

# Tom Pitts

## Sakhalin Sealift Called Key to Foss Future; Super-Heavy Cargo Headed for Russian Beach

Steering a course toward eastern Russia and the future of Foss Maritime, six tugs and a barge left Seattle in mid-May to commence one of the most challenging projects ever undertaken by the company.

In an extreme environment in a remote part of the world, Foss will use five chartered barges to haul oil field production modules, up to 1,600 metric tons each, from South Korea to a landing site on Russia's Sakhalin Island.

"Oil field development and construction services is where Foss and our parent Marine Resources Group (MRG) want to take the company," Project Manager **Larry Johnson** said.

"Our team has worked really hard preparing for this project, and if we are successful we will probably be the go-to contractor as far as marine transportation is concerned."

The project for Exxon Neftegas Limited (ENL) comes on the heels of a smaller sealift to the Sakhalin site performed by Foss two years ago.

**Greg Manelick**, project manager for ENL, said his company "screened the world" for partners to perform this year's sealift and Foss came out on top in every selection criterion.



Able-bodied Seaman **Quentin Brown**, right, and Engineer **Leo Filippi**, behind Brown, load supplies on their tug, the *Howard Olsen*, before its journey to the Russian Far East. Holding the bundle on the pier behind Filippi is **Capt. Mark McKinley** of the *Kainani*. The man speaking with McKinley was not identified.

Foss' planning and preparation for the sealift began shortly after conclusion of the 2003 effort and has included nearly everyone in the company, including marine personnel, office staff, safety managers and Foss Shipyard.

About 400 employees attended a send-off barbecue for Sakhalin-bound tug crews May 13 at Foss' headquarters on the Lake Washington Ship Canal. MRG President and CEO **Paul Stevens**,

who also is chairman of Foss, addressed the group.

"I just have one thing to say to you guys," Stevens said. "You are going to sail off to Russia, and please be safe. The most important thing we can do in this job is for everyone to come home healthy and safe. If we can do that, then we've done a good job."

CONTINUED ON PAGE 4

## Sakhalin Sealift

In a project that could help shape the future of Foss, the company this spring sent a fleet of tugs and dozens of shoreside support personnel to eastern Russia to execute a major sealift for Exxon Neftegas Limited. ....Cover

## Keeping Foss on Top

**Scott Merritt**, Foss senior vice president for harbor services and regional towing, outlines his thoughts on keeping Foss at the forefront of its industry through a continuing emphasis on operational excellence. ....This Page

## Tug Construction: Full Speed Ahead

The second new tug being built at the Foss Rainier Shipyard is due to enter service in Long Beach late this summer, and a third tug is due for completion in December. ....Page 7

## New Pier for San Nic

The U.S. Navy recently completed construction of the what is believed to be the world's first open-ocean pier for roll-on, roll-off cargo at California's San Nicolas Island. Foss will use the pier for twice-monthly barge calls. ....Page 10

## Community Service Profile

Marine Transportation Port Engineer **Dana Brodie** gives back to the industry by helping young people get into maritime careers. ....Page 16

## Foss Funds Marine Lab

Foss took the lead in providing funds to start a marine education lab at Fort Worden in Port Townsend, Wash. Called the Foss Maritime Discovery Lab, the facility opened in April. ....Page 17

# *Tow Bitts*

*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 Scott Merritt,  
Sr. Vice President  
Harbor Services &  
Regional Towing

## Ensuring Operational Excellence Is the Key to the Continuing Success of Foss Maritime Company



For the safest, most reliable and highest quality service, the marine transportation industry has been coming to Foss Maritime for decades.

Foss' brand is built on the commitment of our employees, management and owners to be the best. Continuing success depends on our ability to back up our reputation with the operational excellence that our customers, owners, vendors and the community at large expect.

The effort to maintain operational excellence is a continuous process here at Foss. In that tradition, the new executive team this spring called a meeting of top managers from all of our divisions and regions to take a fresh look at what it will take for Foss to stay on top.

In a business where there is almost always a certain amount of risk, minimizing casualties is a key to operational excellence. So, we started by looking at incidents and near-misses experienced by the company over the last couple of years, the most recent being the grounding of the barge *Millicoma* near the mouth of the Columbia River on March 22 (See story page 9).

Ironically, the common thread that emerged as a cause of the incidents is a Foss employee trait usually viewed as one of our most positive — a can-do attitude. Analysis revealed, however, that the incidents probably would not have occurred if the decision-maker had checked that “can-do” inclination against another attitude: “should we do?”

How does a manager or tug captain standing at a decision-making threshold balance those two notions?

In our industry, as in life, we are guided by our values. Filtering the task at hand through our value system, should help front-line people of Foss

make decisions consistent with our “best-in-the business” reputation.

We don't, of course, want a captain searching through a handbook while deciding whether to seek a safe harbor in a storm. We want them to be guided by a clear value system. At our meetings this spring, we came up with a number of core values for discussion purposes.

- *We put the safety of people first.*

Foss must never put people or equipment unduly at risk. Our employees, customers, vendors and the public must trust us to operate in a manner that puts their safety and well-being at the forefront of everything we do. We will not do things just because other companies do. Our work practices must be the safest in the industry.

- *We protect the environment.*

Our customers and the public need to know that Foss deserves their trust with regard to the environment. We must ensure that moving oil with Foss is the safest way to move oil in the industry.

- *We maintain a quality work environment.*

Foss will maintain a work environment that attracts the best people, and we must protect that environment by fostering good treatment of our employees, good working relationships among them, and by ensuring that our managers have well-developed interpersonal skills. In the words of Mike Garvey, Chairman of SaltChuk, “We must strive to be a company we would want our children to work for.”

- *We will not compromise our ethics nor violate any rule, law or regulation in pursuit of our goals.*

We will be able to pass our grandmother's blush test in all we do and how we do it. Our credibility is one of our greatest attributes.

- *We are stewards of our owners' resources.*

Often, this stewardship means making decisions that will deliver returns to our owners. Sometimes, however, we must take actions that protect those resources at the expense of the bottom line.

These values are by no means written in stone. Since our management meetings, Vice President of Operations **Bruce Reed** has been traveling through our operating regions to get input from employees and there will surely be changes. As the owners of Operational Excellence it is essential that the employees' core values are aligned with those of the company.

In the meantime, also under Bruce's guidance, we will be adding emphasis to other areas to maintain operational excellence, such as implementation of ISO quality standards and our behavior-based safety program. Our vessels also are being certified under the International Management Code for the Safe Operations of Ships and for Pollution Prevention (ISM).

There are no shortcuts to excellence. We will do — and spend — what it takes to keep Foss at the top of the industry. Of that, you can be sure.

## Foss Going to Employees for Ideas on Maintaining Excellence

As part of a continuing effort to maintain operational excellence, Operations Vice President **Bruce Reed** is meeting with employees at all Foss locations to solicit their ideas on what it will take to keep the company at the top of the marine transportation services business.

Reed held a brainstorming session with marine and other employees in Seattle in May and planned meetings later in Portland, San Francisco and Long Beach.

"We previously discussed this at the management level," said Reed, referring to a session convened by **Scott Merritt**, senior vice president for harbor services and regional towing. "But I felt a need to solicit input from a larger and more diverse group."

Reed explained that the meetings would include a discussion of why operational excellence is important to the company and what's at risk if it isn't maintained. The groups also will review casualties, looking for common issues, common causes, and working with the area groups on solutions.

