

Tow Bitts

The Christening of the Morgan Foss

Dolphin-Class Tug Christened for SoCal Duty; Morgan Foss Built for Big Ships, Tight Channels



Ernesto Rodriguez Photo

Morgan Bauhofer pounds a bottle of champagne on the bulwarks of her namesake tug as Mike Garvey looks on from a safe distance. Garvey is a principal of SaltChuk Resources, which owns Foss parent Marine Resources Group.

Foss introduced a new wave of technology to Southern California late this summer with a ship-assist tug that is small, powerful and designed to handle huge new containerships that have grown with the Pacific trade they service.

The *Morgan Foss* was christened Aug. 29 in Long Beach and was at work in the harbor less than 12 hours later. A second Foss tug of the "Dolphin Class" was under construction at Foss Rainer Shipyard in Oregon and is due for delivery to Long Beach in December.

At just 78 feet long and packing 5,080 horsepower in twin azimuthal stern drives, Foss officials say the tugs have an unrivaled ability to move large vessels through channels where room for maneuvering has shrunk with the growth of the ships.

"The ships are growing but the channels are not," said Southern California Regional Director **Dave Selga**. "To meet that challenge, this vessel will have more power for its size than any tug in the harbor."

The sunny christening ceremony, held on the Pine Street Pier at the newly redeveloped "Pike" area next to downtown Long Beach, attracted customers, industry officials and others who welcomed the newest boat in the harbor.

Mike Garvey, a principal in SaltChuk Resources, which owns Foss

CONTINUED ON PAGE 8

Morgan Foss Christening

Foss and its customers in Southern California welcomed a new tug to the Los Angeles/Long Beach harbor on Aug. 29. With high power in a small package, the *Morgan Foss* is considered ideal for the nation's largest port. Cover and Pages 8 – 11

Success on Sakhalin

Foss completes a major sealift on Russia's Sakhalin Island, even as changing circumstances forced alterations in the complex operations plans for the project. Page 4

Looking Back

Foss Historian **Mike Skalley**, in the first installment of a two-part series, re-visits past sealifts, including a 1975 effort that nearly ended in an icy disaster. Page 5

Big Job for Shipyard

Two huge cranes owned by the U.S. Navy arrived at Foss' Seattle shipyard on Sept. 10 for a 10-month overhaul. The work includes boosting the capacity of the cranes and increasing their reach, Page 7

A Man and His Tower

After more than 1,000 welds and hundreds of hours, Foss Shipyard lead man **Carl "Rerun" Phillips** completed a six-foot-tall model of the Eiffel Tower. His work is remarkable in its likeness to the original. Page 15

Meet the Macks

Being on the water has always been an important part of life for Foss Engineer **Chris Mack** and his family, including son **Chris Jr.**, a recent graduate of California Maritime Academy. Page 16



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 Gary Faber,
Executive Vice
President, Marine
Transportation &
Global Services

Positioning Foss Maritime For Evolving Marketplace



Change is always challenging.

Starting early in 2004, our parent company, Marine Resources Group (MRG) set in motion a series of structural and

management changes designed to align Foss with changing market conditions and help the company grow.

The reorganization was, for the most part, in place in February of this year. Foss formally recognized its two operating divisions, one for Harbor Services and Regional Towing and the other for Marine Transportation and Global Services.

The key management changes included Scott Merritt being named Sr. Vice President, Harbor Services and Regional Towing, and me being named Executive Vice President, Marine Transportation and Global Services. Foss President Steve Scalzo moved to MRG as Chief Operating Officer, and MRG President Paul Stevens assumed a second role, as chairman of Foss.

With this reorganization, we are better able to address changing market conditions, effectively develop growth opportunities, and provide challenging job content for our talented employees as well as management succession planning.

With these goals in mind, we are going full steam ahead.

• We have initiated our management succession planning by filling open management positions and hiring new people. Four positions will be filled in September. We also will step up our training for managers, with particular focus on respect, concern, teamwork and integrity.

• Senior managers will have more face-to-face contact with vessel and shoreside employees to establish a collaborative and cooperative dialogue.

• We will emphasize training for vessel crews, including three and four day seminars using simulators and other tools which will hone the skills of our operations employees and inspire discussion.

Our focus is not only to position the organization for business as it is, but also for how it will be. To meet the changing competitive environment, we must have a company that can transform itself fluidly, seamlessly and more effectively.

Although we cannot totally eliminate the challenges that come with change, effective planning and communication can help significantly. All of us have a role to ensure the organization is prepared for change by accepting it

as an important aspect of corporate life.

We will be better prepared for the future as we accept change as a positive action to meet the needs of our employees and customers, now and in the future.

All of us have a role to ensure the organization is prepared for change by accepting it as an important aspect of corporate life.

Foss Matching Contributions To Hurricane Katrina Victims

Foss is matching employee contributions up to \$100 to the Salvation Army or Red Cross to support relief efforts for victims of Hurricane Katrina. Employees making contributions should notify Gil Graham, vice president for human resources, at (206) 281-3877 or gil@foss.com.



Mike Stork Photo

On Safety It's Time to Move 'Upstream' In Evaluating Safety Program

By Mike Sutton
Director of Safety and Health

The easiest way to measure the success or failure of a safety program isn't necessarily the best way.

Traditionally, safety professionals have focused on what we call "downstream" or "lagging" indicators, such as injury rates, days lost from work and insurance premiums.

But in order for a safety culture like the one we have implemented at Foss to evolve, gauging success also requires that we view those numbers in the context of "upstream" or "leading" indicators.

Upstream indicators encompass things that are generally preventive in nature and often quantifiable, such as capital spending for health and safety, identification of hazards and time spent on training.

Other upstream indicators include identifying and publishing best practices, awards and recognition for safety excellence, and the number and results of our internal safety and health audits.

Upstream indicators provide a positive incentive to focus on risk control and prevention activities and underscore the idea that the best way to reduce injuries and loss is to understand risk and take action to reduce it.

