serve as a role model for girls.”

Assembling the material for the exhibit was a collaboration between Mystic Seaport and the Mariners Museum of Newport News, Virginia, which staged its own exhibit on women and the sea several years ago.

The Foss Company was started in 1889 when Thea Foss bought a rowboat, fixed it up, and parlayed her investment into a fleet of rowboats the company rented from a small float in Tacoma.

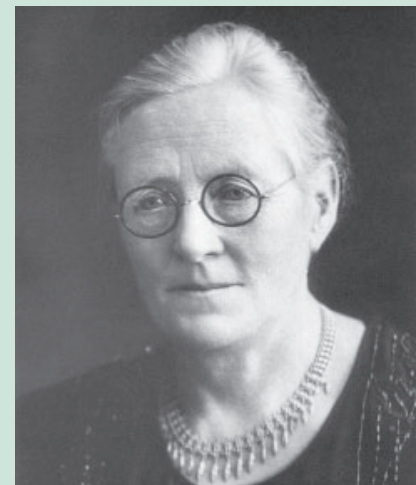
Thea Foss was the real-life basis for a series of Saturday Evening Post articles and the novel “Tugboat Annie” by **Norman Reilly Raine**.

The novel was turned into two films, the first in 1933 starring **Marie Dressler** and **Wallace Berry** as Annie’s husband. The second, in 1940, starred **Marjorie**

**Rambeau, Alan Hale**, and a young actor named **Ronald Reagan**.

The Mystic exhibit will trace the subject of women and the sea beginning with early-day mariners’ fascination with mermaids and will include displays on women pirates, figure-heads and women who were left behind by their seafaring husbands and boyfriends. There also will be stories of women who went to sea and had to take command of ships when their husbands collapsed.

Moving into the more modern era, the exhibit will focus on women in the Navy and Coast Guard, nurses, and women who have been tug captains and held other jobs traditionally considered the realm of men.



*Thea Foss*

## People News

### PROMOTIONS

#### Merridith Chumbley

Human Resources Assistant to Health & Safety Coordinator

#### David Palmer

Ship Repair Superintendent to Estimator/Project Manager

#### Tina Wissmar

Temporary Receptionist to Human Resources Assistant

### PASSINGS

#### James Agee

Retired Captain, SoCal

#### Elona Lesnick

Retired Benefits Administrator

#### George Schmidt

Retired Deckhand/Engineer, PNW

#### Jerry Ugebur

Retired Chief Engineer, PNW

### RETIREMENTS

#### Mel Corning

Deckhand Engineer, PNW

#### Don Jacoby

Deckhand Engineer, PNW

#### U Hak Son

Welder, Shipyard



### ***Mega-Marshall***

*The Marshall Foss, the most powerful harbor tug at the ports of Long Beach and Los Angeles, had a film crew on board recently for production of an episode of the Discovery Channel's Mega-Machine series. The 98-foot tug, packs 6,300 horsepower and was christened in 2002. The Discovery Channel program is tentatively scheduled to air Wednesday, July 28, at 9 p.m., with a repeat the following Saturday, but check last-minute listings.*



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