"My hope is that we will come up with three or four key items that will be common across all group input that we can work on as a company," Reed said.

In a broader sense, Reed said, "We will have opinions from a broad cross-section of Foss employees of what operational excellence means and what we can do in the future to achieve it."



### Lifting A Song

*The Foss 300 derrick lifts the whale-watching vessel Orca Song into the Lake Washington Ship Canal March 7 after the vessel was painted and underwent other routine maintenance and engine work at Foss Shipyard in Seattle. The 150-passenger, 64-foot vessel, operated by Mosquito Fleet, runs tours from Everett, Wash., through the San Juan Islands. Ship Repair Superintendent **Lou Schaefer** supervised the work.*



## Eastern Russia

CONTINUED FROM PAGE 1

The line-haul tugs on the project are the *Emma Foss*, *Drew Foss*, *Lauren Foss*, and *Howard Olsen*. The tugs *David Foss* and *Kainani*, the latter transferred from sister company Hawaiian Tug & Barge, will work as assist tugs.

The assist tugs will be stationed in Chayvo, the unloading port on Sakhalin Island, while the line-haul vessels will haul the modules from their construction site in Ulsan, South Korea, to Chayvo. The round trip between Ulsan and Chayvo will take about 21 days.

Hyundai Heavy Industries is the module manufacturer and will load the barges.

Of the five chartered barges, four were under construction in Indonesia. The contract with ENL calls for Foss to deliver 36 modules, with 24 scheduled to move this summer and the remainder to go next year.

In addition to the modules, Foss was to move about 500 containers of cargo from Ulsan to Chayvo.

Foss also is under contract to dredge the landing site at Chayvo, creating a



**Greg Manelick**, Exxon Neftegas project manager, said his company “screened the world” for sealift partners, and Foss came out on top.

pad where the barges will be ballasted down and grounded for safe unloading of the super-heavy modules to the pier. A suction dredge was aboard the equipment barge *Marmac 12* when it left Seattle May 21.

Heavy-lift specialist Mammoet, under subcontract to Foss, will discharge the modules from the barge to the laydown area at the dock facility in Chayvo. Under a separate

contract with ENL, Mammoet will move the modules another 14 kilometers from the landing port to the oil development site.

The North Pacific weather will be one of the main complicating factors of the effort, as the Chayvo harbor is fully exposed to the ocean. A breakwater is under construction and expected to be completed by late summer, when the danger of typhoons increases.

Marine Operations Manager Capt. **Herb Gazeley** said he believed the crews will be up to the challenge.

“Some of this is ocean towing, and we do a lot of that,” he said. “But this is the most ambitious sealift ever to go into an ocean beach and discharge modules. We have a great team, without a doubt, not only in talent but in attitude and adaptability.”

The remoteness of the oil development site also has been and will continue to be a challenge, Chayvo is about 100 miles away from the nearest village. It is a 16 hour train ride from Yuzhno, on the south end of the island.

“It’s really hard to get people in there,” Johnson said. “Express freight takes two weeks, if you’re lucky, so we’re bringing everything we think we might need.”



Rigger **Terry Dawley** uses a forklift to load an anchor onto the *Kainani* (ex-Catherine Foss) as the Sakhalin fleet prepared to depart from Seattle in mid-May.

## Faber Leads Sealift Management Team

Key Foss managers involved in planning and executing the 2005 sealift to Sakhalin Island include Executive Vice President for Marine Transportation and Global Services **Gary Faber**, who has overall responsibility for the project.

**Larry Johnson**, director of international operations and joint ventures, is responsible for the project on a day-to-day basis.



Gary Faber

Other key managers are **Joe Noverr**, safety manager, **Leiv Lea**, contract manager, **Dmitry Klimko**, general director for Foss business in Russia, **Don Collar**, project manager in Chayvo, and **Alexei Krasnev**, regulatory compliance officer.

Also, **Ben Warner**, interface with Exxon Neftegas Limited, **Scott Newall**, responsible for ballasting operations in Ulsan, **Al Warner**, ballasting in Chayvo, Capt. **Herb Gazeley**, vessel operations manager, **Jeff Schmidt**, port engineer, **Jim Wilcox**, dredging operations, and **Irina Bryabrina**, office manager in Yuzhno.

Dealing with a complex regulatory environment also was a hurdle, according to Johnson, who noted, "We had to comply with a whole body of regulations from the U.S., Japan, Korea and Russia . . . and Exxon's guidelines are pretty exhaustive in themselves."

The day before departure, deck officers were attending classes on how to recognize and respond to marine mammals migrating through the waters they would transit.

Ensuring that passports and visas were in order for Foss' approximately 70 marine and shoreside personnel also was a big task. Executive Assistant **Colleen Liman** made

## Shipyard Spends 9,300 Hours Readying Sakhalin Island Fleet

Getting the fleet ready for this summer's Sakhalin Island sealift was a major effort for Foss Shipyard, involving all workers in every craft for a total of 9,300 hours.

Production Manager **Don Hoge**, who led the project, said crews worked on all six tugs (*Drew Foss*, *Lauren Foss*, *David Foss*, *Emma Foss*, *Kainani* and *Howard Olsen*) before they departed for the Russian Far East. The shipyard also loaded the barge *Marmac 12* with dredging gear, containers and equipment to be used on the job.

Key personnel working with Hoge were superintendents **Danny Gipson**, **Lou Schaefer** and **Greg Schaut**. Engineering and Project Manager **Gisli Olafsson** planned and super-

vised the barge loading, and the Foss Terminal crew assisted with the *Foss 300* derrick and a mobile yard crane.

The tug requiring the most effort was the *Kainani* (former *Catherine Foss*), transferred from sister company Hawaiian Tug & Barge. Hoge said the yard "basically went through the boat," including replacing steel, cleaning fuel tanks, and overhauling the engines, watertight integrity, sandblasting and painting.

On the *Lauren Foss*, the yard overhauled fenders and rigging, went through the crane certification process and worked on electrical systems. Minor repairs were performed on the *Drew*, *Emma*, *Howard Olsen* and *David Foss*. Tow wires on all vessels were inspected and refurbished.



Among the many shipyard workers who contributed to the fleet-preparation effort was this group loading the barge *Marmac 12* the day before departure to Russia. They are: front row, **Dennis Wiltshire**, left, and **Alan Kulstad**; second row, **John Brix** and **Kwang Park**; third row, **Ron Becker** and **Bob Thomas** (both seated), **Harlan Nitchman** and **Tom Faehnrich** (coveralls); back row, **Steve Osberg** (in cab), **Jim Stutz**, **Greg Manertz**, **Steve Black**, **Jeremiah Buerow**, **Brian Johnson**, **Steve Hiltner** and **Gisli Olafsson**.

CONTINUED ON PAGE 6



## Eastern Russia

CONTINUED FROM PAGE 5

arrangements for about 22 shoreside and dredge personnel, while Marine Personnel Supervisor **Ray Friis** had to get about 30 passports.

All entering Russia had to undergo HIV testing, and in order to obtain visas, "letters of invitation"

had to be submitted to the Russian embassy.

"It was quite a process," Liman said. I didn't realize it would be so challenging."

**Merridith Chumbley**, health and safety coordinator, worked with Liman on medical surveillance requirements.

At an orientation session for marine employees held before the departure, Executive Vice President

for Marine Transportation and Global Services **Gary Faber** said employees "will have to rely on every ounce of our experience, ingenuity and energy to succeed."