Knowing that these indicators will be subject to measurement also makes it more likely that we will implement them.

And when we use upstream measures in combination with downstream indicators, we are working toward balance in our overall safety management system.

We are truly committed to fostering a safety culture, and bringing upstream measures into the mix will help us maximize safety performance by measuring, reporting and managing safe behaviors and actions taken to prevent accidents.

Building Bridges

The Henry Foss on July 21, in the top photo, heads toward the west shore of the Tacoma Narrows towing a wire rope used to begin the process of drawing suspension cable through the tops of the 510-foot towers of the new suspension bridge between Tacoma and Gig Harbor. The wire rope was reeled into the staging area at right, where the cables will be anchored and the span will make its landfall. The existing bridge is on the left. In the bottom photo, taken on Aug. 3, bridge workers on the Henry join cables connecting the two towers. The Shelley Foss also assisted on the second job. The new Tacoma Narrows bridge is scheduled for completion in mid-2007. Foss has been involved in construction of all three Tacoma Narrows bridges, including the first one, which shook itself apart in a windstorm in 1940. Capt. **Harry Manly**, the late father of current Marine Personnel Supervisor **Norm Manly**, ran the Foss tug that strung the cable on the first bridge. Capts. **Bob Bezona** and **Doug Bezona** ran the Henry on the recent jobs, and Capts. **Bill Acorn** and **Joel Russell** were on the Shelley.

Foss Reports Success on Sakhalin Island Project Despite Late Start and Changing Circumstances

Foss won a race against the calendar on Russia's Sakhalin Island in early September, completing an oil-field sealift before the weather turned bad.

The first deliveries of the giant production modules from Korea to the island off Russia's east coast were stalled nearly two months, until early August, due to various delays.

In spite of those delays, Foss Executive Vice President for Marine Transportation and Global Services **Gary Faber** said the company completed the 16 voyages planned for this season, the first in a two-year project.

As Faber and others predicted before the effort began, changing circumstances had Foss making major, last-minute changes in its complex operations plans for the project.

A delay in dredging the landing basin, caused by storms that kept trying to turn it back into a beach, meant the

delivery schedule had to be compressed. So Foss, which planned to use four tugs and five chartered barges for the 1,500-mile trips between Korea and Sakhalin Island, chartered five more tug-barge combinations.

"Because of the project schedule, our only recourse was to source the equipment in the Far East," Faber said. "When we got the late start, the only way we could compress the schedule was to improve efficiency and add sets."

As for efficiency, offloading the modules was proving faster than expected. The first barges were turned around in 28 to 30 hours each, compared to the predicted 48 to 60 hours.

During the cargo discharge, the barges are ballasted down to the bottom, resting on a landing pad Foss planned to maintain with a suction dredge brought from Seattle. As a last-minute contingency against storms that might keep

the dredge from working, a second pad was built to be groomed with bulldozers, excavators and other land equipment working in about three feet of water at low tide.

Foss also had to change its plan for landing the barges. The landing pads aren't as deep as they were supposed to



One of the first modules delivered to Sakhalin Island this summer rolls off the barge.



Herb Gazeley Photo

The challenging barge landings have regularly been made in low visibility. The assist tug Kainani is in the background, and the mini-tug Stinger, able to work in shallower water, is in the foreground.

be, so the water is too shallow for tugs to come in alongside the barges.

Instead, the tug *David Foss*, under the command of Capt.

Gary May, was landing barges on the tow line.

Capt. **Herb Gazeley** was acting as pilot on the barges and the tug *Kainani* under the command of Capt. **Mark McKinley** provided the assist.

“They have to be able to figure out the length of the tow line, the effect of the wind and the set of the current to make this turn just right so the barge doesn’t cruise into the dock or get so far out we can’t reach it,” Faber said. “And

when we lose the high tide, there is not enough water to float the barge over the pad. You have only one shot at it and they’ve made it every time.”

Faber said the first landing was accomplished in what amounted to “zero visibility.”

“These landings didn’t resemble anything we spent six months planning to do, but

these guys are so good they can adapt to those changing conditions in a hostile environment and pull it off without a hitch.”

In addition to May, crewmembers on the *David Foss* were Mate **Pat**

Kerns, Engineer **John Wade**, Able-Bodied Seaman **Chuck Lott** and Cook **Mark Phillips**. Faber also singled out crewmembers of the *Kainani*, which was experiencing mechanical problems, for their performance. They were Capt. **Mark McKinley**, Mate **Frank Huber**, Engineer **Jack Hagey**, Able-Bodied Seaman **David Floyd** and Cook **Chris Miller**.

Heavy lift contractor Mammoet, under subcontract to Foss, was adapting “very well to the changes,” according to Faber. And he said customer Exxon Neftegas “has been very supportive and very understanding of the changing conditions and operations.”

“These landings didn't resemble anything we spent six months planning to do.”

— Gary Faber

Narrow Escape from the Icebound North Slope Averted \$500 Million Disaster in 1975 Sealift

Editor’s Note: This is the first in a two-part series about previous sealifts by Foss Maritime. Mike Skalley, the writer, is the Foss company historian and the author of “Foss, 90 Years of Towboating.”

By Mike Skalley

The most challenging sealift to date for Foss Maritime was in 1975, when three of the company’s tugs and six barges joined a convoy that encountered the most difficult summer ice conditions in the recorded history of the Arctic and was nearly stranded for the winter.

The sealift of 1975 to the oil fields on Alaska’s North Slope required a total of twenty-three tugs from several companies towing forty-seven barges. The cargo tonnage to be delivered in the 1975 season was 160,000 tons worth \$500 million.

The *Arthur Foss* and *Henry Foss*, each with two barges departed Seattle on June 30. The *Jeffrey Foss* departed Seattle on July 5 and dropped anchor on July 25 at a rendezvous point near Wainwright to wait for the Arctic ice pack to recede, expected to happen in early August.



