

Tow Bitts



Ernesto Rodriguez Photo

SoCal Spinners

The twin tugs Campbell Foss, left, and Morgan Foss show off their maneuvering skills near Long Beach. The 5,000-horsepower, 78-foot boats are proving ideal for assist work in a harbor where the channels are narrow and ships are getting bigger and bigger.

Rescue in the Atlantic

Five Saved in 'Miracle' off North Carolina Coast

The captain and crew of the *Justine Foss* were widely praised for heroism and skill this winter after they saved the lives of five crewmen from a sinking tug and took its drifting tank barge under tow, preventing what could have been a major environmental disaster on the North Carolina Coast.

Capt. **Sam Nelson** and his crew

braved gusts up to 50 knots and 15-foot seas, with decks awash with water, to rescue crewmembers of the 130-foot tug *Valour* from the water about 37 miles west of Cape Fear, N.C.

A Coast Guard helicopter airlifted a survivor from the *Justine*.

Hours after saving the men, the *Justine*, with the assistance of the U.S.

Coast Guard, went after the barge the *Valour* had cut loose a few hours earlier when it began taking on water the night of Jan. 17.

The *Justine* retrieved and safely towed the barge, which was carrying 5.7 million gallons of heavy fuel oil, to

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Miracle Rescue

Battling high winds and 15-foot seas, the crew of the *Justine Foss* saved five crewmen from a sinking tug on Jan. 18 off the Carolina coast and towed the boat's fully-loaded oil barge to safety. One Foss executive said it was a "miracle" that the *Justine* was in the right place at the right time.

..... Cover and Pages 4 - 6

Tough New Twins

The newly introduced Dolphin-Class tugs *Campbell Foss* and *Morgan Foss* have received a welcome reception in the Southern California ports of Los Angeles and Long Beach, where pilots are enthusiastic about the boats' size, maneuverability and power.

..... Cover photo and Pages 10 - 11

Sharp-Eyed Tankerman

Tankerman **Matt Barrett** noticed the water around the stern of his barge didn't look right, leading to the discovery of a small spill from a leaky pipe under a Bay Area refinery pier. The alert tankerman's find prevented what could have become a major spill.

..... Page 12

Not Your Everyday Heavy Move

Swift currents, and delivery to an archeologically sensitive site, complicated a heavy-cargo delivery on the Columbia River in December. But the experience of Foss crews helped ensure that the job came off without a hitch.

..... Page 14

Foss Family

Herb and **Marc Gazeley** were raised on the shore of Coos Bay, Oregon, and have spent their lives on or near the water. Today, Herb is a senior captain for Foss, and Marc is a senior customer service representative in Seattle.

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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) 281-3821/3958. *Tow Bitts* editor is Bruce Sherman, graphic designer is Stacy Mutnick and coordinator of production is Gil Graham, Foss Vice President of Human Resources.



Lines

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

Foss Quest for Operational Excellence Prompts Exit From Petroleum Transport Business in the Northwest



By now, many of you have heard that Foss Maritime has discontinued its bunker and petroleum transportation services on Puget Sound and the Columbia River. While

not a cause for celebration, I believe it is the right decision for Foss Maritime and demonstrates our commitment to move the company on a course that will ultimately provide our customers with a better service.

In 2005, Foss Maritime embarked on an Operational Excellence Program (OE) designed to help us achieve our core purpose of providing our customers with world-class marine services. As part of this program, Executive Vice President of Marine Transportation and Global Services **Gary Faber** and I are asking all employees to commit themselves to this program and be guided by our core values as they work to ensure every aspect of our operation can be called "world-class." We are not just asking for operating excellence from our operations personnel, but from every employee at Foss Maritime Company. Whether it be accounting, engineering, human resources, technology, sales or finance, we must set "world-class" as our standard.

So you may be asking yourself what OE has to do with exiting (or not exiting) the petroleum transportation business in the Pacific Northwest. The challenge of OE is to operate in a manner consistent with achieving our purpose while adhering to our values. In order to be world-class in the petroleum transportation business, we must exceed our

customers' expectations for safety, quality and value. Our customers are setting an extremely high standard that we must achieve. In reviewing each line of business, we ask ourselves if we can see a path to sustained profitability while providing world-class levels of service.

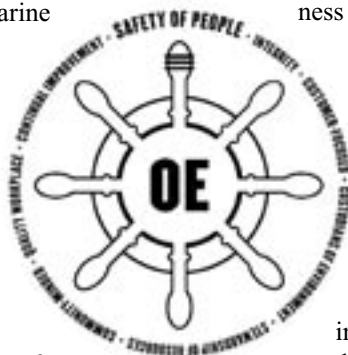
In the Los Angeles-Long Beach and San Francisco markets the answer is a clear "yes." We have just entered into a contract with Orange Shipbuilding for the construction of two new double-hull bunker barges with options for three more. (See story on page 9.) This is the next phase in a continuing program of reinvestment that has included two double hull barges already in San Francisco, three barges in Los Angeles-Long Beach with vapor canister systems, and upgrades to existing tugs used to move the barges. In the last three years, we have committed to over \$25 million in capital investment specifically targeting the petroleum transportation business in the California ports.

So why discontinue offering oil transportation services in the Pacific Northwest when we are increasing our investment in California?

The answer can once again be found in OE.

In evaluating our position in these markets, we were unable to identify a path that would provide for sustainable profitability at a world-class service level. It is not in our customers' or our owner's interest to continue to provide a service that cannot be sustained economically.

Nor would reducing our level of service to save cost be consistent with our core values or our customers' expectations. The simple fact is that volumes have fallen to a fraction of what they once were and rates have remained at the same level as they were in the 1990s as barge operators have struggled to compete for the diminishing barrels. In talking with our customers, it became clear that a recovery was unlikely in the foreseeable future and that a surplus of existing equipment would continue.



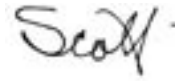
Considering the facts and reviewing our position in the market led us to conclude that scaling back our operations in the Northwest was the right decision.

The toughest part was dealing with people issues. It was very difficult to tell our very loyal customers that we didn't see a way to continue providing these services. It was equally hard telling our tankermen that while they would have other employment opportunities within the company, many of them would need to look at changing

their careers as a result of our decision. The understanding and support shown to the company by both groups speaks volumes for the character of the people we work with. I am very appreciative of this.

