SEPTEMBER 2010 / VOLUME 23 ISSUE 3

FOSS

Tow Bitts

Harold Hutchinson Photography

MAIDEN VOYAGE

The tractor tug *Daniel Foss* assisted the new Gearbulk ship *M/V Macuru Arrow* into Terminal 6 at the Port of Portland on Tuesday, August 10. The arrival marked the breakbulk ship's first port of call on its maiden voyage after construction at the Oshima shipyard in Japan. The ship is the third of four of Gearbulk's "Sixth Generation" of open-hatch gantry crane ships. It is equipped with two 70-metric-ton gantry cranes and measures 738 feet by 105 feet.

FOSS WILL CONVERT TRACTOR TUG TO HYBRID POWER

Building on the success of the hybrid tug *Carolyn Dorothy*, Foss will retrofit one of its conventionally powered vessels with the technology that combines diesel engines, electric motor/generators and batteries to reduce fuel consumption and polluting emissions.

The *Campbell Foss* is scheduled to go into the Foss Rainier Yard for the four-month job next March. The retrofit of the *Campbell* was approved thanks to a grant obtained by the Port of Long Beach from the California Air Resources Board (CARB). *Continued on page 4*

INSIDE Tow Bitts

Hybrid Tug Getting a Sister
The *Campbell Foss* will go into the Foss Rainier Shipyard next March to be transformed into a hybrid-powered tug, the second in the Foss southern California fleet. The first was the *Carolyn Dorothy*, which entered service in January 2009 and has proven itself with low fuel consumption and reduced emissions.
Cover

High Marks for Challenging Alaska Job
Foss' new shallow-draft tug ***Dana Cruz*** performed up to expectations while working with the *Halle Foss* and two barges to dismantle two LORAN stations in remote areas of Alaska. One was on stormy Attu Island at the end of the Aleutian chain, a six-day run from Dutch Harbor.
Page 9

Foss Returns to Neah Bay
After a three-year absence, Foss is back in Neah Bay, Wash., on the remote northwestern corner of the continental United States. The *Jeffrey Foss* is stationed in the tribal village as the state's Emergency Response Towing Vessel, standing by to assist disabled ships and prevent oil spills on the coast.
Page 10

Tugs Find Path through Red Dog Ice
With Port Capt. **Scott Olson** performing aerial reconnaissance, the Foss Red Dog fleet found a path through the ice in time to get off to a fast start in this year's ore lightering project. The four tugs and two barges are expected to be heading back to Seattle by mid-October.
Page 12

66 Chevelle is Laborer's Love
Seattle Shipyard Labor Shop Foreman **Larry Hurtt** bought his 1966 Chevelle in 1977 and its restoration is now about 85 percent complete. The automobile, powered by a 500 horsepower engine, was appraised last year for $33,500.
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Tow Bitts
To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Earl Clark, coordinator of production, earl@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. ***Tow Bitts*** is published quarterly by Foss Maritime for 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.

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Uniting our Company Under a Brand Of Operational Excellence and Safety

One Foss.

That will be something of a rallying cry through the end of this year as we complete the process of bringing subsidiaries Constellation Maritime, Gulf Caribe Maritime and America Cargo Transport Corp. (ACTC) into the Foss family.

Gary Faber

Most apparent to customers during this process will be the re-branding of all three subsidiaries. ACTC will be integrated into the Global Services Division, while Boston-based Constellation and the regional towing activities of Gulf Caribe in Mobile will be part of the newly formed Atlantic Division. (The *Delta Mariner* will continue carrying cargo for the United Launch Alliance as part of Global Services.)

John Tirpak will lead Foss Global, and **Marc Villa** takes over the Atlantic Division. **Dave Hill** and **Mike Magill** will oversee Foss' traditional operations —The Pacific Division, and Shipyards and Technical Services, respectively.

In the near future, you will be seeing the Foss name and our chain-link logo front-and-center on all Foss Global and Atlantic Division business cards, letterhead, signs, buildings and other branded materials. The Foss name and brand also will be applied to tugs and other vessels, as schedules and drydockings permit.

Even more important than the new graphics, however, is what applying them symbolizes, which is the full integration of ACTC, Gulf Caribe and Constellation into the Foss culture. This is particularly true in the case of Constellation and ACTC, acquired by Foss in 2006 and 2007. Gulf Caribe was established by Foss as a separate entity in 1988.

Over the last several years, Foss has been implementing its safety systems, operational excellence programs and procedures, management practices and business ethics principles at the subsidiaries. Going forward, our customers will learn to expect the same high-quality transportation solutions at an excellent value from all Foss divisions.