The Jeffrey Foss, background, follows another tug through the ice on the way to Prudhoe Bay.

The comments on the *Jeffrey’s* log sheet ten days later read, “Same as before, day in and day out with heavy drift ice in all directions.” Then on August 6 the *Jeffery* and the other tugs and barges had to withdraw south to Icy Cape to prevent damage as heavy ice surrounded the fleet

along with thick fog and temperatures dropping to 32 degrees. Aug. 22, the latest recorded date of the annual ice break-up at Point Barrow in 45 years, came and went with no change.

CONTINUED ON PAGE 6

Looking Back

CONTINUED FROM PAGE 5

By Aug. 26 the days of waiting had turned into weeks filled with frustration and boredom for the 184 crew members on the tugs as the polar ice refused to recede. On Aug. 28 the decision was made to single up the tows (one barge per tug) with the ten barges of priority modules to make a try if even the narrowest lead in the ice should form. Failure to deliver these modules would delay completion of the pipeline by many months so no chance could be passed up. The ten tugs, including the *Jeffrey*, were selected for this highly risky operation because they had the least draft and could stay close to the beach in shallower water where the ice was thinner.

Finally on Sept. 3 a small lead opened up, and with ice patrol planes scouting for further leads, the first four tugs started through a narrow opening rounding Point Barrow. In the log of the *Jeffrey Foss*, Captain **Joe Uskevich** wrote, "Going around Barrow with air reconnaissance. Encountering heavy pack ice. Temperature 26 degrees and fog."

It took two days for the tugs to force their way through 165 miles of ice encrusted waters to Prudhoe Bay. The *Jeffrey* arrived at 2100 Sept. 4, the first of the 1975 sealift. On arrival, the air temperature was 20 degrees with new surface ice forming. With no time for celebration, the *Jeffrey* headed back to

Point Barrow to assist the next group of tugs and barges.

With two tugs on each barge the second group successfully arrived in Prudhoe Bay on Sept. 7. A total of 22,000 tons had now been delivered. The *Jeffrey* and her running mates departed Prudhoe the next day to rejoin the remaining fourteen tugs and thirty-seven barges still dodging ice flows off Wainwright. On Sept. 10 the *Jeffrey's* log reads, "Can't get around Barrow. Heavy mean ice and thick fog. Some icebergs are 20 to 30 feet high."

By Sept. 11 the tugs were forced into Elson Lagoon, a shallow body of water, to escape the heavy pressure from ice build up. For five days the tugs remained trapped in the Lagoon until a wind change gave them a chance to escape and safely turn the corner at Point Barrow. They rejoined the remaining fleet at Wainwright on Sept. 16.

The weather was uncooperative for the next several days, but finally on Sept. 24 Captain Uskevich reported that fifteen tugs and barges, including the *Jeffrey*, were heading single file toward Point Barrow. Just before rounding Barrow, the wind changed and the heavy ice pack blocked the route. The air temperature was 25 degrees and dropping.

The entire fleet turned around and retreated to Point Franklin. By nightfall the temperature had dropped to 15 degrees. A decision had to be made. Should the fleet remain, waiting for an opening that might never come and risk the chance of getting frozen into

the Arctic ice for the next ten months, with potential damage and delays running in the millions of dollars? The current cost of the delays due to the unrelenting ice was running at \$200,000 per day. The oil companies, standing the costs of all the delays decided to take the big gamble and hold out for awhile longer.

Finally on Sept. 28 with the aid of the ice breaker *Burton Island*, and the cutters *Storis* and *Citrus*, breaking out a lane ahead, the tugs and barges moved out single file and made it around Point Barrow the next day. The temperature was holding at 5 degrees above zero and a six inch layer of new ice had formed in addition to the year — old pack ice.

A radio call from the *Jeffrey* at 1315 on Sept. 30 advised that they were stuck solid in pressure ice with heavy build up on the tug's port side. The cutter *Storis* arrived later in the day, and began the process of freeing the *Jeffrey*. Late in the evening the *Jeffrey* broke free, and at 1930 Oct. 1, they safely arrived in Prudhoe Bay, battered but safe. The last tugs in the convoy arrived in Prudhoe 16 hours later. The captains of the last tugs reported ramming through ice up to sixteen inches thick.

At 2240 Oct. 2 the *Jeffrey* departed Prudhoe joining the other tugs single file for the retreat around Point Barrow. After two days of ramming through ice, a beating the tugs were never designed for, the fleet, with the help from the Coast Guard cutters and ice breaker rounded Point Barrow to safety.

The most stupendous and most costly civilian sealift in peacetime history was declared a success, but had nearly turned into a \$500 million disaster. Of the forty-seven barges that originally went north, twenty-five were safely delivered to Prudhoe Bay, twenty were diverted to the ice-free port of Seward, and two were returned to Seattle for eventual delivery in the sealift of 1976.

The Sealift of 1975 had been carried out in the most difficult summer ice conditions ever recorded in Arctic history. The *Jeffery* and her ice-weary crew finally arrived at the ice-free Foss moorings in Seattle on Nov. 4, 124 days after departure from Ballard on that warm July day.



The *Arthur Foss* tows a module through a narrow channel in the unseasonably heavy ice.

Shipyard Wins Big Job from U.S. Navy, Overhauling and Upgrading Two Cranes

Foss Shipyard in August won a contract to modify and upgrade the capacity of two large cranes for the U.S. Navy, a major job that will keep up to 12 Seattle craftsmen busy for about 10 months.

The 60-ton “portal” cranes were transported by barge from the Puget Sound Naval Shipyard (PSNS) in Bremerton to Foss Shipyard in September. When the work is completed next June, they will be put back into service at Bangor Naval Base on Hood Canal.

Shipyard's Director **Jim Stewart** described the job as “a major project that will provide steady work in addition to the base shipyard dry-dockings and pier side work - we are very happy to have won this one.”