We will continue to invest and operate where we can provide value to our customers and adhere to our core values. This includes the continued operation of a contract petroleum barge on Puget Sound in support of a longtime customer. We will also be

talking and, more importantly, listening to our customers to ensure we are ready, when opportunities arise, to support their operations. Our commitment to the continual improvement of our marine transportation services will drive our reinvestment. The challenge to our employees is to ensure that the services we provide to our customers are world-class.



Foss Management Team Growing; People Needed For Company's Ongoing and Upcoming Projects

After about 10 years of attrition, retirements and reductions-in-force, Foss Maritime is adding personnel to its headquarters and management team to handle new business and broaden its talent pool.

Additions in Seattle include new managers in Marine Transportation and Sales. The company also has added an engineer, two people in the Accounting Department in Seattle and has named five managers in the

San Francisco Bay Area group.

Human Resources Vice President **Gil Graham** said the new hires will help Foss with ongoing and upcoming projects, including the Sakhalin Island sealift and other jobs that haven't yet been announced.

"We've gotten smaller and smaller and now we're having to bring people in to cover the bases," Graham said, noting that the new managers also will help the company implement its succession plans.

"It's really a strategic thing from the standpoint of succession planning, ensuring we have leaders for the future," Graham added. "We're bringing in talent for development and for future opportunities."

He said all management hires are now evaluated "not just on whether they can do the job at hand, but whether they can move the company to the next level along with our current employees."



*New members of the San Francisco management team are, from left, Dredge Superintendent **Chris "Doc" Rhea**, Marine Operations Manager **Daniel Massey**, Commercial Manager **Shawn Bennett**, Port Captain **John Butcher** and Port Engineer **Fred Ellingson**.*

Rescue

CONTINUED FROM PAGE 1

nearby Wilmington, N.C.

“Our guys performed excellent, particularly considering the conditions,” Nelson said after the incident. “I can’t say enough about them. You can’t put it on any one individual. It was a real group effort, and everyone did well.”

Foss Senior Vice President for Marine Transportation **Don McElroy** said the rescue was “in some ways a miracle.”

It was a miracle, he said, that the *Justine* happened to be in the area sailing light without a tow, that the tug was capable of executing the rescue, and that its crew had the skills to perform it.

“It was a remarkable accomplishment by Capt. Nelson and the whole crew, and everybody at Foss is extremely proud of them,” McElroy said. “What they accomplished speaks to the skill of all Foss crews, the training Foss provides and our *Always Ready* motto. They responded immediately and without hesitation.”



Paul Stephen, Wilmington Star News Photo

The Justine Foss tows an oil barge safely into Wilmington, N.C., harbor after the daring rescue.

At the time of the incident, the *Justine* was northbound without a tow, heading for Philadelphia to pick up a retired navy destroyer and tow it to a scrap yard in Brownsville, Texas. The tug made several “dead-ship”

tows to Brownsville during the winter after hauling a retired Navy tanker from the West Coast to the scrap yard in the fall.

Nelson said the *Justine* had passed the *Valour* and its barge early in the



John Bamber, Gateway Transit Photo

The Justine Foss passed through the Miraflores Locks on the Panama Canal on Nov. 21 while towing the retired 676-foot tanker Connecticut from the inactive ships facility in Suisun Bay, Calif., to International Shipbreaking in Brownsville, Texas. It was the beginning of a busy season for the tug that saw several other ship tows in the Gulf and East Coast areas, delivery of a new barge, and the dramatic rescue off North Carolina.

Justine Foss' Crew

Captain	Sam Nelson
Chief Mate	Roger Norris
Engineer	Craig Stambaugh
AB	Glen McVicker
AB	Davis Floyd
Cook	Rodger Felton

evening and was about 20 miles north when the tug reported to the Coast Guard that it was in trouble at about midnight. The *Justine* arrived at the scene at about 2 a.m.

The *Valour's* crew was gathered on the bow in their survival suits and jumped into the water as the tug slipped under. The crew of the *Justine* then went to work, picking the men out of the water one by one, an operation that took about an hour. Nelson noted that the water temperature in the Gulf stream, about 67 degrees, worked in the survivors' favor.

It was the second high-profile rescue by Foss in just over a year and the second by the *Justine* in five years.

In December of 2004, the crew of the *Sidney Foss* pulled on the powerless freighter *Selendang Ayu* for 13 hours near Dutch Harbor, Alaska, buying time for the rescue of 20 crewmembers by the Coast Guard before the ship broke loose and hit the rocks. Capt. **Bob Farrell** and his crew were cited for bravery following the incident.

On Dec. 1, 2001, the *Justine Foss* sailed into hurricane-force winds to aid a Canadian tug with engine trouble near Prince Rupert, British Columbia. Capt. **Darrell Wilson** was in command then, with a different crew than was on board during the recent incident off North Carolina.

McElroy said Nelson was a veteran with more than 20 years at Foss and performed most of the deliveries of missile defense cargo several years ago to Shemya Island near the tip of the Aleutians.

"It's one of the most difficult deliveries in the world," McElroy said. "All of our crews have lots of experience handling difficult weather conditions on a regular basis, and I'm sure Capt. Nelson put that experience to good use in the recent rescue."

Captain's Story**Group Effort by Justine Crew Given Credit For Daring Rescue off the North Carolina Coast**

*By Capt. Sam Nelson
As told to Tow Bitts*

We were running light for Philadelphia to pick up our tow and we had passed the tug earlier in the evening. We were about 20 miles north of them when we heard a call on the VHF to the Coast Guard that they were in trouble.

We monitored it for a bit, and it sounded like they were in pretty big trouble.

We turned around and headed his way about midnight. The captain had turned the barge loose to maintain control. I talked to

him and he was still holding it into the seas, but he was having a hard time.

It was blowing a steady 35, gusting to 45 or 50, and later on it was a little stronger. Seas were a consistent 15 feet. The tug was 130 feet long, a pusher-style boat that notches up in these barges.

We arrived at about 2 a.m., and the boat was still afloat. Everybody got on the bow in their suits, and it was kind of floundering. They wouldn't jump until the last minute and stayed on the tug until it went down.

We were about a hundred yards away at the time and we started dragging them in. We had boat hooks, life rings, heaving lines — everything we could throw out there to get them in the boat.

