



Tow Bitts



The *Michele Foss*, decked out here for her christening, was designed to withstand the rigors of Arctic operations and is suited to work across the globe.

Tonya Todd

FOSS CHRISTENS NEW ARCTIC CLASS OCEAN TUG IN TACOMA

The first of three Arctic Class tugs being built at the Foss Rainier, Ore., Shipyard was christened Thursday, April 9, at the Foss Waterway Seaport in Tacoma, Wash. The vessel, the *Michele Foss*, will see its first assignment on an oil field sealift this summer from South Korea to the Alaskan Arctic.

Mike Magill, Vice President of Foss' Technical Services, made opening remarks at the christening, praising the hardworking men and women who constructed the vessel.

"As we know, a construction project of this magnitude requires significant teamwork to accomplish," Magill said.

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INSIDE



Tough New Tug Christened

Michele Seaver broke a ceremonial bottle of champagne across the bow of her namesake tug, the *Michele Foss*, the first of three Arctic Class vessels the company is building. The christening is yet another milestone in the continuing growth of Foss' business in the oil and gas industry.

Cover and Pages 4 and 5

From Racecars to Tankbarges

Southern California Tankerman **Daniel Zufferey**, a native of Switzerland, has a colorful background that has seen him working on the engines and sitting in the cockpits of both racecars and airplanes.

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A Day in the Life

Tow Bitts was along for the ride as the tug *Edith Foss* worked through a routine day, crisscrossing the Los Angeles — Long Beach harbor, picking up a tankbarge at an auto terminal and then delivering the barge for a bunkering job on a bulk carrier.

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'Bleeding Green' after 45 Years

Mike Skalley, the company billing manager and historian, has had a life-long love affair with tugboats that began when his father, a former sea captain, brought him to the company's then-headquarters on Ewing Street when he was a little boy. Today, having been with the company almost 45 years, he jokes that he bleeds Foss green.

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Operational Excellence Program Celebrates 10th Birthday

By *Scott Merritt*

Senior Vice President, Operations



Scott Merritt

In the spring of 2005 a collection of 20 Foss Maritime managers, port captains, port engineers, mariners and safety professionals gathered in a conference room to kick off the Foss Operational Excellence Program. The objective was to transform the culture at Foss Maritime into a world-class leader in safety, later captured in our Safety Vision: "Our company-wide safety culture guides each one of us to work together for an incident-free workplace, where injuries are not accepted as the cost of doing business."

Over the last ten years we have seen the employees of the company embrace and take ownership of the safety programs and move the culture of the company ever closer to our vision. In 2014 Foss Maritime Company's marine operating divisions experienced just 2 lost-time injuries, with an injury rate that was one tenth of the industry average. The Harbor Services' Division logged 1.5 million man hours in 2014 without a lost-time injury. And taking it one step further our Foss Puget

Sound Operations, Foss Line Service, Foss Hawaii, AmNav Maritime Services and Cook Inlet Tug and Barge all finished the year with zero lost-time and zero recordable injuries. Meaning, not only did no one miss work due to injury, but no one required any treatment beyond first aid.

And while it is tempting to revel in our success and to rest on our accomplishments, we have come to understand that safety is one voyage that will never end. In an inherently risky business, we must continually improve our ability to identify hazards and improve our tools for eliminating or mitigating the risk. We must instill our core values and safety culture in every employee and contractor of the company and be vigilant for complacency that threatens to undermine our progress. Because even when the entire company goes a year with zero lost-time and zero recordable injuries, we will have more work to do to ensure each of us goes home safe after our job is done.

"Our company-wide safety culture guides each one of us to work together for an incident-free workplace, where injuries are not accepted as the cost of doing business."