Safety, he said, is the first priority.

"If we deliver 100 percent of the cargo on time and on budget, but one person gets hurt, we have failed," Faber declared. "There is no room for failure. This project is our future."

# Foss Assigns 34 Mariners to its Sealift Fleet; Six Tugs Crossing Pacific for Oil Field Project

Thirty-four deck officers, engineers, cooks and hands are manning the six Foss tugs working this summer in Korea and the Russian Far East. They are:

*Lauren Foss.* Capt. **Nate Collar**, Mate **Jeff Coxwell**, Engineer **Jim Greenlund**, Able-Bodied Seamen **Bob Wingle** and **Peter Roney** and Cook **Warren Lamberton**.

*Emma Foss.* Capt. **Andy Schwartz**,

Mate **Tim Spencer**, Engineer **Larry Hickman**, Able-Bodied Seamen **Brad Aro** and **Craig Gilmore** and Cook **Steve Harshman**.

*Drew Foss.* Capt. **Brad Ragnone**, Mate **Steve Kearney**, Engineer **Chad Alton**, Able-Bodied Seamen **Eric Jensen** and **Pat Breshears** and Cook **Chris Cory**.

*David Foss.* Capt. **Gary May**, Mate **Pat Kerns**, Engineer **John Wade**, Able-

Bodied Seaman **Chuck Lott** and Cook **Mark Phillips**.

*Kainani.* Capt. **Mark McKinley**, Mate **Frank Huber**, Engineer **Jack Hagey**, Able-Bodied Seaman **David Floyd** and Cook **Chris Miller**.

*Howard Olsen.* Capt. **Robert Farrell**, Mate **Greg Johnson**, Engineer **Leo Filippi**, Able-Bodied Seamen **Dan McGrath** and **Quentin Brown** and Cook **Barry Butler**.



Gathered on the deck of the *Lauren Foss* before its departure from Seattle were, from left, Chief Engineer **Steve Lunn**, who helped get the boat ready, and crewmembers Capt. **Nate Collar**, Chief Engineer **Jim Greenland**, Mate **Jeff Coxwell**, Cook **Warren Lamberton** and Able-Bodied Seamen **Bob Wingle** and **Peter Roney**.

# Rainier's Second New Tug Nears Completion, To Begin Service in Long Beach This Summer

It was full-speed ahead for the new-vessel construction program at Foss Rainier Shipyard in Oregon this spring, with the second new tug scheduled to be finished in late August and the third due for completion in December.

The second boat is to head for Foss operations in Long Beach this summer, following delivery of the first tug, the *Mikioi*, to Foss sister company Hawaiian Tug & Barge Young Brothers in the summer of 2004.

Foss has not announced a name for the Long Beach boat, which will be more powerful than the *Mikioi*, at 5,000 horsepower compared to 4,730.

The Z-drives and propellers also will be slightly bigger on the second boat, said **Hap Richards**, new construction manager. Rolls-Royce is building the Z-drives for the new boat, and the engines are coming from Caterpillar.

Unlike the *Mikioi*, the second boat also will be equipped with a stern winch for barge handling and a bigger bow winch with higher line speed and a warping head. Also, the new tug has staterooms in the bow, where the *Mikioi* has a void.

Richards noted that the entire superstructure of the Long-Beach-bound boat was fabricated on the ground before being joined with the hull.

“Just think of all the stairs you save by doing it on the ground,” Richards said. “The workers can get in there much more easily, do their work and save time.”

In late April, 18 people were at work on the Rainier yard's construction program. Another four workers were scheduled to be added by June 1, according to Richards.

*The superstructure of Dolphin II, in top photo, was fabricated on the ground before being mounted on the hull. In bottom photo, the hull of the second new tug nicknamed “Dolphin II,” is turned over after fabrication at Foss Rainier Shipyard.*



Hap Richards Photos





# Foss Launches 16th Season at Red Dog Mine; Aims to Match 2004 Lightering Production

Foss is set to commence its 16th annual lightering operation in July at the Red Dog Mine in the Alaskan Arctic. Four tugs and two specialized lightering barges, the *Kivalina* and *Noatak*, departed from Seattle in mid-June and are expected to return by early fall.

**Bob Fellows**, Red Dog project manager, said both barges were drydocked in preparation for this year's season, during which Foss hopes to load ore in volumes similar to last year's, when 1.36 million tons was transferred from the shallow-water mine port to 24 bulk carriers.

"We're looking forward to a safe and successful season," Fellows said this spring.

Members of the barge team include: Maintenance Supervisor **Travis Barrett**, Mill Wright **Patrick Thornton**, Electrician **Stan Tidyman** and Office Dispatcher, **Cole Brodie**.

*Kivalina* Crew. Barge Supervisor **Don Daigle**, Mechanic **Brett Walker**, Loader Operators **Neftali Alas** and **John Little**, Laborers **Josh Swan**, **Carl Horten** and **Chad Imhoff** and Load Superintendent **Mike Miller**.

*Noatak* Crew. Barge Supervisor **Bob Rowan**, Mechanic **Bogdan Fetsek**, Loader Operators **Ed Goebel** and **Dave Betz**, Laborers **Jason Hagey**, **Jeremy Weller** and **Lowell Ramoth** and Load Superintendent **Ken DeFrancesco**.

Third Barge Crew. Barge Supervisor **Roger Fallon**, Mechanic **John Routh**, Loader Operators **Chris Tarte** and **Calvin Clark**, Laborer **Wynn Davis** and Load Superintendent **Ricky Sockpick**.

Initial crews on the tugs are:

*Iver Foss*. Capt. **Todd Wilson**, Mate **Nathan Jansma**, Able-Bodied Seamen **Andrew Warfield** and **Steve Winter** and Cook **Greg Rankin**.

*Sandra Foss*. Capt. **Jeff Crooks**, Mate **Mark Bechtel**, Engineer **Mike Denton**, Able-Bodied Seamen **Glen McVicker** and **Jason Hudkins**, Ordinary Seaman **Nathan Impson** and Cook **Doug Bender**.

*Stacey Foss*. Capt. **Doug Engdahl**, Mate **Dave Black**, Engineer **Dave Atkins**, Able-Bodied Seamen **Nathan**



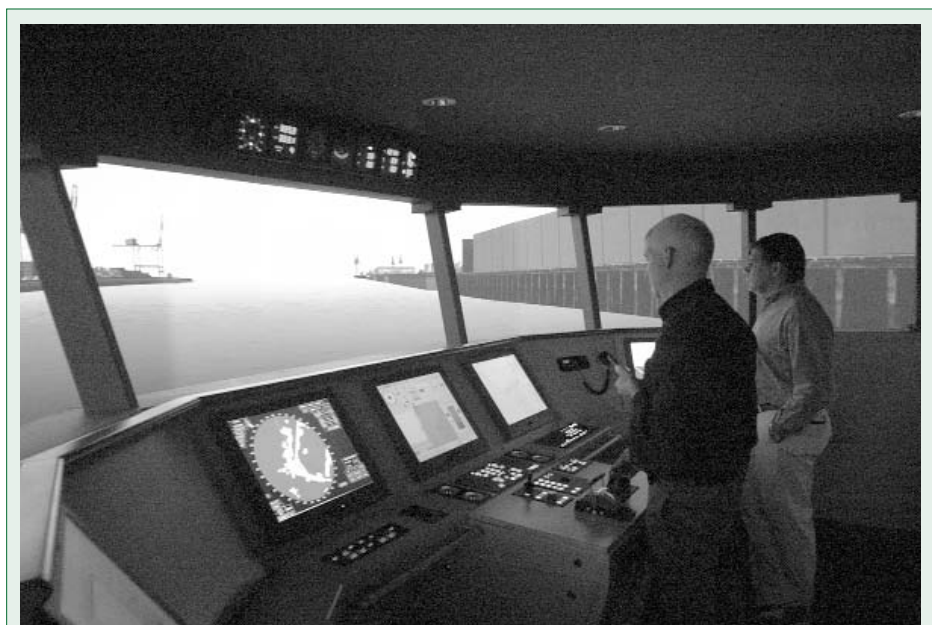
*A grizzly bear roams the beach as a bulk carrier stands by offshore at the Red Dog Mine Port in this August 2002 photo.*