Why have we waited until now to complete this union?

Constellation and ACTC had well-established, successful cultures, similar to ours, which is part of the reason we acquired them. Their employees are rightfully proud of their companies' heritages.

The Foss approach is to build on those things, not destroy them. And it has taken time for the new employees to become comfortable with Foss' corporate structure and practices.

For Gulf Caribe, the creation of an Atlantic Division this year meant the timing was right to more fully integrate the company with Foss.

In the background, the three subsidiaries will still exist under the old names as legal entities. That's also the case with earlier Foss acquisitions, such as Brix Maritime in Portland and PacTow in southern California.

But as with those Oregon and California acquisitions, you will hear the names Constellation, Gulf Caribe and ACTC less and less as time passes. All of our operations will have a single face and a single brand signifying operational excellence and safety, as well as superior customer service and responsiveness.

One Foss.

J. C. Faber

President and Chief Operating Officer

CHRISTENING AT RAINIER SHIPYARD

Ava Campbell, 6, of Kent, Wash., front and center in the photo at right, christened her namesake vessel on Friday, Sept. 10, at the Foss Rainier Shipyard in Rainier, Ore., where the boat was built. The Ava Foss is a service craft that will carry Chevron Shipping personnel, tanker crewmembers and others between shore and El Segundo Moorings in southern California. Ava Campbell is a great, great, great granddaughter of company founders Thea and Andrew Foss. With her in the front row are sisters ***Lauren****, 8, left, and* ***Sydney Campbell****, 9. In the back row, from left, are shipyard New Construction Manager* ***Mark Houghton****, Ava's father* ***Craig Campbell****, Foss Senior Vice President of Operations* ***Scott Merritt*** *and Vice President of the Pacific Division* ***David Hill****. In the photo above, the 60-foot boat is ready for duty, at a float at the yard on the Columbia River.*

Jereme Ruhl Photos

Cianbro Corporation

WORLD'S LARGEST DRILLING SHIP

Constellation Maritime's tug Phoenix pushed a barge carrying a new thruster for the world's largest drilling ship, the Stena Forth, which was being repaired by Cianbro Corp. while anchored in Maine's Penobscot Bay. Cianbro installed three new thrusters on the 748-foot ship in late June.

The *Campbell Foss*, foreground, will undergo a hybrid conversion beginning in March 2011.

Ernesto Rodriguez

FOSS CONVERTS TRACTOR TUG (*Continued from cover*)

The project will be implemented through a partnership between Foss, the ports of Long Beach and Los Angeles as well as CARB.

Both the *Carolyn Dorothy* and *Campbell Foss* are Dolphin Class ship-assist tugs based in Long Beach. Foss also plans to retrofit other tugs in the future.

"At Foss, we have a 'zero trace' corporate goal and a commitment to give our customers the highest level of service," said **Susan Hayman**, Foss vice president for environmental and governmental affairs. "Making use of cost-effective hybrid technology is an important part of our strategy as it allows us to use best-in-class, advanced technology to serve our customers and manage our expenses over the long term while safeguarding the environment at the same time."

Foss developed the hybrid technology with Aspin Kemp & Associates (AKA), based in Ontario, Canada. It employs diesel main engines in line with electric motor/generators that can be used in a variety of modes to deliver power to the tug's propellers while also charging a large bank of batteries. A control panel in the middle of the engine room ties the components together and is the heart of the system.

The *Carolyn Dorothy* entered service in January 2009 and remains the world's first and only hybrid tug.

The emissions goals with the *Campbell Foss* retrofit are: reduction of diesel particulate matter by more than 1.7 tons a year; reduction of nitrogen oxides by more than 53 tons; reduction of reactive organic gases by more than 1.2 tons; and reduction of carbon dioxide by more than 1,340 tons. Foss also hopes to cut diesel fuel consumption by more than 100,000 gallons a year.

"The good news is that there are a lot of lessons learned from the *Carolyn Dorothy* that can be incorporated into the new system on the *Campbell Foss*," Hayman said. "It will be further optimized for better results."

For example, she said, Foss has learned that the hybrids need fewer batteries than originally thought, so the *Campbell Foss* will probably get about 80, compared to 126 on the *Carolyn Dorothy*.

Fitting everything in the *Campbell's* engine room will probably be challenging. The tug will keep its main engines, which are larger than the *Carolyn Dorothy's*, leaving less space for other components. At the same time, Hayman said, "AKA has reduced the size of some of their componentry."