– FOSS SAFETY VISION

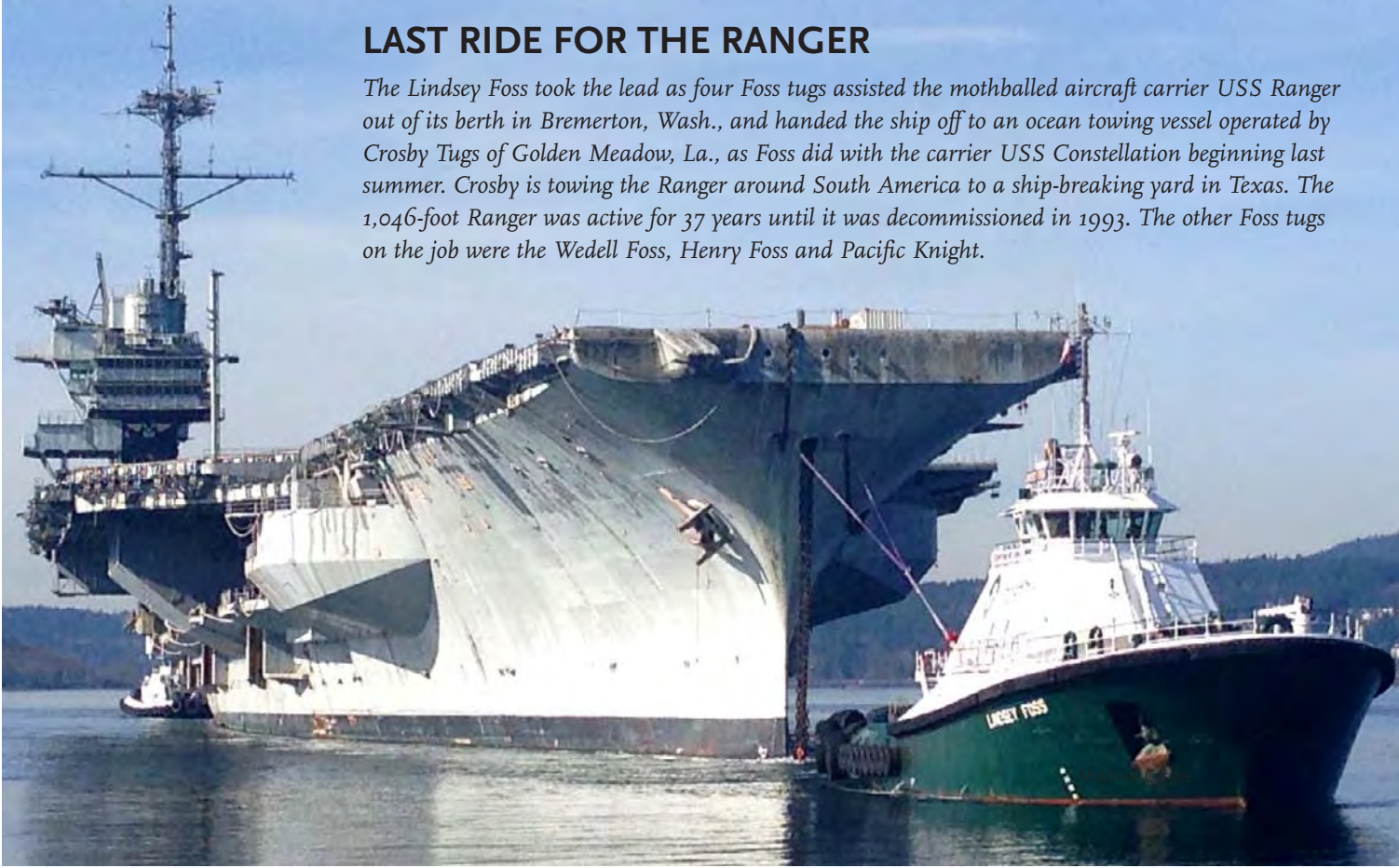


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LAST RIDE FOR THE RANGER

The Lindsey Foss took the lead as four Foss tugs assisted the mothballed aircraft carrier USS Ranger out of its berth in Bremerton, Wash., and handed the ship off to an ocean towing vessel operated by Crosby Tugs of Golden Meadow, La., as Foss did with the carrier USS Constellation beginning last summer. Crosby is towing the Ranger around South America to a ship-breaking yard in Texas. The 1,046-foot Ranger was active for 37 years until it was decommissioned in 1993. The other Foss tugs on the job were the Wedell Foss, Henry Foss and Pacific Knight.



Matthew Cassee

FOSS STEPS UP RECRUITING TO FILL PENDING SHORTAGE OF CAPTAINS

Faced with a number of upcoming retirements by its tugboat captains, Foss is ramping up its recruitment efforts and sending representatives to job fairs at maritime academies all over the country.