Foss overcame competitors for the job through the Navy’s “best-value award” system, which takes into consideration technical capability, experience in the work sought and price.

The shipyard has overhauled two portal cranes and five floating cranes for the Navy since 1995. Two of the floating cranes were in Norfolk and one was in Pearl Harbor, Hawaii. In addition, the shipyard has accomplished warranty work on a new Samsung crane at PSNS and a floating Army crane stationed in Tacoma.

In the current project, the shipyard will upgrade the two portal cranes from 60-ton to 85-ton capacity. The booms will be extended and strengthened, winches will be modified and the gauge, or width of the base of the cranes, will be changed from 20 feet to 30 feet.

When in service, the cranes are mounted on tracks that enable them to move along the pier.

The upgraded cranes will replace two in Bangor the Navy believes are at the end of their useful lives. Foss will remove and take ownership of the old cranes, but Stewart said no decision had been made on what to do with them.

Managers overseeing the crane project include: **Van Vorwerk**, project manager, **Danny Gipson**, ship superintendent, **Steve Kimmel**, transportation,

Gisli Olafsson, quality assurance, and **Warren Snider**, Project Advisor. In addition, **Ken Rau** and **Lloyd Priest**, both retired Foss employees will provide

their expertise to the project as needed. Norsar and Headway Marine are the two major sub-contractors, providing heavy moving services and engineering.



*Wedell Foss Mate **Carlos Valadez** pilots a barge carrying two U.S. Navy port cranes through the Hiram M. Chittenden Locks in Seattle on Sept. 10.*

Morgan Foss

CONTINUED FROM PAGE 1

parent company Marine Resources Group (MRG), said the construction of the *Morgan* and its sister continue a pattern that has seen his company invest more in Foss than it has taken in profit since buying the company 18 years ago.

"It takes a lot of capital to bring in this equipment, so we want to make sure we spend it efficiently," Garvey told the gathering, adding that Foss Rainier Shipyard "can compete with anyone in the world in building these tugs."

The bottle-breaking portion of the christening was performed by the tug's namesake, **Morgan Bauhofer** of Bend, Ore. She is the great, great granddaughter of company founders **Thea** and **Andrew Foss**. (See article, page 9.)

Other descendants at the christening included Morgan's sisters **Kelly** and **Lindsey**, her mother **Shannon Bauhofer**, and her grandmother, **Henrietta "Tooty" Hager**. All have had tugs named for them.

SaltChuk acquired Foss in 1987 and has maintained the tradition of

naming vessels after members of the founding family.

Foss Senior Vice President for Harbor Services and Regional Towing **Scott Merritt** said, "It's a different world out there." He noted that just a few years ago no one would have imagined today's huge ships moving through the back channels of the ports of Los Angeles and Long Beach.

The *Morgan Foss* and her sister will be the solution.

"The *Morgan* has the brute force and the diminutive size to apply it," Merritt said.

Selga said having twin Dolphin Class tugs will answer pilots' preference for identical assist boats with equal power and added, "These boats will meet the needs of ships for quite some time."

MRG President **Paul Stevens** said the *Morgan* and her sister are part of what he called a "technology shift" driven by the size of the ships and the growth of the trade.

"The technology that the customers want are high-powered tractor tugs, so you have to invest in the technology that meets that demand," he said, adding that no yard other than the Foss Rainier

Shipyard "is building this kind of tug for this price."

The invocation was performed by the Rev. **Art Bartlett**, director emeritus of the Seamen's Church Institute of Los Angeles.

"We bless the *Morgan Foss* from the wheelhouse to the keel, from port to starboard and from stem to stern," he said.

Marine Resources Group Orders Four More Tugs

Foss Rainier Shipyard in Rainier, Ore., has received orders for four more Dolphin-Class tugs from parent company Marine Resources Group (MRG).

The order brings to seven the number of Dolphin-Class tugs built or ordered so far. The first went to Hawaiian Tug and Barge/Young Brothers, also part of MRG, the second was delivered to Foss in Long Beach this summer, and the third was to go to Foss in Long Beach in December.

The Rainier yard is now dedicating its efforts to new construction, focusing on the 78-foot, Dolphin-Class boats, which feature twin "Z-Drives" and pack more than 5,000 horsepower.



Foss Senior Vice President for Harbor Services and Regional Towing Scott Merritt told the gathering that the Morgan Foss has the "brute force and diminutive size" needed in the Los Angeles/Long Beach harbor.

"This tug adds to our ability to handle the big ships in our harbor. Without this kind of tool and technology, it's more difficult. Foss has stayed ahead of the curve in developing new vessels."



Capt. Manny Aschemeyer, Executive Director, Marine Exchange of Southern California

Third Sister Finally Has Her Tug; Morgan is 'Absolutely Honored'

Sisters, of course, tend to be very competitive, and the first thing **Morgan Bauhofer** wanted to know when she learned a tug would be named for her was: "Is it going to be bigger than my sisters' tugs?"

At 78 feet, the *Morgan Foss* actually falls in the middle. The *Kelly Foss*, named for Morgan's eldest sister, is 47 feet long, and the *Lindsey Foss*, named for the middle of the three Bauhofer girls, is 155 feet.

Morgan, 19, is a native of Bend, Oregon, and a sophomore and business major at the University of New Hampshire. She is the great, great grand-daughter of **Thea** and **Andrew Foss**, the company's founders.

Her mother is **Shannon Bauhofer** and her grandmother is **Henrietta "Tooty" Hager**, the daughter of **Henry** and **Agnes Foss**. Henry Foss was the third and youngest son

of Thea and Andrew.

SaltChuk Resources, which acquired Foss Maritime in 1987, has maintained the tradition of naming vessels after members of the founding family.

This summer, Morgan is working at a cattle ranch that also entertains guests in central Oregon. She hopes to study the agricultural business in graduate school and pursue a career in ranching.