**Nelson** and **Chris Mack Jr.**, Ordinary Seaman **Steve Creech** and Cook **Hugo Padilla**.

*Jeffrey Foss*. Capt. **Lars Hadland**, Mate **Troy Irving**, Engineer **Jeff**

**Durette**, Able-Bodied Seamen **Don Garrett**, and **Tom Gray** and Cook **Jason Esposito**.

Rovers. Capt. **Jack Finney** and Mate **Jay Justus**.



## *Virtual Duwamish*

*Foss Capt. Dave Corrie drives a tug with a barge in tow down the Duwamish Waterway in a simulator at the Pacific Maritime Institute in Seattle. Captains Chris Sauer, Kris Sek and Bob Bezona joined Corrie in being the first to test and make recommendations for improvement to the computerized "full-bridge" simulator. With Corrie in this photo is Capt. Jim Demske of Baltimore-based Vane Brothers.*



## Successful Salvage Job Reported Following Columbia Bar Mishap

A quick response helped assure the successful salvage of an oil barge with empty cargo tanks that broke loose while being towed across the Columbia Bar by the Foss tug *Howard Olsen* March 19.

Foss set up a command center in Seattle within hours of the incident and the next day moved the center to Seaview, Wash., not far from where the barge *Millicoma* was aground in a narrow cove near the mouth of the river.

Although it wasn't carrying cargo, *Millicoma* did have several thousand gallons of diesel oil in its double-hulled fuel tank. No oil escaped, however, and the barge was refloated March 23.

"The quick and effective response and team salvage effort minimized the potential for pollution," said **Bruce Reed**, Foss operations vice president. "If the barge had broken apart, the potential for oil pollution would have been much greater."

**Gary Faber**, executive vice president for marine transportation and global services, was incident commander, assisted by Salvage Master **Mick Leitz** of Fred Devine Diving and Salvage of Portland. **Paul Gallagher** of Foss was the operations section chief, and **Jim Peschel** was planning officer.

**Mike Sutton**, director of safety and health, was safety officer. **Scott Merritt**, senior vice president for harbor services and regional towing, was incident commander during the early stages of the response.



### Big Sub Bumpers

*Foss hauled two 20-ton fenders from Tacoma to the U.S. Navy's submarine base at Bangor on Hood Canal in late March for installation on a pier being refitted by General Construction Co. Jesse Engineering Co. of Tacoma built the giant fenders, and they were loaded on to the Foss barge Beach Bear, above, on two heavy-lift crawlers operated by Shaughnessy & Co. At Bangor, each fender was lifted by two cranes, below, and the barge was towed out from under them. The Emma Foss handled the tow.*

## Satisfaction Guaranteed

Each day, you either get better or worse. The choice is yours.

— From "Satisfaction Guaranteed"  
By Byrd Baggett



The Foss Barge PT&S 379 discharges cargo at San Nicolas Island's new pier.

## 'World's First' Open-Ocean RoRo Terminal Built for Foss Service to San Nicolas Island

The safety and reliability of the Foss barge service to the U.S. Naval Station on San Nicolas Island has been substantially improved with completion of what is believed to be the world's first open-ocean roll-on roll-off pier.

The Navy spent about \$12 million to build the new pier, tailored specifically to handle the Foss ramp barge *PT&S 379*. The 178-by-50-foot barge makes twice monthly cargo trips with the *Edith Foss* to the island base about 60 miles west of Santa Barbara, Calif.

The cargo previously was rolled off the barge onto an awkward deck supported by pontoons. The operation was sometimes challenging, when tides, weather and swell conditions weren't cooperating.

The new structure includes a pier with a cargo-receiving deck that can be raised and lowered through a range of about 19 feet. The entire structure, including a series of dolphins for securing the barge, is about 640 feet long.

Foss Southern California Marine Operations Manager **Wendell Koi** (since promoted to PNW regional director)

said barge modifications to enable docking at the new pier included addition of high-strength bits on the deck, a hydraulic line tensioner and winches, a large fender where the transom meets the pier and modifications to the ramp.

The Long Beach-based ramp barge and the *Edith Foss* carry all manner of cargo, from Port Hueneme to support the Navy's operations on the nine-by-four-mile island, used as a radar tracking station. The base also has a 10,000-foot runway and is known as an "outlying landing field."



# New Support Operation for Chevron Will Take Foss Boat up to 300 Miles Offshore

Foss brought a high-speed, 130-foot work boat into service in southern California this spring as a tender for Chevron crude oil lightering operations, scheduled up to twice a week, 40 to 300 miles offshore.

The contract to perform the work introduces a new line of business for Foss and represents an expansion of its longstanding relationship with Chevron, for which Foss already provides escorts, ship assists, transportation and other services.

Concurrent to the startup of the offshore tender work, Foss also has reached an agreement with Chevron to provide a launch service for tankers anchored in or near the Los Angeles/Long Beach harbor. This service will be operated by Foss sister company Gulf Caribe Maritime, which already has a launch service at the El Segundo Moorings, and managed by **Debbie Parrish**.

Southern California Superintendent of Lightering Operations **Paul Hendriks** said the company was



*Foss is using this vessel, the Gulf Miracle, as a tender for Chevron's offshore lightering operations.*

looking for a 60- to 65-foot boat for the launch work.

The offshore lightering operations involve transfers from "very large crude carriers" (VLCCs) and "ultra large crude carriers" (ULCCs) to smaller tankers for transportation to Chevron refineries at El Segundo near Los Angeles and Richmond on San Francisco Bay.

Foss' support vessel, purchased in the Gulf of Mexico, has a large aft deck and has been retrofitted for spill

response. It carries 2,000 feet of ocean boom, a skimming device and is outfitted to deploy oil dispersant.

The vessel will carry Chevron lightering masters, other personnel, equipment and supplies to and from the lightering areas.

Foss also will maintain the "Yokohama fenders," 16 feet in diameter and 36 feet long, used to separate the ships during the offshore transfers.

Five lightering engineers have been hired by Foss to maintain the fenders and other mooring equipment. Captain Hendriks has been brought on board to manage the new business with Chevron.

Existing Foss marine employees dedicated to the new business are:

Mate **Joe Mayer**, Mate **Jeff White**, Engineer **Tom Summers**, Engineer **Alison Williams**, Ordinary Seaman **Steven Phifer** and Ordinary Seaman **Vincent Pereira**.

Newly hired employees include: Foreman **Mike Howerton**, **Troy Jones**, **Terry Roland**, **Jeramie Verhelst** and **James Cauvier**.