Richard Cameron, director of environmental planning at the Port of Long Beach, said, "The Foss-Aspin/Kemp & Associates hybrid technology is already proving its worth on the *Carolyn Dorothy*. When the Air Resources Board asked for proposals to retrofit existing vessels with cutting-edge hybrid technology, we knew we wanted to partner with Foss again."

Seattle's Battalion Four Conducts Large-Scale Drill at Foss; Fifty-five Firefighters, Ten Trucks Descend on Headquarters

In an example of continuing cooperation between Foss and local fire departments, Seattle firefighters spent most of Sunday, July 11, at company headquarters, staging simulated attacks on a scripted fire on the tug *Craig Foss*.

About 55 firefighters split into four groups for separate assaults on the tug. Each group laid about 1,000 feet of hose through the company parking lot and out to the rear deck of the tug, which was not crewed at the time of the drill.

They used eight engine trucks and two ladder trucks during the drill, which was limited to exterior spaces on the tug.

The firefighters were part of the Seattle Fire Department's Battalion 4, whose area of responsibility includes the Lake Washington Ship Canal (home of Foss), and Elliott Bay. Both locations have numerous commercial and recreational moorage areas, and Elliott Bay is the site of the Port of Seattle's cargo terminals.

"We try to take the opportunity to do these drills when we can," said Battalion Chief **Ron Mondrigon**, who was the senior officer on site. "We depend on the cooperation of businesses such as Foss."

Mondrigon said vessel fires are particularly challenging because they generally produce high heat and lots of smoke while paths of egress for firefighters are usually difficult to follow. It also can be tough to get charged hoses on deck, and lines often must be strung from distant hydrants.

Lt. **Mike Linker** planned and coordinated the drill.

The drill followed meetings between local firefighters and Regional Safety Committees in all four Foss regions on the West Coast. The Foss personnel and firefighters have talked about ways they can cooperate in both landside and waterside responses to waterfront emergencies.

"It is important that we develop a strong relationship with local fire departments." said Foss Director of Health and Safety **Al Rainsberger**. "There are situations when we may be the first on site to render assistance in emergencies. We need to know what is expected of us and what we can expect from the fire departments if we call them."

Firefighters lay down hose during their drill at Foss headquarters.

Hoses were discharged at full power from the *Craig Foss*.

Safety on Menu at Foss Industry Appreciation Barbecues; Vendors Display Equipment, Mingle with Foss Customers

Safety first, then hamburgers and hot dogs.

That was the order of business on August 10 and 24 at Industry Appreciation Barbecues held by Foss at company facilities in Seattle and Tacoma.

Before they signed in and headed for the food, the hundreds of customers and guests who attended the events had a chance to take in display tables crammed with personal protective equipment set up and tended by Foss safety vendors.

"We want our customers to intermingle with these folks and know that even at a barbecue, safety is our absolute priorty" said Foss Director of Health and Safety **Al Rainsberger**. "And we hope that safety is an important thing for their employees as well.

Represented at the event were National Safety, Inc., a distributor, and manufacturers Capital Safety, Olympius & Associates and 3M Marine.

James Harold of National Safety said the displays at Foss are unique, both in their careful planning and in the exposure they give for the glasses, harnesses, gloves and other safety gear on display.

"We've picked up some business at this event in the past from people who didn't know where to get these products," Harold said. He also noted that Foss has a well-embedded safety culture, among the best among the companies he deals with.

"Safety is top down, and that's the way it is here," he said. "You can have the greatest intentions in the field, but if top management doesn't support it, it won't be successful."

At the safety display during the Seattle barbecue were, from left, **Brian Srg** and **Jeff Taylor** of 3M, **Rick Maurice** of Capital Safety, **Al Rainsberger** of Foss, **Jim Olympius** of Olympius and Associates, and **Dick Zugschwerdt** and **James Harrald** of National Safety.

In addition to the fact that promoting safety is the right thing to do, Harold said maintaining safe workplaces helps companies keep employees healthy, secure new work, retain existing customers and keep insurance premiums down. Also, subcontractors with good safety records are more apt to be hired.

Rick Maurice of Capital Safety was at the picnic to display his company's fall-protection harnesses and tethers and said compliance with industrial safety regulations is higher in the Northwest than it is in other parts of the country. "The customers we deal with, compliance is very important for them," he said.

Jeff Taylor of 3M Marine said Foss is "one of the elite" companies when it comes to safety.

"If I need to find out something about a safety topic I wasn't in tune with, I'd call Al," he said.