As for the tug-related competition between the three sisters, Morgan says they agree the boats actually fit the personalities of their namesakes.

"*Kelly* is a miniature tug, and my oldest sister is five feet tall, very small and petite," Morgan noted. "*Lindsey* was a dancer — very graceful and elegant with a powerful personality, which is totally fitting being that hers is the most powerful tractor tug.

"As for me," Morgan noted, "I like getting in there and getting dirty and

"We all depend on Foss services at the port. When the fleet is strong, it helps us. That's why we're here to celebrate."



Masanobu Wada,
President and
Chief Executive,
World Logistics
Services U.S.A.

getting things done. My tug will be working around the harbor — nothing fancy, just doing its job."

She says she is "absolutely honored" to have a tug named for her.

"I have a strong memory of my sister getting the *Lindsey* in 1994," Morgan said. "Being the little sister, from then on I've been waiting and wondering when mine was going to come."



Morgan Bauhofer at the controls of the Morgan Foss.

Morgan Mariners Love Power-Packed Tug; They Can't Wait for Arrival of her Sister

"It's a fabulous boat, and that's all we can say."

Those were the words of Capt. **John Carlin** of the Morgan Foss after he and Capt. **Mike Lonich** pulled the boat into the Pine Avenue Pier on the downtown Long Beach waterfront for christening ceremonies.

Though they were eager to put the boat to a real test on its first job, Carlin and Lonich already had logged quite a few hours on the tug, having made a four-day trip down from the Foss Rainier Shipyard in Oregon. Joining them for the trip were Chief Engineer **Mike Oslund** and Able-Bodied Seaman **Gordon Luciene**.

"We came out of the Columbia River and it was like this all the way down," Lonich said, gesturing to the smooth and sunlit Queensway Bay. "That's absolutely unheard of. We never even got the deck wet."

Just outside the mouth of the Columbia, the crew spotted a mother whale frolicking with her calf.

And with a following wind for the entire trip, they averaged 10 knots while turning 1,350 RPMs on the Morgan's big Caterpillar engines.

The tug proved more fuel-efficient than anticipated, burning just 6,000 gallons of the 9,000 carried on the approximately 1,000-mile trip and negating the need for a planned fuel stop in San Francisco.

With azimuthal stern drives that can direct thrust in any direction, Carlin boasted that the tug buzzes along at 5.5 knots sideways. The Morgan also will come to a full stop from full ahead in its own length.

While the crew was testing out the boat on the Columbia River, a pilot on a passing ship asked Carlin to "show him what it could do," prompting some ballet-like spinning

and a quick pass close alongside the freighter.

Southern California Port Captain **Dave Rodin** said everyone loves the new boat, "and the synergy it has created for the crews here is unbelievable."

"They've seen what it can do, and they like the way it's laid out," Rodin said. "When we get the second one down here in December, it's really going to bring it together for us."



Crewmembers on the Morgan Foss, photographed before heading south from Foss Rainier Shipyard, are, from left, Captains **Mike Lonich** and **John Carlin**, Able-Bodied Seaman **Gordon Luciene** and Chief Engineer **Mike Oslund**.

"We will have more vessels coming from the Far East, so it will help. The increased traffic depends on the economy, but I think it's going up."



Ken Sasaki, Vice President, North America, MOL, Auto Carriers



They Built the Morgan

Staff members and craftsmen who helped build the Morgan Foss at the Foss Rainier Shipyard were photographed on Aug. 18 when the boat was delivered. They are, from left along the rail, **Brian Riley, Todd Hall, Troy Schreiner, Eric Bergseng, Peter Dawson, Chris Widmer, Tiffiney Lewis, Brad Horning, Brian Eichhorst, Wayne Haywood, Lee Duncan, Chuck Parsons, Jeff Barth, Mike Ostoj, Lonnie Edwards, Ryan Nawrocki, Doug Vance, Peter Nelson and Brian Larson.** On the stairs, from top to bottom, are **Tony Silva, Hap Richards, James Wetherington, Corey Cook, Jason Robb, Keith Gorans, Allen Culver, John Jarvis and Jennifer Ervin.**

Morgan Foss	
Builder	Foss Shipyard, Rainier, Ore.
Designers	Robert Allan Ltd. and Foss Maritime
Delivered	August 2005
Length	78 feet, 0 inches
Beam	34 feet, 0 inches
Draft	14 feet, 0 inches
Gross Registered Tonnage	Less than 200 GRT
Registry	U.S. Flag
Main Engines	Two Caterpillar 3512B, HD Series II
Propulsion	Two US 205 FP Rolls Royce
Horsepower	5,080 HP
Bollard Pull Ahead	More than 60 Short Tons
Bollard Pull Astern	More than 60 Short Tons
Running Speed	12 Knots
Forward Hawser Winch	Markey Model DEPGF-42
Stern Hawser Winch	Markey Model DEPC-32
Diesel Fuel	10,000 Gallons
Fresh Water	500 Gallons

"Having more tugs in the harbor is a good thing for us because there's a better chance that one will be available when our ships are coming into port or unberthing. It gives us more flexibility."



Eddie Koga,
Chief Operating
Officer, Eastern
Car Liner

Cadet Carries on his Family's Legacy at Foss Maritime Co.

Joel Bruce is going to sea, following in the footsteps of both his grandfathers.

Bruce, 20, who is a junior at California Maritime Academy this year, is the grandson of the late **Barney Bruce**, who died in August, 2004. Barney Bruce was a longtime captain for Foss in the Pacific Northwest. Joel's other grandfather was a Navy man.

Joel's father Jim, broke tradition and is a system administrator for the Boeing Company. One of Joel's uncles, however, also works around ships.

"Being at sea is fun," said the young Bruce before heading out of Seattle in July for a three-week trip to Alaska as a cadet on the *Justine Foss*. "When you're out on the ocean, and you look around and see the horizon and all the blue sky and water and no land, it's great."