## Valdez Bound

*The tug Halle Foss departs from Portland May 2, towing the barge Seattle to Valdez, Alaska, with a load of missile defense cargo. Foss made two of the eight-day trips to Valdez this spring with the containerized shipments, ultimately bound for Fort Greeley, near Fairbanks. Additional trips were scheduled for August and September. Members of the Halle's Crew on the May voyage were: Captain **Ray Freel**, Mate **Scotty Parker**, deckhand/engineers **Brian Dodge** and **Ben Hartly** and cook **Robbie Ackerman**.*



Donna Ilg Photo



1

# A Day at The Races

Foss once again produced a strong turnout for Seattle's annual tugboat races and waterfront parade May 14, with six tugs participating. The racing boats were the *Jeffrey Foss*, which finished fourth in Class A, the *Wedell Foss*, sixth in Class A, the *Pacific Explorer*, seventh in Class A, and the *Shelley Foss*, fifth in Class B.

The photos:

- 1 *Capt. Yoshikatsu Yonezawa*, Vice President Operations for Sanko Kisen (Canada) Ltd., from Vancouver, B.C., left, watches the races from the *Wedell Foss* with **Matt Brown**, Foss PNW sales manager, center, and Foss Capt. **Bill Archer**.
- 2 **Rob Campbell** of Transmarine Navigation Corp. in Seattle and wife **Sunshine** relax on the *Wedell Foss* as son **Deacon** snoozes.
- 3 The *Pacific Explorer* performs for the crowd lining the Seattle shoreline.
- 4 The *Jeffrey Foss*, foreground, sprints to the finish in the Class A race. The *Wedell Foss* is in the background.



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3



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**5** Members of the winning Foss team in the Survival Suit Race, held as part of the festivities, included, from left, **Keith Goodmansen**, ocean cook, **Jason Hudkins**, ocean able-bodied seaman, **Ray Friis**, marine personnel supervisor who helped coordinate the team, **Marcel Ion**, ocean training mate, and **Nate Impson**, ocean ordinary seaman.

**6** Employees and guests wave from the Jeffrey Foss, one of this year's racing tugs.



Don Wilson, Port of Seattle Photo



*The Foss tugs Richard M, ahead, and Anna, pushing, move a bridge section under the Carquinez Strait Bridge.*

## Foss Hauls Support Sections Quietly, Safely As Controversy Swirls around new Bay Bridge

Amid a storm of controversy that has surrounded construction of the new east span of the San Francisco-Oakland Bay Bridge, Foss has been quietly hauling support sections twice a week from their fabrication site in Stockton, 70 miles to the bridge site.

Although Foss has played no role in the controversy — which has seen the cost of the 2.2-mile span increase from \$2.6 billion to \$6.9 billion — Bay Area

Regional Director **Tim Engle** says the situation has made for a challenging work environment.

“Because of the overruns, problems with the design and other challenges faced by the project, this is an environment that tolerates no mis-steps,” Engle said.

He said that as of late May, Foss workers “to their credit” had made 78 safe round trips to Stockton, often in difficult tide, current and traffic

conditions, “and we are determined to triple that number before the retrofit is completed.”

Foss is in the second year of a three year, fixed-cost contract to transport the roadway sections.

Two years ago, the company participated in a similar project, lightering prefabricated roadway sections from a heavy lift ship to the site of a new bridge over Carquinez Strait at the north end of San Francisco Bay.



# Foss Barge 1 Finds New Home on the Bay; SF Team Settling in after Remodeling Project

The former home of Foss in Long Beach, *Barge 1*, has found new life on San Francisco Bay.

The surplus U.S. Army barge, which had housed the Long Beach offices since shortly after World War II, was towed north last September and since has undergone extensive renovations

Crews ran new electrical and phone lines to the dock at Foss Headquarters in Richmond, fabricated new fendering and anchoring to secure the barge, adjusted some interior walls, installed new carpet, and prepped and painted the inside.

Bay Area Regional Director **Tim Engle** said his team is now “settled in and enjoying its new digs.”

“Those of us who now call *Barge 1* home thank the SoCal team for their contribution to the Bay,” Engle said.

While in Army service, the barge served as a floating support facility for fleet operations. It included a gun shop, welding shop, a small brig and living quarters. The hull is made of concrete.



*Barge 1* was photographed recently at its new berth on San Francisco Bay.

## Alert Employees Stymie Looters in Portland

Three alert employees foiled what looked like a theft attempt at Foss Portland headquarters on the morning of April 8, confronting a couple of suspects who were apparently trying to steal a shore-power cable.

Mechanic **Mitch Wilson** and Deckhand **Christian Meyer** approached and questioned the suspects, who said they were fixing a tire on their pickup truck, parked outside the chain-link security fence protecting the Foss yard.



*Mitch Wilson*

One of them was holding a tire iron.

But Wilson noticed the shore-power cable for the barge *Seattle* in the back of the truck and presumed that the men also planned to

steal numerous other wires and straps that were strung part-way through the fence.

Meyer left to call 911 and reported the truck's license number, which had been written in the morning dew on a parked car, while Wilson stalled the suspects.

When the alleged thieves drove off, with one very low tire, mechanic **Andy Van Curen** tailed them to determine their direction and help police find them.

The two men were stopped by police and arrested a few minutes later on nearby Germantown Road.

Harbor Services Manager **Stu Sanborn**, who doubles as deputy

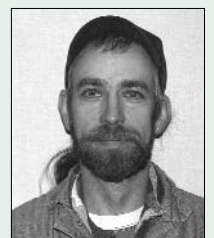


*Christian Meyer*

security officer in Portland, said employees had been asked to be on the lookout for suspicious persons since someone cut through the fence several months ago. Nothing was found to have been missing after the previous incident.

Coincidentally, Sanborn said, employees recently received security training as part of the company's compliance with new Homeland Security regulations.

“Our three guys are very savvy, and they would have approached these guys regardless,” Sanborn said. “It's what they would do, but nonetheless, they had been trained, and they took appropriate action.”



*Andy Van Curen*

# Port Engineer Focuses on Introducing Young People to Towing and Maritime Industries

The towboating and maritime industries have been good to the Brodie family, and **Dana Brodie**, marine transportation port engineer for Foss in Seattle, believes in giving back.

His father **Jack** spent 25 years at Crowley Maritime, rising to become vice president of international operations. Dana Brodie's brother **Jaye** is a Foss engineer, and son **Cole** is a dispatcher for Foss at Red Dog in Alaska.

"It's an industry we've enjoyed, and I think it's important to return something to it," said the 16-year veteran of Foss.

For Brodie, 50, that means focusing on ways to help young people get into the maritime industry.

Whenever a scout troop or a group of students visits Foss, Brodie is likely to be leading the tour.

Six years ago, seeing the disappearance of entry-level opportunities, he implemented an engineer-training program at Foss that has placed three people in jobs and will soon graduate a fourth.

And for the last 14 years, Brodie has been on the technical advisory board of Seattle Maritime Academy, a one-year program operated by Seattle Community College on the Lake Washington Ship Canal near Foss.

The board, which also includes representatives of other towboating

companies, fishing companies and marine vendors, reviews the curriculum for the program, which trains people for both deck and engineroom positions.

Board members also mentor students, help them find jobs and raise money for the school. Brodie, for one, is planning to spearhead establishment of a \$2,000 annual scholarship in memory of longtime friend and Crowley engineer **Don Munroe**.