The guys on this boat were underwater more than on top of it. We were full of fuel, so our boat was awash with water, and our guys did a good job staying on board themselves.

I had to watch it so we wouldn't get too close to them, going up and

down in the seas. I tried to let the boat drift down on them and not run over them and sometimes the boat would come down and the bow wave would wash them off. We would get one guy on and then look for the next one.

Almost all had lights, and they didn't spread out that much. I looked at the plotter after we were done and

they were within about a mile and a half radius, within the drift of the debris. It took about an hour to find them.

Once we had the survivors on board, we got their clothes off, wrapped them in

blankets to keep them warm, laid them down and gave them whatever they needed. The ocean water was about 67 degrees, so it wasn't that bad.

The captain doesn't really know what happened. The boat started taking a port list, and the engineer started shifting ballast and it got worse and worse. They couldn't get the list out of the tug. Something happened there but I don't know what could have happened.

We waited until morning to go after the barge. Fortunately, it missed the shoals there off Cape Fear, Frying Pan Shoals.

The Coast Guard dropped guys onto the barge from a helicopter, and we shot a line to them and retrieved the barge later that afternoon. It was still blowing 35 to 40 with 15-foot seas, but we got it on the tow wire and worked our way into Wilmington.

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We had boat hooks, life rings, heaving lines — everything we could throw out there to get them in the boat.

Looking Back

A 1965 Rescue in Alaska Saw Foss Crew Battling High Seas and Hiking Rocky Cliffs

By Mike Skalley

In the early morning hours of Nov. 26, 1965, with gale force winds blowing and snow falling, four crew members from the *Adeline Foss* rescued 17 members of the crew from the Alaska Steamship liberty-class freighter *Oduna*, which had grounded on the rocky shore

of Cape Pankof, at the Western end of the Alaska Peninsula.

The *Adeline*, under command of Capt. **Guy Johnson Jr.**, was towing a cargo barge from a military installation in the Aleutian Islands to Seattle and was only a few hours from the *Oduna* at the time the grounding occurred.

Capt. Johnson prepared his crew for

an “over the beach rescue” during the next few hours. Heavy snow squalls and extremely rough seas prevented any attempt of rescue by sea. Occasional seas were breaking over the deck of the *Oduna*, which was carrying containers loaded with 160,000 pounds of crab.

The *Adeline* and cargo barge anchored in a bay around the lee shore,



The *Adeline Foss* was towing a cargo barge to Seattle and wasn't far from the *Oduna* when the grounding occurred.

Captain's Story

CONTINUED FROM PAGE 5

Our guys performed excellent, particularly considering the conditions. I was pointed into those seas, and the boat was awash, and all of them were out there working together

and working well with the adrenaline going and everything else. I can't say enough about them. You can't put it on any one individual. It was a real group effort and everyone did well.

We talk about these kinds of situations in our meetings, and we have drills, but every situation is different.

If I'd had a tow I wouldn't have been

able to get back there, because I'd have been going three knots instead of nine. They had one of their boats 40 miles away, but he had another oil barge and couldn't come back.

We were just glad we could all be there to help. I don't think they would be here today if we hadn't done what we did.

and the tug's workboat was launched along with the necessary rescue gear. The second mate, **Paul Plate** (later a Foss captain), ran the workboat ashore with four of the crew.

Shortly thereafter, the four hardy seamen began a grueling two-mile hike over jagged rocks and high cliffs to reach the *Oduna*. After a difficult descent from the cliffs they arrived in front of where the *Oduna* had grounded several hundred feet offshore.

In spite of the dangerous conditions, the rescue crew suspended a boatswain's chair from a line floated over from the vessel and safely ferried 17 men to shore, "breeches buoy" style.

While the men were being hauled ashore it was feared the 21-year-old *Oduna* would break up. One crewman reported the bow was "up in the air and the stern wagging back and forth in the breakers."

The weather began to moderate near the end of the rescue and the visibility

improved to the point that rescue helicopters were able to hover over the ship and remove the remaining crew members. Later in the day the ship's crew

was removed from the beach and ferried to a fisheries patrol vessel which had arrived on scene.

When the 37-man crew was safely aboard the fisheries vessel, they departed for the port of

Cold Bay to await airline transportation back to Seattle. During the ten-hour ordeal the most serious injury consisted of one bruised leg.

As a postscript to the story, the containers of crab and other cargo were safely removed from the deck and holds of the *Oduna* during the month of December. Forty years of battering by fierce Alaska storms have yet to totally claim the *Oduna*. Portions of her hull and superstructure remain solidly in place on the rocky shores of Cape Pankof.