Coordinating the effort is Talent Acquisition Manager **Terry Rubin**, who since January has attended job fairs at the State University of New York (SUNY) Maritime Academy, California Maritime Academy, Texas A&M Maritime Academy, the U.S. Merchant

Marine Academy (Kings Point, New York) and Massachusetts Maritime Academy.

In October, Rubin plans to return for another event at Kings Point and then travel to Maine Maritime Academy.

Others from Foss joining Rubin at selected fairs have been Marine Transportation Port Captain **Collin Hodgson**, Sr. Manager of Personnel and Training **Jennifer Campbell** and Personnel Coordinator **Nevin Garcia**.

“We are definitely finding fertile ground at these events,” Rubin said. He noted that cadets from the maritime academies seldom graduate with towing certifications and serve as able-bodied seafarers for about a year until they qualify as tug mates.

“From there, we hope many of them will become captains,” Rubin said.

He noted that Foss is currently considering cadets for summer positions in Seattle, Oregon, California and Alaska.



Job Fairs Through March

	SUNY	Cal Maritime	Texas A&M Maritime
Enrollment	1,578	1,200	2,200
Foss Booth Visits	50	100	50

Pictured at left, **Terry Rubin** of Foss with cadets at a job fair at the State University of New York Maritime Academy in the Bronx, N.Y., in early April.



Michele Seaver tries out the captain's chair in the pilothouse of her namesake tug. With her are husband, **Rick**, and son, **Aiden**, 11.

Tonya Todd Photos

FOSS CHRISTENS NEW ARCTIC CLASS OCEAN TUG IN TACOMA

(Continued from the cover.)

“Engineers, craftsmen, purchasing and logistics experts, to name a few, have gone beyond the call of duty to deliver this vessel safely, on time and on budget.”

Ken Hawkins, Executive Director of the Mission to Seafarers — Seattle, delivered the invocation to bless the vessel.

The vessel's namesake is **Michele Seaver**, one of the three sisters who are primary shareholders of Saltchuk, the parent company of Foss Maritime. Seaver had the honor of breaking the ceremonial bottle of champagne across the hull of the *Michele Foss*.

Mike Garvey, Seaver's father and one of the founding shareholders of Saltchuk, said she and her namesake vessel would share some very positive qualities. The boat would be adventurous, as was Seaver in starting a restaurant and then a horse-breeding operation. The tug would also be a

hard worker, as Seaver has been in running her businesses. And Seaver, he said, always has had a passion for being the best at what she does.

“This boat will do that, and it's reflective of Michele's past,” Garvey said.

The *Michele Foss* is ice class Do. This means the hulls are designed specifically for polar waters and are reinforced to maneuver in ice. The vessel complies with the requirements in the *ABS Guide for Building and Classing Vessels Intended to Operate in Polar Waters*, including ABS A1 standards, SOLAS and Green Passport.

The *Michele Foss* includes Caterpillar C280-8 main engines, which comply with the highest federal environmental standards; a Nautican propulsion system; and Reintjes reduction gears. Markey Machinery supplied the tow winch. The tug has a bollard pull of 221,000 pounds.

The vessel incorporates several

environmentally focused designs and structural and technological upgrades, including:

- Elimination of ballast tanks, so there is no chance of transporting invasive species;
- Holding tanks for black and gray water to permit operations in no-discharge zones (such as parts of Alaska and California);
- Hydraulic oil systems compatible with biodegradable oil;
- Energy efficient LED lighting; and
- High-energy absorption Schuyler fendering.

The *Michele Foss* has been designed to withstand the rigors of Arctic operations and is suited to work across the globe as Foss competes for opportunities in the oil and gas industry.



A life ring on the railing bears the name of the new tug.



Above, **Michele Seaver** breaks the ceremonial bottle of champagne on the tug's bulwarks. In the photo below, former Saltchuk Chairman **Mike Garvey** introduces his daughter, **Michele**, during the christening ceremony.

TUG'S NAMESAKE: A SALTCHUK SHAREHOLDER AND HORSE BREEDER

Michele Seaver, for whom the tug *Michele Foss* is named, is the oldest of three sisters who are the primary shareholders of Saltchuk, the parent company of Foss Maritime.



Michele Seaver

"I think it's cool," she said of having a tug named after her. She had just completed a tour of the vessel and added, "It's a very nice boat."