"I like helping the underdog," he said, noting that there's nothing more important for companies like Foss than finding and training qualified people for jobs on the boats.

"If you don't have people to run those boats, you have no company," he said. "And if the wheels don't turn and the lights don't burn, we don't make a dime."

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*"If you don't have people to run those boats, you have no company. And if the wheels don't turn and the lights don't burn, we don't make a dime."*  
— Dana Brodie

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*Dana Brodie focuses his community service efforts on helping young people get into the maritime industry.*



# Foss Provides Lead Funding to Marine Lab For Educational Projects in Port Townsend

The Foss Maritime Discovery Lab on April 9 became the latest addition to the Port Townsend Marine Science Center's education facilities on Puget Sound.

The lab, for which Foss provided lead funding, will be used by kids and adults for research, environmental monitoring and other marine-related projects run in collaboration with regional scientists and other laboratories.

Foss Human Resources Vice President **Gil Graham**, who was among those from the company attending the opening ceremonies, said Foss hoped the lab would help the center continue to be "an outstanding model for science education excellence."

**Anne Murphy**, center executive director, said the lab was "a dream we've been planning and refining for several years."

"It's the only lab that we're aware of in western Washington where students and community members have access to such a wide array of research tools," she said.

The equipment at the facility will enable such projects as analyzing water samples, conducting shrimp-tagging studies and growing baby mollusks from seed.

The Port Townsend Marine Science Center is a non-profit organization founded in 1982 by volunteers dedicated to education, interpretation and preservation of the marine environment. It is on the beach at Fort Worden State Park.

*In photo at right, **Libby Palmer**, an educator at the Marine Science Center, handles a shrimp and works with kids at the Foss Maritime Discovery Lab. Observing on the far right is **Joe Langjahr**, vice president and general counsel of Foss parent Marine Resources Group. The woman in front of Langjahr is **Ann Graham**, wife of Foss Human Resources Vice President **Gil Graham**.*



*At the opening of the Foss Maritime Discovery Lab in Port Townsend above, were from left, **Gil Graham**, Foss vice president for human resources, **Joe Langjahr**, vice president and general counsel of Foss parent Marine Resources Group, **Anne Murphy**, Marine Science Center executive director, **Cinamon Moffett**, curator and aquarist for the marine exhibit and lab, and **Scott Merritt**, Foss senior vice president for harbor services and regional towing.*





*Bonnie Shaffer works on a laptop computer in the pilot house of the enhanced tractor tug Lindsey Foss.*

## Shaffer Helped to Usher in the Era of Computers; Saw Technology Become an 'Integral Part' of Foss

**Bonnie Shaffer** will never forget her first experience with a personal computer.

It was the late 1970s, and Foss bought the clunky box for the company that was its parent at the time, Dillingham Corp. of Hawaii. Shaffer and her co-workers would key budget information into the computer, put it in a box and take it to the Post Office.

"We'd mail it to Portland or Sacramento, and everyone would put their budget in and then mail it to Hawaii," Shaffer recalled. "Times sure have changed."

Shaffer retired from Foss at the end of April, three months short of her 34th anniversary with the company. Raised in rural Montana, she joined Foss fresh out of technical school, planning to return to her home state after a year or so.

But Shaffer never looked back.

"It was a good match, obviously,"

she said shortly before her last day. "I'm leaving behind a big piece of my life, and the people here. People are what Foss is all about."

Shaffer was a key player during a period of exhausting technological evolution at Foss and in the rest of the business world. From an era of punch cards (also boxed and sent to Hawaii) to the mailed-around PC, she worked through years that also saw the invention and proliferation of the Internet and put a networked PC on every desk.

Today, the eight-person Information Technology Department, led by **Craig Campbell**, supports 250 PCs, plus computers on each of the company's 40 vessels. They also take care of about 150 cell phones, satellite phones and Blackberry wireless communicators and Personal Digital Assistants.

"Technology has evolved into being a very integral part of the Foss operation," Shaffer said. "It's a key

element of our competitiveness. Having a computer or a cell phone is like having a pen or pencil at your desk, and it needs to work and be reliable."

People skills and a knack for problem solving have served her well, according to Shaffer, who notes, "That's where I shine."

An avid traveler, golfer, cross-country skier and fitness enthusiast, Shaffer married for the first time five years ago to Puget Sound Pilot Jim Shaffer. He spent 20 years with Foss and left as a captain 13 years ago. Jim's brother Dave is captain of the *Garth Foss*.

While she left Foss reluctantly, Bonnie Shaffer was looking forward to the opportunities of retirement.

"I want to do some other things, perhaps some volunteer work," she said. "Whatever it's going to be, I know it's going to be something with people."



# Grain Barges Used to Float 1.7 Million-Pound Load 232 miles up Columbia and Snake Rivers

In an innovative approach to a heavy-duty transportation job on the Columbia and Snake rivers, Foss used two grain barges late last winter to float and tow an enormous steel guide way for migrating salmon.

“Weirs,” as the guide ways are called, facilitate downstream juvenile salmon migration by enabling the fish to enter, near the river’s surface, spillways that carry them safely around dams.

The weir moved by Foss from Portland to the Ice Harbor Dam near Pasco was 105 feet tall, 70 feet wide and weighed 1.7 million pounds. The tow totaled about 232 miles, according to Columbia-Snake River Port Captain **Mike Walker**.

Foss began the job by loading the weir onto the ocean barge *Marmac 12* at Thompson Metal Fabricators in Vancouver, Wash. The barge and its cargo were then taken into a drydock at Cascade General Shipyard at the Port of Portland, where the drydock was lowered and the barge was sunk.

Walker explained that the two grain barges were then brought into the drydock side-by-side, the weir was attached to the ends of the barges with a hinged spreader bar, and then the weir was floated off the *Marmac 12* and out into the river.

With the Foss tug *Clarkston* pushing and the *Noydena* pulling, the barges and weir were towed up river and above the Ice Harbor dam.

“Here, we set up rigging, ballasted the weir, assisted the divers positioning the weir into its permanent position and then cut the barges loose,” Walker said.

Execution of the job was planned by marine architect **Thomas Dyer**, who has had plenty of experience working with Foss. He was a supervisor at the Foss shipyard in Seattle from 1976 to 1984.

“Tom was a true professional to work with, and I enjoyed demonstrating to him that the “Always Ready” attitude is still going strong,” Walker said. “I



*The Foss tug Noydena pulls the spillway weir up the Snake River toward Ice Harbor Dam, with the Clarkston pushing.*

Mike Walker Photo

think Tom knew he was in good hands after he saw how hard-working and dedicated the crews assisting him were.”

Crewmembers on the *Clarkston* were: First crew, Captains **Mike Ellsworth** and **Dan Mullican**, with Deckhands **Leonard Haglund**, **Ross Wilson**, and **Nathan Haglund**. Second crew, Captains **Doug Cody** and **Mike**

**Hays**, with Deckhands **Bob Vollmer**, and **B.J. Lyngstad**.

Crewmembers on the *Noydena* were: First crew, Captains **Don Gustafson** and **Terry Hicks**, with Deckhands **Mike Davis** and **David Lee**. Second crew, Captains **Dan Mullican** and **Dane Howard**, with Deckhands **Matt Davey** and **Ken Aman**.

## Ocean Tugs Head South For the Winter of 2005

Two Foss ocean-going tugs headed for warmer climes during the winter of 2005, the *Stacey Foss* working for a sister company in Hawaii and the *Iver Foss* pitching in for Foss’ Southern California group.