More barbecue photos on page 13.

IMPLEMENTATION OF SAFETY PROGRAMS AT FOSS SUBSIDIARIES UNDERWAY

Foss is implementing its safety programs at subsidiaries America Cargo Transport Corp., Constellation Maritime and Gulf Caribe Maritime and hopes to see benefits in continually safer operations.

Bringing the Foss safety culture to ACTC, which will be part of the Foss Global Division, and Gulf Caribe and Constellation, which will be part of the Foss Atlantic Division, is part of a greater effort to fully integrate all subsidiaries into the Foss family.

"We're building the foundation of the safety pyramid," said Foss Vice President Safety, Quality and General Counsel **Frank Williamson**. "We're standardizing processes and bringing them into alignment with the vastly improved safety record Foss has experienced in the last few years."

Foss Safety Coordinator **Joe Noverr** is assisting in the implementation at Tukwila, Wash.-based ACTC, where the initial Global/ACTC Regional Safety Committee meeting was held on August 12. A similar meeting will be held at Constellation's Boston offices in late October.

Williamson said that establishing regional safety committees will lead to implementation of programs such as lessons-learned and near-miss reporting and eventually to the Foss Shipmate Plus behavioral safety program for mariners.

"Ultimately, we'll be managing safety the same way throughout all Foss operations," Williamson said. "That will mean a safer working environment for everyone in the company."

Company's Lost-Time Injury Performance Recognized

Foss Maritime Company's commitment to safety has again been recognized by a top maritime organization, which cited 34 vessels for outstanding safety records, an increase of 12 vessels over 2009.

The Chamber of Shipping of America (CSA) presented the Foss vessels with Jones F. Devlin Awards at the Annual Safety Awards Luncheon held this year in New Orleans, Louisiana. The awards are given to self-propelled merchant vessels that have operated for two full years or more without a crewmember losing a full turn at watch because of an occupational injury.

Altogether, the Foss ships achieved the equivalent of 144 years without a lost-time injury.

"Foss' chief goal is creating the safest possible work environment—for our employees and for our customers," said **Gary Faber**, Foss president and COO. "We have again set a precedent with our safety record and are proud of our recognition by the Chamber of Shipping of America for our outstanding efforts."

Foss Devlin vessels honored (and the number of years the ships have been injury free) were: *American River* (three years); *Arrow 2* (nine years); *Arthur Foss* (three years); *Betsy L* (four years); *Campbell Foss* (three years); *Caribe Horizon* (four years); *Corbin Foss* (three years); *Delta Mariner* (two years); *Dorothy L Sylvester* (three years); *Drew Foss* (five years); *Halle Foss* (two years); *Henry Foss* (two years); *Howard Olsen* (four years); and *Iver Foss* (two years).

Also: *Jim Moore* (twelve years); *Keegan Foss* (two years); *Keith K* (four years); *Lauren Foss* (two years); *Lindsey Foss* (four years); *Lynn Marie* (four years); *Marshall Foss* (four years); *Pacific Escort* (four years); *Pacific Knight* (four years); *Pacific Queen* (four years); *Pacific Viking* (four years); *Piper Inness* (five years); *PJ Brix* (three years); *Point Fermin* (eleven years); *Point Vicente* (five years); *San Joaquin River* (five years); *Sandra Foss* (four years); *Sidney Foss* (three years); *Stacey Foss* (seven years); *William R* (four years).

The Chamber of Shipping of America represents 31 U.S.-based companies that own, operate or charter oceangoing tankers, container ships, dry bulk vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels.

Foss Director of Global Towing and Transportation **Leiv Lea**, center, accepted the safety awards for the company in New Orleans. With him are Chamber of Shipping Chairman **Michael Bohlman**, left, and Eighth District Coast Guard Commander, Rear Adm. **Mary Landry**.

ALWAYS SAFE

Joe Noverr

Attending the inaugural Regional Safety Committee meeting at America Cargo Transport Corp. were, clockwise from lower left, Foss Director of Health and Safety **Al Rainsberger**, Bosun **Robert Anderson**, Marine Compliance Manager **Mary Beedle**, Capt. **William Sites**, Supercargo **Jay Schram**, AB/Engineer **Dustin Van Duin** and Chief Mate **Russel Furtney**.

Foss Seeing Significant Pollution Reduction with 'V-Cats'

Using an air-quality grant from the Port of Los Angeles, Foss in June installed experimental pollution-control devices on the tug *Brynn Foss* that are significantly reducing emissions of particulates, carbon monoxide, total hydrocarbons and nitrogen oxides.