Seaver and her sisters are the daughters of **Mike Garvey**, former Saltchuk chairman and one of its founding shareholders.

She is the owner of the 50-acre Red Wagon Farm in Skagit County, Wash., specializing in breeding and training Warmblood horses for dressage. Before opening Red Wagon in 2006, she was the owner-operator of the 19th Street Café in Seattle.

Seaver is active in the family business and on its board, serving as an adjunct member of the audit and risk management committee.

She attended Central Washington University and has completed several executive education programs at Harvard Business School.



SAFETY CORNER |

Following These Rules Can Minimize or Eliminate Risk

By Al Rainsberger, *Director of Health and Safety*



Al Rainsberger

When you are preparing your Job Safety Analysis (JSA) it is important that you put a strong emphasis on any task that has the potential to cause a Serious Injury or Fatality (SIF). If a JSA identifies a lack of controls or a gap that is not properly communicated to the crew, the task at hand cannot begin. By using this process all potential causes and risks that can lead to injuries are minimized or entirely eliminated. Every Foss employee must commit to the following 10 rules

to live by. As a Foss Employee:

1. I will always start my work with pre-task planning and a JSA when required.
2. I will protect myself from falls when working above 5 feet.
3. I will not walk under suspended loads.
4. I will wear approved safety equipment (PPE) in all required production and work areas.
5. I will stay out of the snap-back zone and the bight of lines.
6. I will maintain my work area free of hazards at all times.
7. I will verify isolation of energy (LOTO) before work begins.
8. I will only enter confined spaces that are certified by a marine chemist or shipyard competent person.
9. I will only work with a valid hot-work permit when required.
10. I will use my stop work authority when exposure increases beyond plan.

RAINSBERGER TAKES POST ON EMPLOYER GROUP'S SAFETY COMMITTEE

Foss Director of Health and Safety **Al Rainsberger** has been appointed to the Safety Committee of the Signal Mutual Indemnity Association, an employer group that manages benefits for employees covered by the Longshore and Harbor Workers Compensation Act.

Members of the Safety Committee are appointed by the association's

board of directors to further continuous improvement in safety best practices.

"This is a great opportunity to network with other companies to find solutions to safety issues collectively," Rainsberger said.

At a recent meeting of the committee in Seattle, Rainsberger gave a presentation on the Foss Shipmate

Plus program. He also discussed the format of the Puget Sound Shipbuilders Association (PSSA), which recently renewed an alliance with the Occupational Safety and Health Administration to promote safety.

Rainsberger is the president of PSSA.



FLAMMABLE LIQUID CHECK

Foss Director of Health and Safety **Al Rainsberger**, left, and Southern California Regional Safety Committee Co-chairman **Antonio Amalfitano**, a tankerman, inspected a cabinet containing flammable liquids recently in Long Beach. Rainsberger performs routine safety audits during quarterly visits to all Foss regional offices.



At the table for the Southern California Regional Safety Committee meeting were, clockwise from left, El Segundo Port Captain **Gigi Frampton**, Tankbarge Manager **Ron Costin** (committee co-chair), El Segundo Oil Services Assistant Manager **Debbie Parrish**, Assistant Port Engineer **Jon Stanley**, Acting Southern California Port Capt. **Jeff Whitt** and Tankerman **Antonio Amalfitano** (committee co-chair). Also at the meeting were Tankermen **Anthony Palazzolo** and **Daniel Zufferey**.

Regional Safety Meetings Feature Free-Flowing Discussions about Hazards on Tugs and Ashore

When a tug is getting ready to move a tankbarge in the Los Angeles — Long Beach harbor, the routine is for the headline — to the bow of the barge — to be made up first. Then as the tug backs down, one of the tankerman walks along the side of the barge to take the next line. The tug captain is looking back, and the walking tankerman is likely out of his field of vision.

What if the tankerman were to trip and fall in the water?

That was one of the topics of discussion at a recent meeting of the Foss Southern California Regional Safety Committee. Regional safety committees meet quarterly at every Foss port and discuss real and potential safety hazards and how to correct them, either by modifying equipment or changing behavior.

The meetings are free-flowing exchanges among managers, tankermen, deckhands, engineers and deck officers, all interested in making sure that Foss mariners head home at the end of the shift in the same

condition as when they came to work.