The *Stacey* was under the command of Capt. **Steve Robertson**, who has long experience in Hawaiian waters. The tug served on the inter-island runs operated by Hawaiian Tug & Barge Young Brothers, standing in

for the *Hoku Ke’a*, which underwent a refit at Foss Shipyard in Seattle. (See photo, page 21.)

The *Iver* spent the winter helping with the growing workload in the Los Angeles/Long Beach harbor.

On the return trip to Seattle, the *Iver* moved the bunkering barge *Foss 248-P3* from Long Beach to San Francisco Bay, and returned the bunkering barge *Dusk*, which had been on long-term charter on the Bay, to its owners in Seattle.

# Exciting Opportunities Aboard the Arthur Foss; Old Tug Being Returned to Operating Condition

By *Jacoba Charles*

The historic tugboat *Arthur Foss*, owned and managed by Northwest Seaport, is on schedule to return to active service.

The 116-year-old boat is a vibrant part of Northwest history, with an 80-year career as a working tug. It has served as a “teaching tool and a floating museum” since 1968, when Foss donated the retired boat to the Northwest Seaport. One of the oldest tugboats still in existence, the boat is a designated National Historic Landmark.

Restoration efforts by the Arthur Foss Ship’s Council and dedicated volunteers have been helped by recent grants and private donations. “We should get operational for the first time since 2000 by this fall, or next spring at the latest,” says Ship’s Council Chair and Board member **David Black**.

In an exciting approach to reaching this goal, a diesel engine theory and repair class is being taught aboard the *Arthur Foss* beginning in June. In this class, students will gain hands-on experience with an antique diesel engine, learning basic diesel theory

while overhauling the valves on the 1934 Washington Iron Works engine.

Diesel engine mechanic **Adrian Lipp** developed the program as a way to “combine expert ship repairs with educational possibilities for interested members of the public.” He describes it as a program that he is excited to see applied to all aspects of ship repair and maintenance.

The class will be taught by antique diesel engine specialists Lipp and **Dan Grinstead**. Local heavy-duty diesel expert Grinstead is an outside contractor for the *Thea Foss*, and was first employed by the Foss company in 1975. “This program has the potential to keep an interest in old machinery alive for people who are younger than me” says Grinstead. “These old engines in *Arthur* or *Thea* are quiet, and interesting to look at, but they do require more maintenance and more specialized skills.”

In order to become fully operational, the *Arthur Foss* needs repairs to its engine, rubrails, exterior paint, and portions of the hull beneath the ironbark sheathing. Private donations have enabled the engine repairs and the diesel theory class.

Last year, much-needed deck repair was accomplished through a \$150,000 grant from the National Park Service’s Save-America’s Treasures program. “Fundraising is an ongoing effort,” Black reports. “It’s a constant struggle to maintain old boats, to preserve and restore them, particularly with wooden ships. The NPS grant was a big boost, but we need more help.”

The six-member *Arthur Foss* ship’s council consists of Black, Lipp, **Lois Jerden**, **Dave Clute**, and **Jana and Joe DuBois** (who met as *Arthur Foss* volunteers). They host regular Saturday work parties for volunteers, and welcome new members of all skill levels.

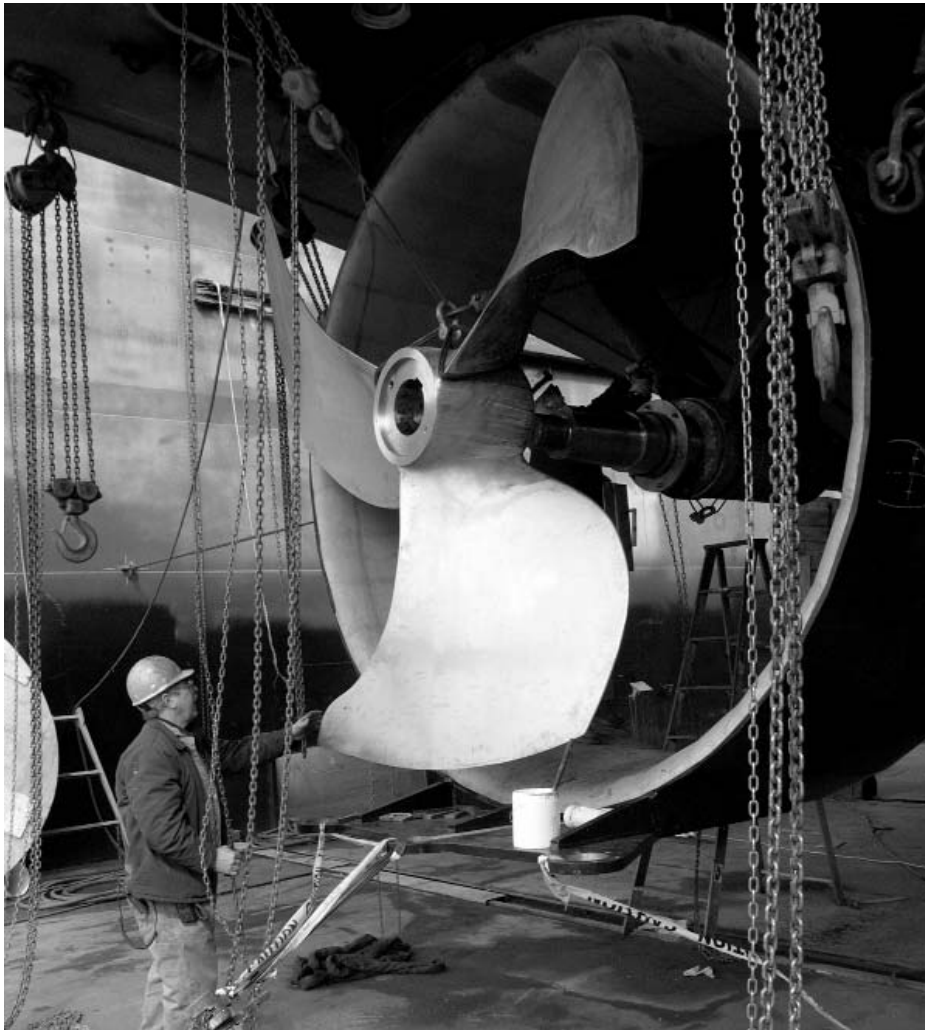
Anyone interested in the diesel engine theory class may contact Lipp at Old Tacoma Marine, (206) 898-7012. People interested in becoming a Northwest Seaport board member, volunteering, or making a donation should contact the organization at (206) 447-9800.

*Editor’s Note: The writer, Jacoba Charles, is a volunteer worker for Northwest Seaport.*



*The tug Arthur Foss, owned by non-profit Northwest Seaport, on Puget Sound.*





## Hawaiian Wheel

Rigger Foreman **Jim Mosman** hoists a new propeller into place on the tug *Hoku Ke'a*, owned by Foss sister company Hawaiian Tug & Barge Young Brothers, based in Honolulu. A three-month re-fit was completed at Foss' Seattle shipyard May 5, and included addition of Nautican high-performance fixed nozzles, skewed propellers and triple-vaned "shutter" rudders. Partially visible behind the propeller is **Daniel Amundson**, who was assisting Mosman.