The devices are called diesel oxidation catalysts (DOCs). The models installed on the *Brynn's* 12-cylinder EMD engines are called "V-Cats" and were manufactured by Miratech Corp., based in Tulsa, Okla.

Foss Vice President for Environmental and Governmental Affairs **Susan Hayman** called the project "an example of how we pull in innovative technologies and see if they are effective for our industry."

She said DOCs have been used for some time in trucks, buses and other equipment, including recent installations on railroad locomotives with engines similar to those used on tugboats.

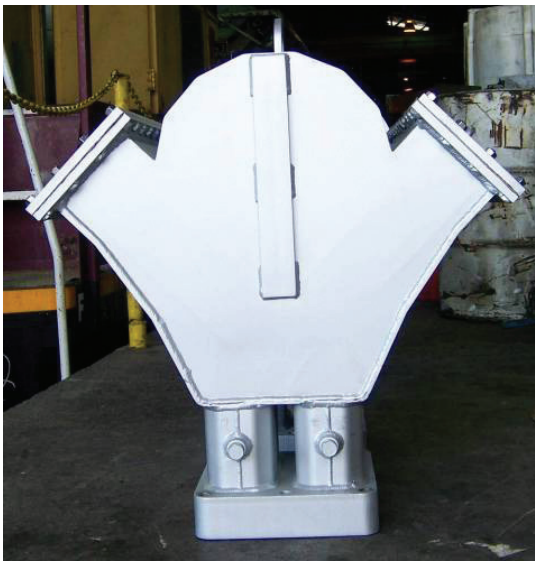
"One of the places we look for new technology is the locomotive industry," Hayman said. "There are differences in the way we operate, but analyzing successful applications of technology in other industries is one of the ways we can develop effective solutions for our industry."

Hayman described the devices as manifolds that force the *Brynn's* exhaust though tightly woven mesh screens like big steel wool pads and use small amounts of platinum as a catalyst.

Initial test results showed decreases in emissions of particulates, carbon monoxide and other emissions. The tug experienced no loss of power or increase in fuel comsumption.

Foss worked with the Port of Los Angeles, which provided the grant for the 36-month project, and the California Air Resources Board to establish testing protocols to determine the effectiveness of the DOCs.

Pre-installation testing was conducted before the devices were added to the *Brynn's* engines during a drydocking at Bay Ship and Yacht Co. in Alameda, Calif. Foss Bay Area Port Engineer **Fred Ellingson** supervised the installations.



A V-Cat before installation on one of the *Brynn Foss's* main engines.

HEADED FOR MOUNT RAINIER

The tug Wedell Foss headed up the Blair Waterway at the Port of Tacoma, with Mount Rainier in the background, on a recent sunny morning. The 94-foot Wedell is one of three "Tractor-Plus" tugs in the Foss fleet. Each is equipped with two Voith Cycloidal drives and a Z-drive, giving them 4,700 horsepower.

Mike Lauer Photos

The tug *Dana Cruz* and barge *Sunny Point* land in the soft sand of Port Clarence, below, and at the remote island of Attu, above.

Soft Sand, Storms and Long Ocean Voyages Fail to Deter Foss Vessels during Loran Jobs in Remote Areas of Alaska

Foss tug and barge crews overcame soft sand that bogged down their equipment on a beach near Nome, and endured long voyages to Attu Island, while successfully assisting Jacobs Engineering in dismantling LORAN stations at two remote Alaska locations in July and August.

The shallow-draft tug *Dana Cruz* and the ramp barge *Sunny Point* made beach landings at Port Clarence, near Nome, and at Attu Island, 850 nautical miles west of Dutch harbor at the end of the Aleutian chain. The barge offloaded heavy equipment and empty containers, which were then loaded up with household goods and other gear used by the Coast Guard when the stations were manned and active.

In addition, the *Halle Foss* and tankbarge *248 P-2* made a trip to Attu Island to pump about 85,000 gallons of no-longer-needed fuel oil from tanks at the LORAN station. While at Port Clarence, Foss tankermen pumped approximately 122,000 gallons of no-longer-needed fuel oil from the shoreside tank farm to *Delta Western's* tank barge, the *OB 5*.

LORAN is an acronym for Long-Range Aid to Navigation, which in recent years has been supplanted by GPS (Global Positioning System) as the electronic navigation system of choice for mariners.

Foss Global Services Business Development Manager **Mike Lauer** said crews had to use a bulldozer to pull wheeled equipment out of the soft sand at Port Clarence until the sand was compacted enough to support the traffic.