For this rescue the *Adeline Foss* and her crew were presented with the

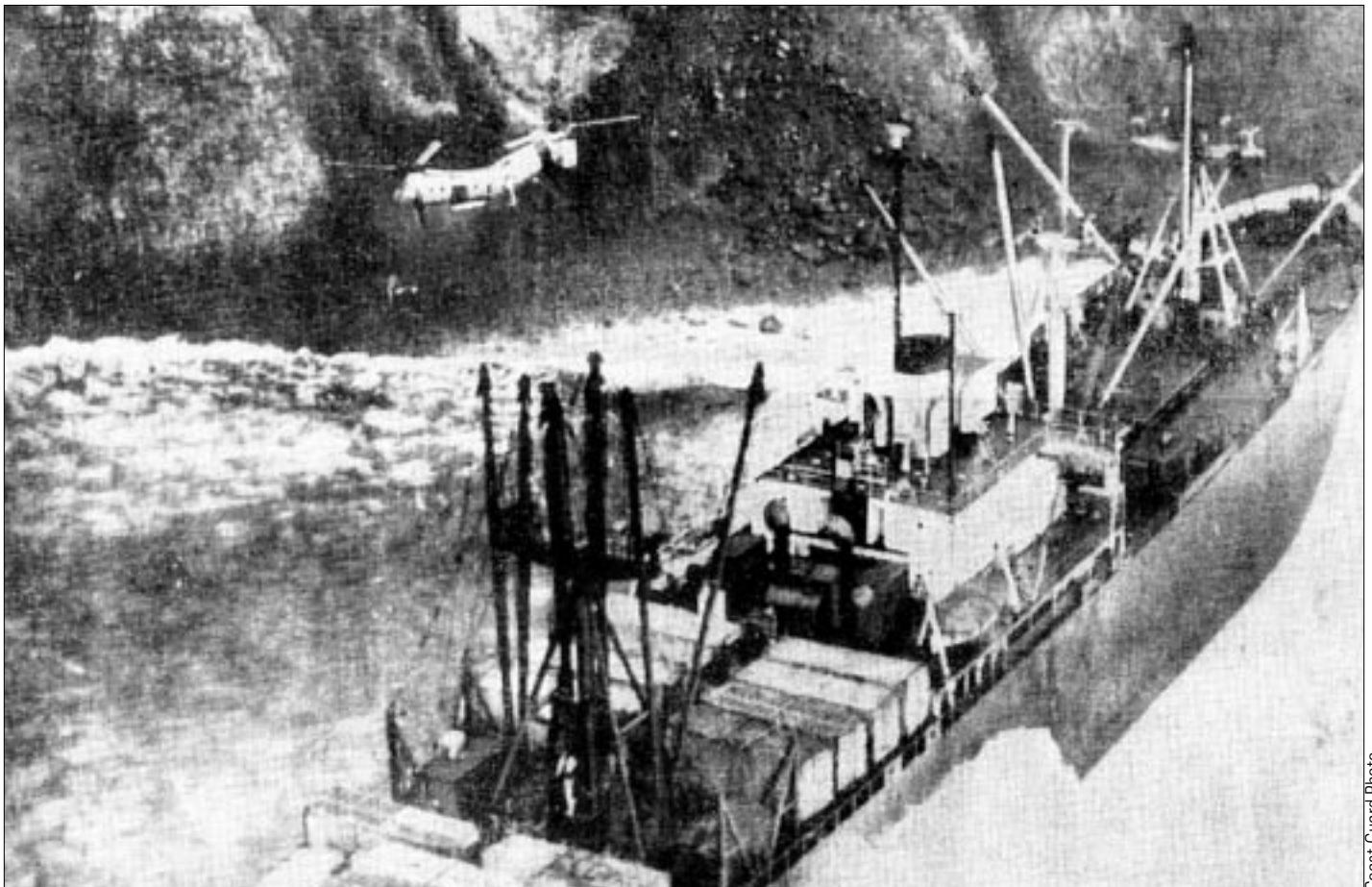
"Gallant Ship Award" by the United States Maritime Administration. This was the first time a tugboat had been given this special honor.

Lloyd C. Fleming, Pacific Coast director of the Maritime Administration presented the brass and mahogany plaque to Foss management and the crew of the *Adeline* in a special ceremony in February of 1966. The four crewmen of the *Adeline* who battled the elements ashore, as well as the second mate in charge of the work boat received special gold "Maritime Service Medals." The remaining members of the crew received unit citations for a job well done.

In addition to Second Mate Plate, the four crew members were **W. D. Thompson, Russ Christensen, Larry Ostby, and Ted Snider**.

Editor's Note: The writer, Mike Skalley, is Manager of Customer Service in the Pacific Northwest. He is also the company historian and the author of "Foss, 90 Years of Towboating."

During the ten-hour ordeal the most serious injury consisted of one bruised leg.



A Coast Guard helicopter hovers over the Oduna, grounded on the rocky shore of Cape Pankof.

Tug Captain Spots a Face on Dark Water; Lewiston Crew Saves Young Man's Life

By Donna Ilg
CSR Administrative Assistant

Everything happened so fast that night. Only a few minutes, and someone's life changed forever.

On Jan. 30 at approximately 1925 hours, while spotting a barge near CLD Pacific Grain Elevator and taking off to run back light to the dock, Captain **James "Bim" McCoy** and Trainee Captain **Mike Pass**, in the wheelhouse of the tug *Lewiston*, saw the flashing lights of police cars and fire engines a short distance ahead on the Steel Bridge, one of many that cross the Willamette River in downtown Portland.

Soon, to McCoy's utter amazement, he saw on the dark surface of the water a "face" of somebody he thought was trying to swim. He didn't see his body, just the face. McCoy quickly sounded the alarm while Pass ran down to the deck and joined with Capt. **Phil Mosher** and Deckhand **Ross Wilson**.

Standing on the stern of the tug, their eyes searching for the man, the crew thought they might have missed him in that 40-degree, fast-moving current. They quickly spotted him with their search light a short distance away.

Wilson threw him a life ring and the man was pulled aboard, where the crew removed his clothes and wrapped him in a blanket. He was shivering, unable to talk and was just barely hanging on as he was so cold.

McCoy had already called the Coast Guard to report they had picked up the person they were looking for, a man who had either jumped or fallen from the Steel Bridge approximately 15 to 20 minutes earlier.

The crew attended to him but he was only aboard the Foss tug about five minutes before the Portland Fireboat *Williams* arrived and took him to an awaiting ambulance.

He was one lucky young man estimated to be about 25 years old. Before leaving the tug, however, he thanked the crew for saving his life.



Capt. James
"Bim" McCoy



Capt. Phil
Mosher



Deckhand Ross
Wilson



Trainee Capt.
Mike Pass



The pusher tug Lewiston at work with a barge.

Foss Will Have Coast's Largest Double-Hull Barge Fleet with Order from Texas Shipyard

Foss Maritime has contracted with Orange Ship Building in Orange, Texas, to build two 25,000-barrel double-hull petroleum barges for use in the San Francisco Bay area.

The two new barges will have state-of-the-art electronic gauging systems for measuring the amount of oil in storage tanks.

The computer-driven gauging systems, manufactured by EMS Corporation of Rahway, N.J., are equipped with alarms that sound when tank levels reach 95 percent, and an overflow alarm that sounds at 98 percent capacity to assist tankermen in preventing oil spills.

"The dual-alarm systems, in addition to a mechanical rising-stick indicator, make these barges some of the safest in the world to operate," said Bay Area Tankbarge Manager **Walt Partika**.

The barges will have dual positive-displacement pumps capable of discharging product at over 6,000 barrels per hour. Each pump will be driven by a Cummins Series Sixty environmentally friendly 425-horsepower engine.

The engines also will provide hydraulic power to operate four Markey moor-

ing winches that will keep the barges safely moored during cargo operations.

The first of the new-builds is scheduled for delivery next December, and the second in June 2007.