Bruce was raised in Seattle and is a graduate of Nathan Hale High School. He spent much of his youth on the

water, fishing and cruising on both sailboats and powerboats, and was in the Sea Scouts beginning when he was 14.

Two years ago, he worked for Washington State Ferries. He also worked a summer as a deckhand and cabin attendant on the Yukon River on the *Yukon Queen II*, operated by Gray Line of Alaska.

The *Justine* visited Sitka, Prince William Sound and Kodiak before returning to Seattle. Bruce was an extra man on the crew, working wherever he was assigned while fulfilling school requirements on such topics as navigation, engine work and meteorology.

At Cal Maritime, Bruce is training to be a deck officer.

"It's been great, an excellent program with lots of hands-on work," he said. "It's kind of a heavy load, but aside from that, it's really fun."

'Tractor Plus' Upgrades Earn Top Mariner Awards for Four Employees

An employee from the Engineering Group, one from Harbor Services and Regional Towing, and two from Foss Shipyard were given Top Mariner Awards for their efforts in support of the recent propulsion system upgrades of the *Henry Foss* and *Wedell Foss*.

The upgrades added a third drive, an Azimuthal Stern Drive (ASD), to each of the two tugs, previously powered only by twin Voith-Schneider drives. The third drives added about 2,000 horsepower to what formerly were 3,000 horsepower boats, giving them enough muscle to handle the largest new containerships.

The winners were:

- Engineering Project Manager **Gisli Olafsson**, who focused on design aspects of the upgrade.
- Seattle Port Engineer **John Barrett**, who represented Marine Operations in overseeing the project.
- The shipyard's **Greg Schaut**, project manager for the upgrades.
- Shipyard Assistant Steel Shop Foreman **Gene Downie**, who led all of the steel work.



Capt. Edwin "Clare" Nelson, left, and Joel Bruce in the pilothouse of the Justine Foss.

Satisfaction Guaranteed

The customer's perception of the situation *is* reality.

— From "Satisfaction Guaranteed"
By Byrd Baggett



Basement Launch

The Foss 300 derrick, with the help of a mobile crane, on Aug. 23 lifted the 170-ton basement for a houseboat into the water at Foss Terminal in Seattle. The 38-by-30-foot concrete structure, fabricated at the terminal, will form the base of a 2,800-square-foot floating home to be moored in a marina on the east shore of Seattle's Lake Union. The houseboat is believed to be the first ever built in the Northwest with a full basement, compared to others that generally sit on logs or floats. It was designed by Vandeventer and Carlander Architects of Seattle, and the builder is Trend Construction of Redmond, Wash.

Summer Abroad for Portland's Ocean Tugs; All Four Boats Travel Outside of U.S. Waters

Foss Portland operations notched a first in mid-August when all four of its regional harbor tugs were out of the country at the same time, on four separate assignments.

The traveling tugs were:

- The *Betsy L* and barge *Sitka* were towing chips from Vancouver, B.C.
- The *Joe T* and barge *Seattle* were moving cargo through Canadian waters on the way to Valdez, Alaska.
- The *Halle Foss* and barge *Beach Bear* were returning to the United States from a heavy lift project in the Sea of Cortez, Mexico.

• The *Howard Olsen* was part of the Foss convoy working on the delivery of oil production modules to a site on Sakhalin Island, Russia.

Regional Director **Tim Beyer** said the upriver tugs *Clarkston* and *Lewiston*, along with their crews, covered harbor business while also completing their weekly upriver tows during the international trips.

"It's been a busy season for all divisions," said Columbia Snake River Port Captain **Mike Walker**.



Crewmembers of the *Joe T*, photographed in Valdez, Alaska, are, below from left, Able-Bodied Seamen **Bert Little** and **Curt "Dog" Dawson**, Mate **Dan Petrovich** and Cook **Mike Meridith**. In front of the pilothouse is Capt. **Monty McCleary**.



Easy Does It

Crews use ship's gear to lower a 350-ton piece of oil refining equipment into a cradle on the Foss Barge 245 at the Port of Seattle's Pier 91 on Aug. 25. The big piece of cargo that will be used to produce low sulphur fuel, and another just like it, arrived from Japan on the heavy-lift ship Rickmers Antwerp, and Foss was taking them to the Conoco-Phillips refinery at Cherry Point, about 90 miles north of Seattle. The vessels measured about 80 feet long and 18 feet in diameter. The tug Shelley Foss was tending the barge.



Tall Ships in Tacoma

The Shelley Foss, above, assisted a General Construction crane barge and crew in placing floats for tall-ship moorage on the Thea Foss Waterway in Tacoma. About 1 million people, more than double what organizers predicted, attended the Tall Ships festival June 30 to July 5. The biggest of the sailing vessels attending was the 356-foot Pallada, based in Russia, shown below entering the Port of Tacoma. Foss donated tug services and loaned sponsors about 1,000 feet of log boom for the festival.



A Man and His Tower

Shipyard Worker Crafts Model of Paris Landmark

Armed with a few drawings downloaded from the internet and the encouragement of his co-workers in the Foss Shipyard Pipe Shop, Lead Man **Carl “Rerun” Phillips** last February set out to build a model of the famed Eiffel Tower in Paris.

“I saw a photo, and it was just something I thought would be cool to make,” said Phillips.

Today, after more than 1,000 welds and hundreds of hours of his own time, Phillips has a six-foot-tall, 90-pound Eiffel Tower, built of carbon steel he purchased. It is remarkable in its likeness to the original on the Champ De Mars.

The Eiffel Tower was built for the International Exhibition of Paris of 1889, commemorating the 100-year anniversary of the French Revolution.

“I saw a photo, and it was just something I thought would be cool to make.”

It stands 1,052 feet tall, and its 15,000 iron pieces were fastened together with about 2.5 million rivets.