“Our regional safety committees often identify potential solutions to issues brought forward regarding worker safety and address safe working practices,” said Director of Health and Safety **Al Rainsberger**.

Those attending the recent meeting at Foss Long Beach covered a wide range of subjects:

- Making sure container operations are not underway when pumping bunker fuel onto a containership.
- Improving the safety of boarding barges using “side-shell pockets,” which are essentially ladders made up of vertical rows of cutouts with hand- and foot-holds on the side of the barge.
- Leaving gangways between tankbarges and piers in place until docklines are freed.

As for the possibility of a tankerman tripping while walking the barge to handle the next line:

“You have a cleat on the edge of the barge and you could trip over the cleat,” said tankerman

“Our regional safety committees often identify potential solutions to issues brought forward regarding worker safety and address safe working practices,”

— **AL RAINSBERGER**

Daniel Zufferey.

“They should be walking inside the spill containment rail,” said Tankbarge Manager **Ron Costin**, who asked Zufferey to submit a “hazardous observation” that would ensure followup. Zufferey suggested that the area outside the containment rail be painted and labeled a “Danger Zone.”

The next meeting of the committee will be held on June 24.

Swiss Native Daniel Zufferey's Journey From Racecars to Aircraft to Tankbarges

As far as **Daniel Zufferey** is concerned, there's a common thread that has woven itself through his career as a racecar mechanic and driver, as an airplane mechanic and pilot and, for the last 15 years, as a tankerman for Foss in southern California.

Safety.

"From the race car to aviation it's almost the same — It's about safety because it's so light and fast," he said. "You don't want the car crashing into the public, and after you take off in a plane, you have to land. You can't park it in a cloud.

"My work as a tankerman is very similar. We pump 60 gallons per second so as I'm speaking here, we might have pumped 600 gallons. You want to make sure everything is right — the valves, the hose, the crane and the cable. You just have to check all of those things."

Zufferey grew up in Lausanne, Switzerland, and had his first experience as a mechanic as an intern at a Porsche-VW dealership in his hometown. He subsequently worked as a mechanic for the Porsche Racing Division. One of his cars won the Swiss Rally championship in 1983, and another completed a 10-day desert rally in Tunisia, Africa, in which less than half the cars finished.

Along the way, Zufferey got his race drivers license, drove in some races, and he and his brother operated an auto-repair shop in Lausanne. But he had always been interested in aviation. He started flying gliders when he was 22, and circumstances later brought him to Santa Monica, Calif., where he trained and got his private pilot's license.

He subsequently went to an aviation school and earned a license that enabled him to work on airframes and airplane engines, got a commercial pilot's license, and



Tankerman **Daniel Zufferey**, in the recent photo above, standing by the main pump engine on the Foss double-hulled tank barge *FDH 35-4*, and, below, working on a Pratt & Whitney radial piston engine on a Martin 404 aircraft in 1995.



traveled between southern California and Europe, working on and flying airplanes, often DC-3s.

"I had a nice house in San Pedro, but for 15 years, I was always gone," he said. "But I met a woman who had a boyfriend who was a tankerman at Foss. It was interesting. You have big machinery and a big barge and the safety element."

The fact that his workplace is just 10 minutes from his house and he spends every night at home also makes a difference.

"Plus it's wonderful to work in an environment like this where we have a good group of people." Zufferey said. "It really makes a difference. It raises the safety level and everything else as well."

Two Socal Tankbarges Now Delivering Marine Gas Oil

A second Foss tankbarge in southern California has been equipped to handle marine gas oil (MGO), in response to customer demand resulting from new regulations. The regulations went into effect in January and extend the coastal operating zone where ships must burn low-sulfur fuel to 200 miles offshore.

Senior Tankbarge Manager

Ron Costin said four of the ten tanks on the barge *FDH 35-4* were prepped for MGO, which is another name for diesel fuel, in early January. Crews also installed a centrifugal pump capable of loading 1,625 barrels an hour, and they put in a system that injects red dye into the diesel oil, distinguishing it as marine fuel for tax purposes.

The MGO tanks on the *FDH 35-4*

have a capacity of 12,000 barrels. The other Foss double-hulled barge capable of carrying MGO has a capacity of 6,000 barrels.