The two new double-hull barges, along with the two 35,000-barrel double-hull barges already in the San Francisco bunker fleet, will make Foss Maritime's San Francisco Division the largest double-hull bunker fleet on the West Coast.

Partika said the construction of the new barges is the result of strong cooperative efforts between Foss and Fuel and Marine Marketing (FAMM) supporting the Chevron Alliance with Foss on the U.S. West Coast.

The barges will be similar to the two new-builds that went into service in the Bay Area in 2003 and 2004. However, the decks of the new ones will be six feet lower and they will have 10,000 barrels less capacity.

They will be named *FDH 25-1* and *FDH 25-2*, with the initials standing for "Foss Double Hull," and the numerals being a reference to their capacity and the sequence of construction.

The new barges will replace single-skin models owned by Foss. Partika

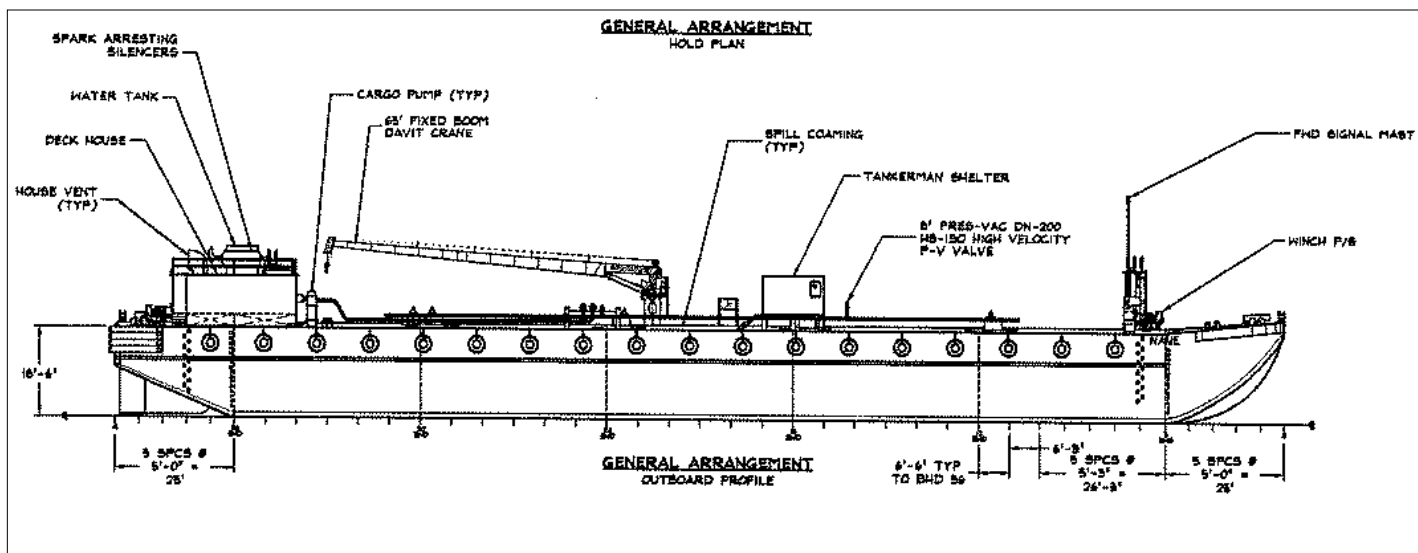
"The dual alarm systems make these barges some of the safest in the world to operate."



One of two double-hulled barges, already in service in the Bay Area, after its christening in 2003.

said the construction program reflects a desire by both Chevron and Foss to operate with the most environmentally friendly equipment available.

"One of our core values at Foss is to be custodians of the environment. These double-hull barges will take us to the next level of protection for San Francisco Bay," Partika said.



Drawing shows profile of new Foss double-hull barges ordered for Bay Area service.

Twin Tugs are 'Right Boats at Right Time' For Southern California Assist Business

The twin tugs *Morgan Foss* and *Campbell Foss* are welcome additions to the Southern California ship-assist fleet, with pilots saying that having matched boats alongside makes it much easier to navigate narrow channels with the huge containerships now coming into the Los Angeles-Long Beach harbor.

The *Campbell* entered service in late December, about four months after the *Morgan*. The Dolphin-Class tugs, each 78 feet long and packing about 5,000-horsepower, were built at Foss Rainier Shipyard in Oregon.

Southern California Regional Director **Dave Selga** said the tugs have been well received not only by pilots, but by ship owners and agents as well.

"They are the right boats at the right time," Selga declared.

Capt. **John Strong**, vice president of Jacobsen Pilot Service in Long Beach, said the fact that the tugs are matched in both power and dimensions is a help in guiding the ships up the harbor's back channels and in berthing big vessels.

For example, Strong said, one technique for keeping big ships from veering off course while coming into the harbor

is to have a tug on each side of the bow pulling back while the ship's engines are still engaged and propelling it forward.

When the pilot calls for power from the tugs in that situation, it's important that the power is balanced.

The same is true when using another technique to stabilize the ship, with one tug pushing on the transom and a second pulling back at the bow. The more balanced the power, the less likely the ship is to stray from the intended course.

Also, because the new Foss tugs have the same underwater profile, the drag characteristics of their hulls are identical.

"You wouldn't think it would make much of a difference, but it does," Strong said. "In close quarters drag is more critical."

And Strong said the pilots now require that at least two tugs be a matched pair when assisting the largest ships, which now have capacities in excess of 8,200 20-foot equivalent units. They also require 40 or even 50 tons of bollard pull from the tugs. (The *Campbell* and *Morgan* have bollard pull in excess of 60 tons both ahead and astern.)

"Having the *Campbell* and *Morgan* in town now has really helped us with the tug inventory," Strong said. "The pilot has more confidence, because he doesn't have to worry about which is the largest or weakest. It makes preplanning much more straightforward."

The *Morgan* and *Campbell* are the second and third of seven Dolphin-Class tugs being built at the Rainier yard. The first went to Foss sister company Hawaiian Tug and Barge/Young Brothers.

- 1 The *Campbell Foss* is on the bow, and the *Morgan Foss* is on the stern, as the Matson containership *Manulani* moves under the Gerald Desmond Bridge and up the Back Channel at the Port of Long Beach.
- 2 The *Campbell Foss*, left, and the *Morgan Foss* stir up the water at the Port of Long Beach. The *Campbell* is in reverse.
- 3 With the Los Angeles-Long Beach Harbor complex in the background, the twin tugs joust while awaiting the arrival of a ship.