The distance to Attu and the weather there were the big challenges, Lauer said. The *Dana Cruz* made the trip from Dutch Harbor in six days, while the *Halle Foss* did it in four and a half days. Lauer and Capt. **Herb Gazeley**, America Cargo Transport Corp. director of cargo operations made the trip to Attu in a small, twin-engine plane from Anchorage, which took six and a half hours.

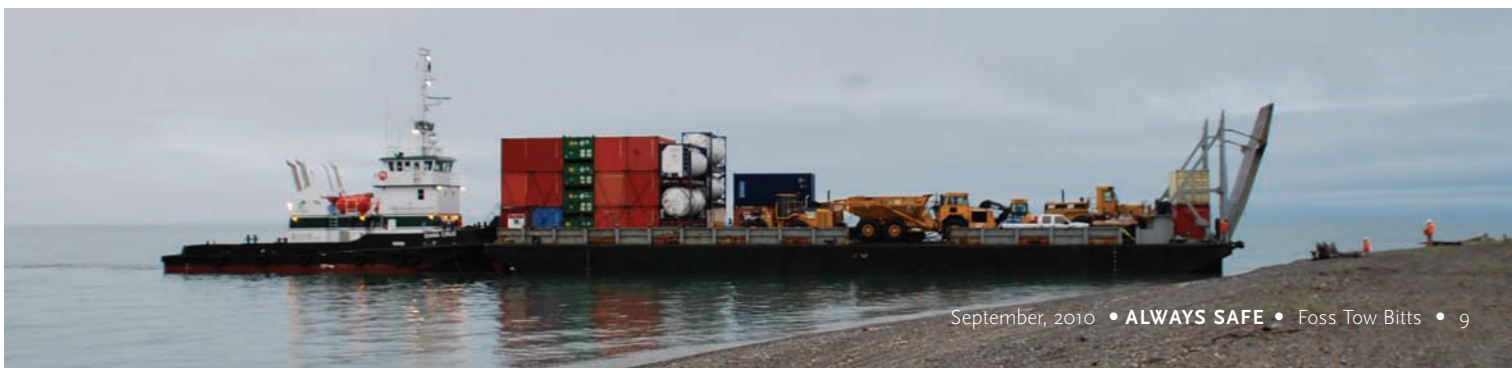
Of the beach landing at Attu, Lauer said, "You're in fairly tight quarters, and if the wind kicks up, which it can do quickly, you can get yourself in trouble."

He credited *Dana Cruz* Capt. **Sam Nelson** with skillfully guiding the *Sunny Point* to the beach under the watchful eye of Gazeley.

The *Halle Foss* maneuvered the tankbarge into a two-point mooring, and the fuel oil was pumped aboard through a hose. The tankermen were **John Munson** and **Tom Rekart**.

During the trip to Attu, the Foss crews also delivered five containers of military cargo to Shemya Island, about 35 nautical miles away. They had to abort a first attempt at landing in Shemya because of bad weather, but the weather cleared for a successful delivery a couple of days later.

The Foss equipment was expected to be back in Seattle by the end of September. It was the first trip for the *Dana Cruz*, a new vessel acquired by Foss last spring.



Foss is Back in Neah Bay with Emergency-Response Tug; Company Works to Rebuild Ties with Tribal Community

Foss is re-establishing itself in Neah Bay, cementing ties with the remote Makah tribal community where the company will base Washington state's emergency response towing vessel (ERTV) under a 10-year contract.

The ocean-going tug *Jeffrey Foss* has been on station in Neah Bay since the beginning of July after the company won a competitive bid enabling it to return to the remote community on the northwestern tip of Washington and the United States. Foss previously operated the ERTV from 1999 to 2006.

The ERTV, previously paid for by the state of Washington, is being funded by the maritime industry beginning this year. The tug is on standby to assist ships and barges that become disabled and prevent them from drifting onto the rocks and causing oil spills.

"We're excited to be in Neah Bay once again," Foss Northwest General Manager **Bruce Reed** said at a recent gathering of Foss executives and tribal officials in the village, population 1,200. "We want to rebuild the historic connections we've had with this community."

Foss builds those ties by hosting gatherings like the one where Reed spoke. He and others from Foss also exchanged gifts with tribal leaders and got to know them, and on a day-to-day basis, the tug crews do what they can to participate in community life.

In the past, they have given talks for local schoolchildren, and groups of youngsters from the community have taken tours of the tug. The crewmen and the company also have contributed time and money to local humanitarian causes, and have routinely invited locals to the tug for meals.