Phillips has never been to Paris, but was taken by the challenge of re-creating the tower. A two-year employee of the shipyard, he also has put his welding skills to work making such creations as candlesticks and sculpted steel roses.

He will give the tower to his father, who lives in Baton Rouge, La., and plans to display it in his living room.

Said Phillips, nicknamed “Rerun” after the pudgy star of the 1970s “What’s Happening” television series, “It will be sort of a conversation piece. I think he will like it.”

Carl Phillips, in the Pipe Shop at Foss Shipyard, holds up one of the drawings he used in building his model of the Eiffel Tower; in the foreground.



Boats Have Always Put Food on the Table And Fun in the Lives of the Mack Family

Chris Mack's first trip on a Foss tug was a run down the coast to Eureka, Calif., in 1974. Fresh out of the Coast Guard, the 23-year-old oiler got so seasick that the chief engineer planned to put him on a bus and send him home.

"But I stuck it out," says Mack. "I left for a few months trying to go back to school, but I missed the tugs and I've been here at Foss ever since."

Today, as chief engineer on the ocean-going tug **Craig Foss**, Mack is one of the company's senior marine employees and the head of a family with both deep roots and a new generation in the maritime industry.

Mack's step father was a marine engineer on cargo ships, his father-in-law worked for many years in the Alaska fishing industry, and his son, **Chris Jr.** is a recent graduate of California Maritime Academy who spent the summer as an able-bodied seaman with Foss at Red Dog in Alaska.

The Mack family also includes wife and mother **Lori**, who is back working as a dental assistant after raising her children, and daughter-sister **Andrea**, who is a junior studying broadcast journalism at Washington State University. They live in the North End of Tacoma.

Boats and the water haven't just helped to put food on the table for the Mack family. Their 48-foot Stephens motor yacht *Calista*, built in 1931



On the bow of their vintage boat, *Calista*, are, from left, **Chris Mack**, **Andrea Mack** and **Lori Mack**.

in Stockton, Calif., has provided annual vacations on Puget Sound and Canadian waters, plus countless weekend excursions and birthday outings over the years.

"My kids grew up on it," Mack says.

The beautifully maintained boat, obviously the beneficiary of Mack's professional skills, was a 27-knot rum runner before being purchased by **Kenneth Bechtel** of the family that founded the engineering and construction company that bears its name. Bechtel Corporation is currently part of the joint venture building the new bridge over the Tacoma Narrows.

The *Calista* has had numerous other owners, including famed Puget Sound maritime photographer **Joe Williamson**, and **Howard Lovejoy** of Puget Sound Freight Lines and the Blackball Line, who renamed

it for his grandmother, *Calista*. Re-powered in the 1940s, it's now capable of about 13 knots.

Chris Jr. has always loved the boat, according to his father, and started shifting it out of its berth in Gig Harbor when he was just seven years old, standing on a stool to see. By the time he was 10, young Chris started docking the boat.

"People were always amazed when we'd pull in some place and there was an 11 or 12-year-old kid docking it," the senior Mack recalls. And the son, who now routinely takes the *Calista* out without his father on board, plans to stay on the deck-side as a professional.

"He asked me a few years ago, 'Who makes more money, you or the captain?'" Mack Sr. said. "I said, 'The captain,' and from then on, that was the job he wanted."

As for his career at Foss, Mack said he's never regretted it.

"It's a great company," he said. "And they're always willing to work with you so you can have a family life, too."



Chris Mack, center, with his classmates at *Cal Maritime* graduation ceremonies last spring.

Thea Foss Documentary Nearing Completion; Producers Aim to Stage Debut Early in 2006

Foss Maritime and its parent companies are helping to underwrite a documentary film about Thea Foss, a Norwegian immigrant who in 1889 started a rowboat-rental business that grew into the leading tugboat company on the West Coast.

The grant from Foss and a “challenge grant” from Marine Resources Group and SaltChuk Resources are helping the filmmakers close in on their \$60,000 budget for the half-hour documentary. A shorter, 12-minute cut of the film will be made specifically for museum and school use. The challenge grant provides matching funds for donations from other sources.

Filmmakers **Lucy Ostrander** of Bainbridge Island and **Nancy Bourne Haley** of Tacoma are producing and directing the film, to be entitled “Finding Thea: Thea Foss and the Immigrant Experience.” They hope to finish the project early next year.

Already completed are interviews with **Drew Foss** and **Henrietta “Tooty” Foss Hager**, grandchildren of Thea.



Filmmakers **Nancy Bourne Haley**, kneeling at left, and **Lucy Ostrander**, right, interview **Henrietta “Tooty” Foss Hager** and **Drew Foss** while cameramen shoot film on the tug *Henry Foss*.

They also shot film at last summer’s tugboat races in Seattle and at a festival at Normana Hall in Tacoma, a Norwegian-American association of which Thea was a founder.

During the summer they were interviewing Tacoma historian **Michael Sullivan**, a student of the

Thea Foss story for many years, and Scandinavian Scholar **Janet Rasmussen**, who in 1993 published a book called “New Land New Lives, Scandinavian Immigrants to the Pacific Northwest.”

This fall, Haley and Ostrander will be incorporating archival footage and historic photos into their film.

In addition to the contributions from Foss and its parents, Haley and Ostrander landed contributions from the Norwegian-American Foundation, Thrivent Financial in Tacoma, the Munzer Family Foundation in California, the Gottfried and Mary Fuchs Foundation of Tacoma, and the Port of Tacoma.

“We’ve been working hard,” said Haley. “We also have a few private grants from individuals and pledges from a few local organizations.”

Tacoma’s Working Waterfront Maritime Museum, which has a Thea Foss exhibit, and a number of film festivals in the region are expected to be among the first to screen the documentary.