Ernesto Rodriguez Photos



2



3



Foss Crewmembers Act Quickly to Prevent A Major Oil Spill on San Francisco Bay

Alert and fast-acting Foss crewmembers stanchied what could have turned into a major spill Jan. 2 from an oil refinery on northern San Francisco Bay.

Tankerman **Matt Barrett** was making his rounds on the double-hulled tank barge *FDH 35-1* — taking on oil at the refinery — when he noticed that the water around the stern of the barge didn't look right.

"He called **Tom Faraola**, the other tankerman," said Bay Area Tank Barge Manager **Walt Partika**. "They threw a line in the water, pulled it up, and it was covered with oil."

The tankermen immediately alerted refinery personnel on the pier, who shut down the transfer.

Captain **Jess Atkinson**, and Deckhand/Engineers **Gary Rymel** and **Eric Weintraub** of the tug *Richard Foss*, which was made up to the barge, then helped the tankermen surround the pier with 1,200 feet of containment boom that was stored on the *FDH 35-1*.

The boom was deployed within 20 minutes of the discovery of the spill, said Partika, who noted that only a small

amount of oil drifted into a nearby marina, but none reached wetlands and tidal areas a short distance from the refinery.

The oil leak was coming from a hole in the pipe, under the refinery pier, through which oil was moving to the barge.

"We're not sure how long it had been leaking, but the barge had been taking on oil for two hours," Partika said. "Those crewmembers saved the day there. If they hadn't caught that spill, it could have been an absolute disaster."



*In top photo, containment boom was deployed along the pier of the North Bay refinery. In middle photo, tanker- men **Tom Faraola**, left, and **Matt Barrett** were on the *FDH 35-1* when Barrett discovered oil in the water. In bottom photo, crewmembers from the *Richard Foss* helped deploy containment boom stored on the barge. They were, from left, **Eric Weintraub**, **Jess Atkinson** and **Gary Rymel**.*



Legging it Out

A Foss Shipyard crew led by Superintendent **Danny Gipson** was ready to insert a steel spacer between the leg of a U.S. Navy crane and its pedestal in early February. The crane leg was stabilized with the dark-colored horizontal steel beams during the operation, while the machinery house rested on a scaffolding tower, background, and the pedestal was supported by four steel columns. Foss expanded the distance between the legs of the crane, and another identical one, from 20 to 30 feet as part of a refit scheduled for completion in June. When the job is done, the cranes will be put into service at the Navy's submarine base in Bangor, Washington.

Hawaii Duty Stretched to Wake Island for Stacey

The *Stacey Foss* made a 14-day passage from Honolulu to Wake Island in January, towing a barge-load of government cargo on behalf of Foss sister company Hawaiian Tug & Barge/Young Brothers.

The tug is in Hawaii filling in for the *Hoku Kea*, which is being re-powered at Foss Shipyard. After the Wake Island trip, the Foss tug was to resume inter-island cargo towing for HTB/YB, and was to return to Seattle in mid-May to prepare for the 2006 season at the Red Dog Mine in Alaska.



Open Forum for Officers

Pacific Northwest Port Captain **Steve Kimmel**, left, addressed deck officers at an annual meeting Feb. 16 at the Yankee Grill and Roaster in Seattle. Every region holds the officers' meetings to review policies, procedures and new information and to have an open forum for the mates and captains. Among specific issues covered this year were implementation of an international certification program for tugs, ISM, the Operational Excellence Program and regulatory issues.



Foss and Emmert Meet Heavy-Lift Challenges; Weather, Native Ruins, Complicate River Job

By Mike Walker
Columbia Snake River Port Captain

In December and January, Foss successfully and safely completed a heavy-lift transport job in support of a new power plant being built for Portland General Electric, at times battling swift currents and heavy debris flow brought on by winter rains on the Columbia River.

Emmert International of Clackamas, Ore., hired Foss to transport the heavy-lift cargo from ships at the Port of Longview six miles down river to Port Westward, where the components were rolled onto a beach near the site of the high-efficiency, natural-gas-fired power plant.

The first-phase cargo included 12 heat recovery steam generator modules weighing between 100 and 200 tons each. They were carried aboard the barges *Seattle* and *Marmac-12* during the first week of December, when the weather was dry and the river levels were normal.

The offload site at Port Westward is an archeologically sensitive area consisting of reported Native American burial sites and campsites, and it lies along the Lewis and Clark trail.

Emmert prepped the offload site by constructing a temporary ramp. With the help of a spud barge and a small assist tug named *Cody*, the Foss tug *Noydena* was able to maneuver the barges into the landing site.

The second shipment arrived at the Port of Longview during heavy rains the first week of January. The rains had swollen all the tributaries of the Columbia River at or close to flood stage; as a result, all the rivers were choked with debris.

The port had to place a boom around the outboard side of the the *MV Rickmers Singapore* and the barge to protect them from large clumps of floating debris.

The second shipment consisted of PGE's new high-efficiency gas turbine modules and one 300-ton heat recovery

steam generator component. Because of the flood conditions, it was decided to abort the offload at Port Westward until the rains subsided, and the river level fell.

By Jan. 20 the rain had become intermittent and the river level was acceptable. However, the strong current was such that the team decided not only to use the spud barge but the tug *Noydena* to hold the stern of the barge up in the current, along with the tug *Clarkston* made-up river style holding the barge to the ramp. During the next three days, the heavy modules were safely offloaded.

Foss worked closely with Emmert International to insure the safe offload of PGE's components. The experience of working in high water conditions helped Foss crews support Emmert safely during difficult circumstances.

During the first phase, the tug *Noydena* was crewed by Captains **Don Butcher**, and **Don Gustafson** and Deckhands **Terry Hicks** and **Aaron Troutman**.

During the second phase the *Noydena* crew included Captains **Brett Deaton** and **Tom Alford** and Deckhands **Mike Merridith** and **Tom Rekart**.

The *Clarkston* had a crew change during the second phase. The first crew included Captains **Mike Ellsworth** and **Dan Mullican** and Deckhands **Billy Johnson** and **Randy Rienhoffer**. The second crew consisted of Captains **Doug Cody** and **Dane Howard** and Deckhands **Aaron Troutman** and **Alex Augustus**.