Assistant Port Engineer **Jon Stanley** led the conversion effort. He was assisted in the dockside project by tankermen **Jason Pieniasek** and **Daniel Zufferey**.



CONTAINERSHIP ASSIST IN LONG BEACH *The hybrid-powered tug Carolyn Dorothy and the Arthur Foss recently assisted the containership COSCO Philippines into the Port of Long Beach. The 1,095-foot-long ship is operated by China Ocean Shipping Company.*



Moving a Tankbarge Around San Pedro Bay

Moving tankbarges around the Los Angeles — Long Beach Harbor is an everyday occurrence for Foss mariners. In this series of photos, the *Edith Foss* picked up the *FDH 35-5* after it pumped bunker fuel aboard the car-carrying ship *Emerald Ace* at Los Angeles Berth 198 and then moved the barge across the port to fuel the bulk carrier *Poseidon SW* at the Los Angeles Berth 176 steel dock.

Engineer **Pete Paredes** stands by as the *Edith Foss* approaches the *FDH 35-5* approaches the car ship *Emerald Ace*, to which the barge has been delivering bunker fuel.

Edith Foss deckhand **Phil Montgomery** tosses a line to Tankerman **John Sabo** on the tankbarge. At right is Tankerman **Giuseppe Di Maria**.





Paredes, right, and Sabo chat after the tug and barge have departed from the car ship, in the distant background. At the helm of the tug is Capt. Mark Grosshans.

Di Maria, left and Sabo are at ease as the barge approaches the bulk carrier *Poseidon SW* at Los Angeles Berth 176. Montgomery is on the bow, acting as the barge pilot for Capt. Grosshans.



Thirty-Five Year Foss Veteran Takes on Challenge of Improving Industry Safety Standards

Meet Capt. **Mark Grosshans**, a 35-year Foss veteran based in southern California who represents “Sailing Tug Masters in Coastal and Ocean Service” on the Coast Guard’s Towing Safety Advisory Committee (TSAC).

Grosshans has been on the committee for five years and is currently co-chairman of a subcommittee charged with Task 1306, “Recommendation for the Maintenance, Repair and Utilization of Towing Equipment, Lines and Couplings.”

He says upgrading uniform safety standards for the tug-barge industry — “both blue water and brown water” — is a challenge, as the TSAC is dominated by small inland operators who are often resistant to change.

“There are about 1,800 coastal towing vessels in the United States and almost 5,000 on the rivers,” he said. “The smaller ‘brown water’ operators are very vociferous and resistant to change. Their attitude is about 25 years behind ours when it comes to safety.”

Grosshans added that the large inland towing companies, such as Kirby, Ingram and ACL, have full-blown safety-management systems and other safety programs similar to those of Foss.

At Foss, Grosshans has been active in establishing man-overboard procedures.

“Mark brought up his valid concerns at the Regional Safety Committee meetings on what actions need to be taken in case anyone falls overboard,” said Director of Health and Safety **Al Rainsberger**. “He spent hours researching methods, procedures and rescue equipment available and this has resonated across the board to all of our other regional committees.”

Grosshans has operated ocean and



Capt. **Mark Grosshans** at the helm of the *Edith Foss*.

“Mark spent hours researching methods, procedures and rescue equipment available and this has resonated across the board to all of our other regional committees.”

— **AL RAINSBERGER**

harbor tugs but prefers the outside.

“I prefer coastal and ocean towing,” he said. “For me it’s probably one of the last places you can be a true seaman. If you’re on a containership, it’s all about the boxes, and on a tanker it’s all about loading and unloading the cargo. Being on a tug is all about being a mariner first.”

He has towed throughout the Pacific, to Central and South America, the Pacific Islands and Alaska. He has logged about a dozen trips through the Panama Canal and towed on the West

Coast of Australia. He currently operates the tug *Edith Foss* on regular supply runs to the military bases on San Nicolas and San Clemente islands.

“It’s something different every day,” he said. “I love my job and I can’t imagine doing anything else.”

Grosshans has two sons, **Erik**, a Foss-sponsored cadet at Pacific Maritime Institute in Seattle, and **Jason**, a graduate of Cal Maritime, who was on the *Corbin Foss* during part of the recent tow of the aircraft carrier *Constellation*.