Foss also employs a tribal member as a deckhand trainee. This year, it's 25-year-old **Blake Hill**. (See article at right.)

"We try to become involved as much as we can," said Capt. **Bill Archer**, one of the current captains on the *Jeffrey* who previously served in Neah Bay as captain of the *Barbara Foss*.

The crews have plenty of time for those efforts. Archer said that the tug averages about four callouts a year.

But when callouts do happen, the tug can be a critical factor in protecting the coast. Over the years, the ERTV has responded to assist disabled container ships, oil barges, fishing boats and other vessels, all with the potential to unleash spills.

This year's first callout was to assist a powerless articulated tug-barge vessel (ATB) operated by Crowley Maritime, which previously held the ERTV contract. The ATB, which was transporting fuel, regained power and the *Jeffrey* escorted it into port.

Having the tug on standby is seen as an important plus, both by the Coast Guard and the Makah community.

"We only have a towing capacity of up to 200 tons with our lifeboats," said Chief Warrant Officer **Robert Schmidt**, who commands the Coast Guard detachment in Neah Bay. "Having towing capacity here for distressed vessels is a really good idea."

Janine Bowechop, director of the Makah Cultural and Research Center, noted that the tribe has many important cultural sites along the coast, and having the ERTV stationed in Neah Bay "makes all kinds of sense to us."

The *Jeffrey Foss* is underway, leaving its berth recently at the Neah Bay Marina.

The *Jeffrey Foss* is at the end of the pier nearest the end of the breakwater in this aerial photo of the village of Neah Bay.

She also said Foss "has a wonderful record of working with the community" while showing respect for the Makah culture and contributing to the local economy."

During the recent barbecue gathering, after brief presentations by Reed, Pacific Division Vice President **David Hill**, Foss parent company MRG COO **Steve Scalzo**, and Foss President and COO **Gary Faber**, Makah Tribal Chairman **Michael Lawrence** addressed the group.

"We want to convey our appreciation for what Foss does and welcome you back to Neah Bay," he said. "The ocean is our livelihood, our way of life, and the appreciation we have for the ocean today has been with the Makah people throughout our existence...You play a role in protecting that for us."

Others attending included: **Colleen Liman**, **Steve Kimmel** and **Greg Schaut** from Foss; **Tom Callahan** from the Washington State Maritime Cooperative; **Frank Holmes** and **Lowell Elsen** from the Western States Petroleum Association; and Makah Tribal Council members **Nathan Tyler**, **Timothy Greene, Sr.**, **Micah McCarty** and **Ryland Bowechop**.

Blake Hill is the tribal deckhand trainee on the *Jeffrey Foss*.

MAKAH TRAINEE LIKES TUGBOATS, SAYS FOSS PEOPLE ARE 'EASIER GOING'

Blake Hill can't imagine living in a city or working in an office. Being a resident of Neah Bay and working as the training crewmember on the *Jeffrey Foss* suit the Makah tribal member just fine, he says. "I like the water and the fresh air all the time," said Hill. "I couldn't stand being in a cubicle."

Hill, 25, has lived in Neah Bay since he was 5 years old. He also was the training deckhand for Crowley Maritime for a year and a half when it had the ERTV contract. He previously had been a logger and worked in mills, commuting an hour each way to Forks, after being a commercial fisherman for several years.

"I'd like to stay on tugboats—there's always something to do," said Hill, who hopes to learn about making and breaking tows, among other things, while working for Foss.

How does he compare Foss to his previous employer?

"The people at Foss are a lot easier-going," said Hill, who has a child and is engaged to be married.

Crewmembers on the *Jeffrey Foss* include, from left, Mate **Shawn O'Connor**, Deckhand Trainee **Blake Hill**, Engineer **Ted Edwards**, Deckhand **Don Garrett**, Capt. **Lars Hadland** and Cook **Rocky Rauch**.

Foss President and COO **Gary Faber**, left, presented a half-hull model of a Mikimiki tug to Makah Tribal Chairman **Michael Lawrence** during the August 20 barbecue.

The *Stacey Foss* worked with the barge *Kivalina* near the Red Dog Mine this summer.

Katie Wixom

Port Captain Goes Aloft to Find Path Through Ice; Then Weather Helps Red Dog Crews Keep Pace

Late-season ice delayed the arrival of Foss tugs and barges at the Red Dog Mine port in Northern Alaska in June, but crews made up for lost time with a quick set-up of their equipment, and they were ready to begin ore lightering operations by June 29.