A crew prepares to unload heavy equipment for a new powerplant from the Foss barge *Marmac-12* at Port Westward.

Satisfaction Guaranteed

Ask your customers what they want. Then deliver.

— From “Satisfaction Guaranteed”
By Byrd Baggett

Sidney Tows Deck Barge To Houston

The *Sidney Foss* handled a month-long tow from Portland to Houston beginning in mid-January, transporting the deck barge *ZB-1*. The 400-by-100-foot barge, formerly owned by Zidell Marine of Portland, now belongs to America Cargo Transport and will be used for international transportation.

Brenda Lawrence Cited for Superior Customer Service

Petroleum Transportation Coordinator **Brenda Lawrence**, who works out of the Foss office in Long Beach, has been given a Top Mariner Award for providing a consistently high level of customer service.

A five-year Foss employee, Lawrence is responsible for day-to-day scheduling of bunker fuel deliveries, crewing the barges, and working with agents and marine terminals to coordinate deliveries. She also handles

billing and payroll and performs a variety of other duties.

"She's just always taking care of business," said Southern California Tankbarge Manager **Ron Costin**.

"Her performance has been consistent over a long period of time, and she is well respected by both customers and crews."



Mike Stork Photo

Tall Ones for Tacoma

The *Henry Foss* assists the specialized crane carrying ship *Zhen Hua 4* toward Pierce County Terminal at the Port of Tacoma on Nov. 27. The ship was delivering two new cranes for Evergreen Line, the tenant of the terminal that opened early last year. Each crane is just under 300 feet tall with the boom up, making them among Tacoma's tallest landmarks. The Tacoma Dome sports stadium is just 152 feet tall. The cranes were manufactured by Zhenhua Port Machinery Co. of Shanghai, China.

From Coos Bay to Foss in Seattle, Gazeley Brothers Never Strayed Far from the Waterfront

When **Herb** and **Marc Gazeley** were boys, they lived on a hill over Coos Bay in Oregon, and they would walk down a path, cross Highway 101 and the railroad tracks, and go to work at their father's harbor services business.

They ran boats and otherwise helped out in the business, which was mostly grading, storing and rafting logs destined for export.

"And if we were good little eager beavers, we'd even get a ride home at the end of the day," Marc chuckled recently.

Today, Herb, 55, is a senior captain for Foss, on special assignment as marine operations manager for the Sakhalin Island sealift project. Marc, 58, is a senior customer service representative in Seattle.

Neither strayed very far from the waterfront since those boyhood days on Coos Bay.

Both graduated from North Bend (Oregon) High School and went on to Willamette University in Salem, Ore. Marc graduated from Willamette with a degree in economics, and Herb ended

up at Oregon State University, earning a degree in fisheries science.

"When I got out of school, I started looking for jobs in the tugboat business, because I knew something about it," Marc said. "When we were growing up, Foss had been in and out of Coos Bay with bargeloads of this and that, so the green and white made a difference."

He worked in Seattle as a dispatcher for six years beginning in 1971 and then in Port Angeles before taking a few years off to start his own business, which he still operates. When he's not at Foss, Marc is an international trader, buying and selling such things as iron oxide, ferrite powder and fishing tackle.

Today, Marc enjoys the camaraderie born from working successfully with others at Foss.

"We're working a day ahead," he said, "and if you can keep ten boats going and make it all work out, that's pretty good, and we're reasonably successful at it."

Herb followed his older brother to Foss between Willamette and Oregon

State, and then returned to the company full time after graduation in 1973.

"I could make about \$7,000 as a fisheries biologist then and \$12,000 working two weeks on and two weeks off as a deckhand," he said.

Herb earned his first license after several years with Foss. He worked for another company on the West Coast and in Hawaii for about 14 years before returning to Foss in 1991, a move he's never regretted.

"I love going to sea," says Herb, who has seen much of the world from the pilothouse of a tug. Before being assigned to Sakhalin, he helped manage the marine side of the Red Dog project in the arctic and a number of other projects.

"We have the best in this company — the best equipment, the best electronics, the best maintenance and the best training, and with our Operational Excellence Program, it's going to get even better," said Herb. "We're going to be in the forefront of everybody's mind that we're here to do the best and safest job."



Marc Gazeley, left, and brother Herb, are among the most senior employees of Foss Maritime.



Capt. **Mike Blake**, center, is now a Puget Sound Pilot. With him on Dec. 7 were **Steve Kimmel**, left, Foss Pacific Northwest Port Captain, and **Wendell Koi**, Pacific Northwest Regional Director.

Tractor Skipper Earns Coveted Position With Puget Sound Pilots

Mike Blake, a 30-year Foss veteran who started out as a deckhand on log boats and rose to become a captain on tractor tugs, left the company in December to begin training as a Puget Sound ship pilot.

Blake was admitted to the elite ranks of the Puget Sound Pilots after finishing second among 21 candidates who took examinations administered by the Washington State Pilotage Commission in November. Seven of the 21 failed the exam.

Candidates take a seven hour written test and have a session in a simulator. The test covers all information in nautical charts and the Coast Pilot related to Puget Sound, Admiralty Inlet and the Strait of Juan de Fuca.

"It's such a gulf of information, it's hard to imagine," Blake said.

Blake, 48, got his first master's license in 1979 and became a

full-time captain for Foss in 1989. His most recent command was the tractor tug *Pacific Explorer*.

In 2004, Blake and another Foss captain traveled to Rotterdam to train on a triple-drive tug. He then helped train other Foss officers to operate the tractor tugs *Wedell Foss* and *Henry Foss*, each upgraded with a third drive unit.

Blake will ride with experienced pilots for seven months before taking full responsibility for guiding cargo ships on Puget Sound.

Pacific Northwest Port Captain **Steve Kimmel** said he regretted losing a captain of Blake's caliber, but noted that Blake's success in competing for a pilotage job is a credit to his experience at Foss.

"He is a very skilled operator," Kimmel said. "We're going to miss him."

Two Big Salvors Tap Foss For Assistance In Pacific Area

A partnership of two world-class salvage companies, one based in Europe and the other in New Jersey, is reaching into the Pacific through a long-term contract with Foss Maritime.