Peter Paredes

DOUBLE HYBRID ASSIST *The hybrid-powered tugs Carolyn Dorothy, foreground, and Campbell Foss recently assisted the tanker Polar Discovery into Berth 121 at the Port of Long Beach. The 846-foot ship is operated by Foss customer and Conoco Phillips subsidiary Polar Tankers Inc., which ships oil from Alaska to the West Coast and Hawaii.*



SHALLOW-WATER COMBAT SHIP

The Foss tugs PJ Brix, left, and Pacific Escort assisted the “littoral combat ship” USS Freedom into its berth in Astoria on the Columbia recently. The San Diego-based ship performed four rough-water exercises off the coast in March, and Foss tugs were there each time the ship arrived in and left the port. The 378-foot Freedom was designed for a variety of missions in shallow water. It was built by Marinette Marine in Wisconsin and commissioned in 2008.



Jason Baggett Photos

A STAR ON THE RIVER *The Foss Tugs Kalama and Astoria (former Tigers 9 and 8) assisted the cruise ship Norwegian Star up the Willamette River and into the Vigor Shipyard's new drydock in Portland for routine maintenance in early March. The ship, operated by Norwegian Cruise Line, is 965 feet long and has a capacity of 2,348 passengers. In the top photo, Capt. **Billy Sturgill** on the Astoria works the line to the bow of the ship. In the background of the bottom photo is the St. Johns Railroad Bridge.*





CUTTER ASSIST *The Marshall Foss assisted the Coast Guard Cutter Stratton into its berth recently at Coast Guard Island in Alameda, Calif., on San Francisco Bay. The 418-foot cutter and other Legend-class National Security cutters are the second longest of the Coast Guard's ships, exceeded in length only by the Seattle-based icebreaker Healy. The photo was taken by Chief Engineer Tony O'Neill of the Foss tug America, which also participated in the assist.*

Jason Baggett



Matthew Cassee

SAFELY DELIVERED

Foss towed a fuselage section from Anacortes to Mukilteo in late March for shipment over a rail line to the Boeing Everett complex. Performing the tow was the Pacific Knight with the barge 185 C-3. In the foreground is Boeing Engineer Quentin Benson, who planned the move for his company.



Mike Skalley, currently the billing manager, is perhaps best known as the company historian.

After 45 Years with Foss Maritime, Mike Skalley says he ‘Bleeds Green’

Mike Skalley grew up in Seattle, the son of a former U.S. Army Transport ship captain and timber broker who regaled his boy with sea stories, had him tag along on tugboat rides when he was inspecting logs on the Olympic Peninsula, and occasionally brought him down to Foss headquarters on Ewing Street.

“I would climb aboard the tugs, take pictures and learn about them, and after that I just stayed interested,” Skalley said recently. “We lived on the water, and I grew up hearing about the water and ships, and watching the tugboats from our front porch. My dad had a business relationship with Foss, and as soon as he took me down to Ewing Street, that was it.”

Skalley landed his first job with Foss in 1969 when he was a senior in high school as a part time dispatcher at \$2 an hour. On May 17, Skalley will mark his 45th anniversary with the company, making him one of its



Mike Skalley in the late 1970s.

most tenured employees.

“When I cut myself, I bleed green,” Skalley joked recently.

Since 2009, Skalley has been the company’s billing manager, but he spent most of his career in dispatch, a department now referred

to as Customer Service. Within that department, he was tankbarge manager for six years until 1984 when he was promoted to dispatch manager. As department manager, he also managed scheduling and logistics for the company’s log barge operations.



Skalley on the tug *Foss 21* when he was 7 years old.



“I have no intention of retiring ... Someone asked me if I would go 50 years. I haven’t ruled it out, as long as I’m healthy and still love the work.”

– MIKE SKALLEY

While he has held corporate positions with major responsibilities, Skalley is perhaps best known as the company historian. With the blessing of then-company Chairman **Sid Campbell**, Skalley researched and wrote a book on the history of the company and its 144 tugs, “Foss — Ninety Years of Towboating,” in the late 1970s. The book was updated in 1986, and Skalley’s research formed the basis for a new book published last year in observance of the 125th anniversary.

“I’ve always liked the old tugs — the new tugs do a wonderful job, but

being a historian, the old boats are where my love lies,” he said. “I just wanted to learn about them, looking through the company archives in Seattle and Tacoma and looking through old magazines at the library for anything to do with tugboats.