## Foss Helping Tacoma Stage Huge Festival for Tall Ships

Foss will be pitching in to assist the Tall Ships Tacoma festival this summer, providing tug services and loaning sponsors about 1,000 feet of log boom where hundreds of pleasure vessels will tie up to view a parade of sailing vessels.

The festival, scheduled for June 30 to July 5, could be the largest event ever staged in Tacoma. Sponsors are preparing for a flood of as many as 400,000 people expected on the city's waterfront to view about 20 tall ships and join associated activities.

**John Lewis**, Foss senior customer service coordinator in Tacoma, said the company will provide tugs to position about 600 feet of floats for tall ship moorage adjacent to the Working Waterfront Maritime Museum on the Thea Foss Waterway.

The floats were obtained for the festival by independent tug operator **Robin Patterson**.

The log boom provided by Foss will be fixed to anchors set off the Old Town area by the Tacoma Parks Department, according to Lewis.



## Forty Years at Foss

Foss Seattle employees on March 3 held a cake-and-soft-drink gathering to help Marine Personnel Supervisor **Norm Manly**, center, celebrate his 40th anniversary at the company. Photographed with Manly were **Steve Scalzo**, left, former Foss president and now chief operating officer of its parent company Marine Resources Group (MRG) and **Paul Stevens**, Foss chairman and president of MRG.

# Tow Bitts Wins National Award of Excellence From Transportation Marketing Association

*Tow Bitts* recently was named winner of a “Tranny Award” in a national competition sponsored by the



*Foss was one of only three top winners in the publications category.*

Transportation Marketing and Communications Association.

The newsletter, published quarterly by Foss, was one of just three winners of “awards of excellence” in the publications category of the competition among marketing and communications professionals in the freight or passenger transit industries.

**Gil Graham**, Foss vice president for human resources, is coordinator of production for *Tow Bitts*. Sherman Communications assists Foss with production of the newsletter, with **Bruce Sherman** serving as editor and **Stacy Mutnick** overseeing design and printing.

One of the other two Tranny awards of excellence in publications went to another Seattle-based company, SSA Marine, for its *Tides* quarterly newsletter. Sherman Communications also assists SSA Marine with *Tides*.

The other award of excellence in the publications

category went to New Jersey Transit. Winners of awards of merit were Maryland Transit Administration, Averitt Express, Freightliner LLC, Norfolk Southern Corp., PBB Global Logistics, Port Authority of New York/New Jersey, Port Freeport, Regional Transportation Authority, TNT Logistics, and Tri-Met.

There were a record 207 entries in 10 categories in this year’s Tranny award competition, for work and projects completed in 2004. The awards were presented at a banquet May 3 in Naples, Fla.

## New Entry System at Shipyard Enhances Safety and Security


A new security system was installed this spring at Foss Shipyard with the aim of creating a controlled safety environment and improving the protection of customers’ vessels.

The system creates a secure perimeter of fencing and gates around the six-acre shipyard and terminal area. Workers, customers and vendors must now use a single entry on the south side of the yard manned by a security attendant in a new shack.

Shipyards Director **Jim Stewart** said the idea for the enhanced securi-

ty system originated at committee meetings held in conjunction with the company’s behavioral safety program, implemented in 2003.

“One thing that stood out in the very beginning was that if we didn’t have control of people coming and going in the yard, it was going to be difficult to control some of the safety issues in this work environment,” Stewart said. “The only way we could do that was to control access, and that’s what we’ve done.”



### Spotlight on Safety

#### Injuries

Rate of recordable injuries per 100 workers, per year

Year	Lost-Time Injuries	Recordable Injuries
2005	~1.5	~2.0
2004	~1.0	~1.5
2003	~2.5	~3.5
Industry Average	~5.0	~8.5

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

#### Spills

Year	Spills Reported
2003	1
2004	0
2005	1

- 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.



# No Red Tape for Foss Employees Who Take Issues to the Executive Safety Committee

The Foss Executive Safety Committee provides a means for any employee to take issues straight to the decision makers at the top of the company.

Made up of seven executives, the committee addresses safety issues that have not been resolved at a lower level, require a high-level decision, or are company-wide in nature.

For example, the committee recently ordered the purchase and installation of Automated External Defibrillators (AED's) for all vessels and offices.

"These lifesaving devices are an example of the commitment to the safety and well being of our employees," said **Mike Sutton**, director of safety and health.

Sutton said the committee helps Foss meet its operational excellence goals. The committee also aligns Foss with the requirements for vessel certification under ISM, which stands for International Management Code for

the Safe Operation of Ships and for Pollution Prevention.

"This committee allows us to be more responsive to our internal customers," Sutton said. "When someone comes to the committee with an issue, they are dealing with the decision makers, and they can walk out with a decision on the spot."

Members of the committee are **Steve Scalzo**, chief operating officer of Foss parent Marine Resources Group,

**Gary Faber**, executive vice president for marine transportation and global services, **Scott Merritt**, senior vice president for harbor services and regional towing, **Bruce Reed**, vice president for operations, **Andy Stephens**, vice president for shipyards, engineering and project management, **Frank Williamson**, general counsel, **Gil Graham**, vice president for human resources, and Sutton.

## People News

### NEW EMPLOYEES

**Mark Carlsen**  
Customer Service Representative,  
SF Bay

**Randy Clark**  
Controller

**Jim Peschel**  
Marine Quality Assurance Manager

**Christopher Rhea**  
Assistant Dredge Superintendent,  
SF Bay

**Monty Roy**  
Steel Shop Foreman, Seattle  
Shipyard

### PROMOTIONS

**Lori Biles**  
Buyer to Purchasing Supervisor

**Dan Eddleston**  
Customer Service Representative  
to Marine Transportation  
Supervisor, SF Bay

**Wendell Koi**  
Marine Operations Manager,  
Long Beach to PNW  
Regional Director

**Jeannie Louie**  
Intern, Billing Department to  
Assistant Buyer

**David Otterbach**  
Training/Cargo Mate to Chief  
Mate, Marine Transportation

**Bruce Reed**  
Vice President, Administration &  
Quality Assurance to Vice  
President, Operations

**Andy Schwartz**  
Chief Mate to Captain, Marine  
Transportation

**Vance Stanley**  
Leadman, Seattle Shipyard to  
Foreman, Outside Machine Shop,  
Seattle Shipyard

**Steve Winter**  
Ordinary Seaman to Able-Bodied  
Seaman, Marine Transportation

### PASSINGS

**George Benedict**  
Retired Deckhand/Engineer, PNW

**Jack Blanton**  
Retired Captain, PNW

**George Poehhacker**  
Retired Mate, PNW

**Suzanne Van Over**  
Petroleum Coordinator, Long Beach



### Twenty-Five Year Clock

*Columbia Snake River Region Senior Payroll Clerk **Dianne Farrier** and corporate Payroll Supervisor **Bob Wilkinson** display a wall clock presented to Farrier to observe her 25th anniversary with Foss and its predecessor companies in Portland. Portland employees held a cake-and-coffee gathering for Farrier, and maintenance personnel gave her two giant-geranium hanging baskets.*

Peter Meisner Photo



### **'Abe' Comes Home**

*The enhanced tractor tug Garth Foss, center, and super tractor Wedell Foss, on the bow, assisted the aircraft carrier USS Abraham Lincoln into its berth at the Everett, Wash., Naval Base on March 4. The carrier and its crew of nearly 3,500 were returning to their home port after a mission of mercy in the Indian Ocean helping victims of the earthquake-generated tsunamis that devastated the region late last year.*



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