Foss, which has been offering salvage services in the Pacific area for many years, now extends those services to Donjon-Smit, a joint venture of Donjon Marine Company, Inc., of Hillside, N.J. and Smit Salvage Americas of Houston, the U.S. division of a Dutch company.

Under the contract, Foss will provide both equipment and personnel for salvage services to Donjon-Smit customers in the Pacific area.

Paul Gallagher, Foss director of sales for marine transportation, said Donjon-Smit sought an arrangement with a Pacific-based company in light of pending Coast Guard regulations that would require ship owners to have contracts in place for such services as salvage, firefighting and lightering.

"We had worked with both of these companies, and we were approached by them to consider working for them in the event that one of their customers had an incident in the Pacific," Gallagher said.

After trips by Foss managers to Rotterdam and New Jersey, and visits by Donjon-Smit executives to all Foss ports, "We realized that our companies, with their focus on safety and the way we approach different projects, were very similar and this would be a good fit for Foss Maritime," Gallagher said.

Foss assistance to the Donjon-Smit group could include services by tugs and barges, personnel from shipyards such as welders and cutters, and engineering resources. Local contacts also can be invaluable in salvage operations, Gallagher said.

"We can both provide and hire resources for them," Gallagher said. "In these kinds of operations, time is almost always of the essence."

Risk Assessment Process Supports Foss Commitment to Operational Excellence

By Mike Sutton
Director of Safety and Health

Maintaining safety in our everyday jobs is tough enough. But when we're in non-routine operations, the challenge can be altogether different, and greater.

Nobody understands that better than our Sakhalin Island team, which for two seasons has been working in an environment that's about as non-routine as you can imagine.

On Sakhalin Island off the east coast of Russia, they're working in unfamiliar waters with large and expensive oil field production cargo and alongside people they don't know who might or might not speak English. Plus, the job site is so remote that even express mail can take two weeks.

With those factors in mind, in 2003 before our first season on Sakhalin Island, we instituted a risk assessment process to help our crews deal with tasks they might not have encountered previously.

We've been continually refining the process, and now we're going to begin migrating it into the rest of the company,

in direct support of the Foss Operational Excellence Program.

The most important element of controlling exposures is the ability to recognize when situations are out of the ordinary and identifying the hazards. We have developed a "T-Safe," or Task Safety Analysis form to help with that. But the bottom line is that people need to develop an awareness of when situations are different and how they are dangerous. And our Sakhalin team members have gotten good at it.

For example, ballasting the barges that carry the huge cargo modules to Sakhalin Island isn't something we do every day. Are the big pumps generating heat and carbon monoxide we should be concerned with? And could hazards be created by the fact that the people working on the barges speak a multitude of foreign languages?

Last year in Korea, Director of International Operations **Larry Johnson** ran into some confusion over who was managing the certifications of confined spaces in barges. He shut down the operation for a day until the problem was resolved.

Our troops are learning that upper management and our customers support them when they want to take the time to make sure things are done safely. That support also is critical to the success of the safety effort.

Outside of our Sakhalin Island effort, supervisors and the safety department handle job analysis and mitigation as they apply to non-routine tasks. But that will change as the Russia team carries what they've learned and accomplished to the rest of the company.

We plan to leverage their skills to bring the rest of the company into the process. And we will be well on our way to the goal of a world-class safety program.



Roddy Domangue, safety advisor to ExxonMobil Development Company, addresses a group from Foss gathered in Seattle in January to plan safety for this year's sealift to Sakhalin Island.



Spotlight on Safety

Injuries

Rate of recordable injuries per 100 workers, per year



Year	Lost-Time Injuries	Recordable Injuries
2006	~1.5	~2.5
2005	~1.2	~2.2
2004	~1.0	~2.0
Industry Average	~2.5	~4.5

- 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
2004	0
2005	1
2006	0

- 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.



A Clip for the Clipper

The Victoria Clipper III, a high-speed catamaran that carries passengers between Seattle and Victoria, B.C., was in Foss Shipyard for a "shave and a haircut" this winter. Ship Repair Superintendent **Greg Schaut** said the work included painting, replacement of some piping, removal of the twin jet drives for overhaul, and replacement of worn bottom shell plate in two places. The shipyard previously performed a similar job on a sister vessel. In the photo, a Foss painter puts some finishing touches on the bottom.

People News

NEW EMPLOYEES

Shawn Bennett

Commercial Manager, SF Bay

John Butcher

Port Captain, SF Bay

Rob Eggen

Client Support Specialist, Seattle

Daniel Hering

Journeyman Mechanic, Rainier Shipyard

Kathryn Johnson

Accountant, Seattle

Jay Nellen

Journeyman Mechanic, Portland

Dan Ryles

Line Superintendent, Seattle

Sarah Scherer

Operations Coordinator

PROMOTIONS

Dave Buckley

Loading Supervisor to Manager, Lightering Operations, Red Dog

James Cauvier

Lightering Engineer to Buyer, Long Beach

Fred Ellingson

Chief Engineer to Port Engineer, SF Bay

Bob Fellows

Marine Transportation Barge Superintendent to Marine Transportation Port Engineer

Tim LaRose

Engineer to Tug Mechanic, SF Bay

Daniel Massey

Port Engineer to Marine Operations Manager, SF Bay

Gisli Olafsson

Engineering and Project Manager to Senior Naval Architect

Chris "Doc" Rhea

Assistant Dredge Superintendent to Dredge Superintendent, SF Bay

Ralph Siegrist

Deckhand to Customer Service Representative, Portland

Andrew Van Curren

Journeyman Mechanic to Customer Service Representative, Portland

Ed Woodfield

U.S. Gulf Commercial Director, MRG, to Director of Global Services, Foss

RETIREMENTS

Don Hoge

Production Manager, Seattle Shipyard

PASSINGS

Thomas Archer

Former Mate, PNW

William Wolfram

Retired Cook, Marine Transportation



Lifting a Cat

*The Foss 300 steam derrick launched a brand new catamaran Feb. 6 for Kvichak Marine, just across from Foss headquarters on the Lake Washington Ship Canal. The new vessel — 80 feet long, 26 feet wide and 142,000 pounds — is headed for Norfolk, Va., where the U.S. Navy will use it for training and logistics support. **John Tarabochia** was at the controls of the crane, and **Steve Imhoff** was engineer. Foss Shipyard Rigger **John Warnes** assisted with the job.*



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