“I thought I ought to document the old boats before the source material was gone, and that was the start of the book.”

As part of his research, Skalley communicated by mail and in person with people and companies all over the United States and overseas that had purchased former Foss tugs.

“I just kept researching, and then started adding the newer boats too,” he said, “and it was before computers, so everything was hand written. A whole room in my house was nothing but files.”

After 45 years, the 64-year-old Skalley must be looking forward to retirement, right?

“I have no intention of retiring,” he declared, but noted that he did plan to surrender his management duties and go to 32 hours a week in late June. “Someone asked me if I would go 50 years. I haven’t ruled it out, as long as I’m healthy and still love the work.”

ARCTIC CHALLENGER SEA TRIALS

The tugs *Corbin Foss*, left, and *Garth Foss*, tended the oilfield support barge *Arctic Challenger* recently on Bellingham Bay prior to sea trials. Of the 72 people manning the barge, 42 were Foss employees. Adding the management team, shoreside support and tug crews, 64 Foss personnel were involved. Shell would order the containment system to be deployed in the event of a well blowout. Foss will tow the barge to the Alaskan Arctic.



SECOND CAT REPOWERED

Foss Shipyard in Seattle in early April completed the installation of new engines on the high-speed Alaska ferry *Chenega*, the second of the 40-knot ferries to be repowered at the yard. In the photo at right, Foss project manager **Jason Rhodes** goes over last minute details prior to sea trials with **Maciej Kowalik** of engine manufacturer MTU. In the photo above, the 220-foot, catamaran-hulled ferry races across Elliott Bay, with the Seattle skyline as a backdrop.



TUG AND BARGE 101

Jim Van Wormer, left, and Tucker Tillman of the Foss Anchorage office recently made a presentation they call “Tug and Barge 101” to a seventh grade class at Wendler Middle School in Anchorage. Tillman is on the board of an organization called Alaska Resource Education, which aims to educate students about the state’s resources and industries. He was asked to visit three middle schools to teach kids about the maritime industry and how it supports Alaska. Tillman and Van Wormer reviewed the basics of the tug-barge industry, career paths in the maritime industry, and staged several activities, including a mock man-overboard drill and a race to see who could put on an immersion suit fastest. “The experience was a lot of fun, and hopefully we caught the attention of a few kids and will see new Alaskan mariners in five years or so,” Tillman said.



PEOPLE NEWS

NEW EMPLOYEES

Sonja Baron

Human Resources Assistant,
Seattle HQ

Andrew Beeler

Captain, PNW

Kelley Beld

Office Coordinator, Seattle Shipyard

Jason Bone

Senior Naval Architect, Seattle HQ

Cassandra Cooper

Safety and Health Coordinator,
Rainier Shipyard

Art Dahlin

Project Manager, Terminal 5, Seattle

Thomas File

Captain, Marine Transportation

Amee Gilbert

Manager, Safety, Health and
Compliance, Seattle HQ

Stephen Gorniak

Marine Assurance Manager,
Seattle HQ

Lori Jackson

SAP Coordinator, Rainier Shipyard

Anne Kim

Superintendent, Seattle Shipyard

Jordyn Lerum

Office Manager, Terminal 5, Seattle

Bo McCall

Sales Manager, Portland

Patrick McLaughlin

Chief Mate, Marine Transportation

James Moore

Second Mate, Marine Transportation

Alexander Osiadacz

Second Mate, Marine Transportation

Erin Pierson

Manager, Safety and Security,
Terminal 5, Seattle

Jesse Richardson

Superintendent, Terminal 5, Seattle

Kevin Smith

Superintendent, Seattle Shipyard

Robert Sternik

Helpdesk Coordinator, Seattle HQ

Amber Thomas

Project Controls Manager, Seattle HQ

PROMOTIONS

Shelby Bayha

Purchase Order Desk to Personnel
Coordinator, Seattle Shipyard

Brendon Goodwin

Intern to Staff Marine Engineer I,
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SOUTHERN CALIFORNIA SUNSET *The sky was glowing red recently as the sun set behind the Palos Verdes Hills in this photo taken from the Foss home dock at Berth 49 at the Port of Long Beach. The tug in the foreground is the Pacific Queen. The 73-foot tug was built in 1980 and packs 2,200 horsepower.*