Foss Maritime Scholarship Winners Named Three Young Women Honored by Company

Three young women, who are children of employees, in July were named winners of Foss Maritime Scholarships to assist with post-secondary education. Recipients of the scholarships are selected based on outstanding achievement. This year’s winners are:

• **Amanda Altona**, the daughter of **Milton Leslie Scott**, Pacific Northwest Chief Engineer, and **Helen Scott**. She is a graduate of Bellingham (Washington) High School and in the fall will attend Whatcom Community College, where she plans to focus on business. Amanda



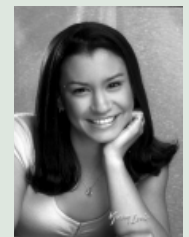
was on the honor roll throughout high school, plays the violin and is interested in the social sciences, particularly economics.

• **Chelsea Hadland**, the daughter of Pacific Northwest Capt. **Lars Hadland** and **Cheryl Hadland**. Chelsea is a graduate of Snohomish (Wash.) High School and is currently a sophomore at Eastern Washington University where she majors in communications. She was the editor of her high school yearbook and at Eastern Washington has been named to the Dean’s List for two



quarters. She is active in her sorority, Gamma Phi Beta, and works on community service projects.

• **Andrea Mack**, the daughter of Marine Transportation Chief Engineer **Christopher Mack Sr.** and **Lori Mack**. She is a graduate of Stadium High School in Tacoma and is currently a junior at Washington State University, where she majors in communications. In college, she is involved with the school’s television station in preparation for a career in broadcasting.





1

'Thanks' to Customers in Seattle, Tacoma

Foss held its annual customer-appreciation barbecues, both graced by great weather, Aug. 2 in Tacoma and Aug. 23 in Seattle. Among those attending the sun-splashed events, from left in each photo, were:

1 In Seattle, **Wendell Koi** (Foss), **Greg Chu** (Matson), **Len Isotoff** (Matson), **Gina Musso** (Matson), and **Monte Crowley** (Foss).

2 In Tacoma, **Matt Brown** (Foss), right, **Captain C.M. Leng**, (Evergreen) facing camera, and **Captain T.C. Lee** (Evergreen) back to camera.

3 In Seattle, **Paul Gallagher** (Foss), **Scott Pattison** (Port of Seattle), **Scott Merritt** (Foss), **Jim Peterson** (Clipper Seafoods), **Dick Sundholm** (Harris Electric), and **Scott Shelford** (Clipper Seafoods).

4 In Seattle, **Norm Manly**, **Ken Rau** and **Don Hoge**, all from Foss.



2



3



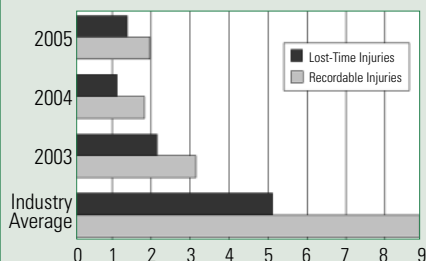
4



Spotlight on Safety

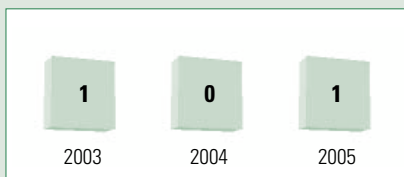
Injuries

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.

People News

NEW EMPLOYEES

Earl Clark
Management Trainee, Seattle

Ryan Crosby
Line Superintendent, Tacoma

Rick McKenna
Staff Project Manager, Seattle

Nicole O'Donnell
Senior Accountant, Seattle

Dennis Ryan
Financial Analyst, Seattle

Van Over Was 'Proud of Her Job' And Dedicated to the Company

Suzanne Michelle Lowry Van Over, petroleum coordinator for Foss in Long Beach, passed away June 4 following a brief illness. She was 58.

Van over joined Foss in 2002, when Foss acquired some tugs and barges from Newport Petroleum. She was "command central" from shoreside for the coastwise black oil barges, *Kays Point* and *Cascades*.

Van Over was proud of her job and the people at Foss, according to co-workers who noted her 24-hour-a-day dedication and her "infamous" comprehensive narratives in the dispatch system.

"She cared about everyone she came

in contact with, the crews she worked with being no exception," said **Barbara Panush** of the Pacific Northwest Petroleum Group, who worked closely with Van Over.

"She was always excited when 'her' barges were in port, so she could visit with the crews, often presenting them with her special homemade cookies." Panush added. "Despite her apparent 100 percent dedication to Foss, her first loves were her husband, **Rick**, niece **Marissa** and, spending time with her many friends and her precious dogs."

Panush called Van Over, "a great asset to Foss, and a friend to many. She will be greatly missed."

Foss Cup Winner

Shawn Burchett of North Vancouver, B.C., came out on top of 53 entrants in this year's Foss Cup competition for radio-controlled tug enthusiasts, held at Lake Jack, south of Bellingham, Wash. Competitors succeed by navigating tugs and model barges through a tight obstacle course. Burchett's boat is a model of a 50-foot tug of a class typically used to move barges around in British Columbia's Fraser River. Burchett, a first-time competitor, is a former Canadian Coast Guardsman who now works for Kodak.



PROMOTIONS

Bob Gregory
Commercial Manager, SF Bay to Marine Operations Manager, SoCal

Charles Crawford
Retired Captain, Marine Transportation

Morry Henry
Cook/Deckhand, PNW

PASSINGS

Walter "Crabby" Crabtree
Retired Cook, PNW

Einer Kjesbu
Retired Deckhand/Engineer, PNW



TWIKR STOKR PHOTO

Locking into Foss

A tourist leans over the fence to take a photo of the Wedell Foss towing a barge carrying two U.S. Navy port cranes through Seattle's Hiram M. Chittenden Locks on Sept. 10. Foss is overhauling the two behemoths at its shipyard on the Lake Washington Ship Canal. A story and another photo are on page 7.



660 W. Ewing St.
Seattle, WA 98119

PRESORTED
STANDARD
U.S. POSTAGE PAID
SEATTLE, WA
PERMIT NO. 15551