Red Dog Port Capt. **Scott Olson** helped keep the ice-caused delay to just two days by flying over the area and directing the tugs to the port through an area that was just 50 percent filled with ice. They arrived on June 26.

"The quick set up of the barges was due to the great performance of the veteran barge and tug crews with the help of the new members as well," said Red Dog Manager **Paul Wooden**.

As of late August, according to Wooden, "The weather so far has been on the good side of things, allowing us to keep up with the inflow of ships with minimal delays."

He said Teck, the operator of the mine, has started development of the Aqqaluk deposit, which should extend ore production at Red Dog for 15 to 20 years. The four Foss tugs and two lightering barges are scheduled to complete this year's work in mid-October.

Boat crews were:

Sandra Foss. Capt. **Jeff Crooks**, Mate **Mark Bechtel**, Mate **Tim Spencer** (split time with *Stacey*), Mate **Robby Ackerman**, Chief Engineer **Jake Rosenberg**, Able-Bodied Seamen **Steve Creech** and **Rolan McCune**, Cook **Doug Bender** and Ordinary Seaman **Scott Myers**.

Iver Foss. Capt. **Gary May**, Second Capt. **Nate Jansma**, Mate **Glen McVicker**, Chief Engineer **Roger Fallon**, Able-Bodied Seamen **Tim Dvorak** and **Katie Wixom** and Cook **Greg Rankin**.

Stacey Foss. Capt. **Stan Stromme**, Mate **Eric Watson**, Mate **Tim Spencer** (split time with *Sandra*), Chief Engineer **Russell Barker**, Able-Bodied Seamen **Chad Moen** and **Ricky Edwards**, Cook **Tom Gibbons** and Ordinary Seaman **Jake Blackson**.

Sidney Foss. Capt. **Todd Wilson**, Second Capt. **Eric Skewis**, Mate **Steve Winter**, Chief Engineer **Darryn Baker**, Able-Bodied Seamen **Scott Cameron** and **Pete Roney** and Cook **Ron Wolf**.

Barge Crewmembers were:

Barge Rovers **Neftali Alas**, **Greg Alman** and **John Routh**; Loader Operators **Val Alonzo**, **Corey Coxon**, **Matthew Harris**, **Nathan Henry**, **Carl Horten**, and **Josh Shalan**; Laborers **William "Bill" Arey**, **Carl Foster Jr.**, **Jamie Hawley**, **Bill Phillips**, **Vince Roney**, **Greg Warnes**, **Tim Fields**, **Robert Mulluk III**, **Cole Tobin**, **Calvin Barr** and **Kyle Witty**.

Also, Barge Superintendents **David Buckley**, **Bogdan Fetsek** and **Bob Rowan**; Loader Superintendent **Ricky Sockpick**; Loader Supervisors **Vitaliy Fetsek** and **Wynn Davis**; Dispatchers **Cody Pearson** and **Alex Wilson**; Maintenance Superintendent **Elton "Mitch" Russeff;** Mechanic **Mark Worsham**; and Electrician **Stan Tidyman**.

Shoreside personnel were:

Manager **Paul Wooden**, Port Capt. **Scott Olson** and Project Manager **Keith Spearman.**

SATISFACTION GUARANTEED

Remember, little things make a big difference.

— From Satisfaction Guaranteed By Byrd Baggett

FOSS

The Foss boathouse provided a backdrop for the Tacoma barbecue.

Jay Anderson

FOSS PICNICS DRAW HUNDREDS IN SEATTLE AND TACOMA

Hundreds of customers, vendors and friends of Foss attended the company's annual Industry Appreciation Barbecues in August at headquarters in Seattle and at the Foss boathouse in Tacoma. The gatherings featured the usual menu of hot dogs, hamburgers, salads and beverages. Guests also enjoyed warm sunshine, which seems to favor the events every year.

Tom Wesman, left, of B & N Fisheries enjoys a bite in Seattle with **Van Vorwerk**, center and **Dave Herring** of Foss Shipyard.

Around the table at Foss headquarters are, from left, **Jim Lawrence**, Saltchuk, **Rich Berkowitz**, Transportation Institute, **Eric Van Andel**, Saltchuk Air Cargo, and **Steven Giese**, Saltchuk.

Jay Anderson

From left in Tacoma are **Patty Ludden**, TOTE, **Ole Halsvik**, Wallenius Wilhelmsen Lines, **Marvin Ferreira**, APM Terminals (back to camera), **Len Mazzella**, Wallenius Wilhelmsen Lines, **Scott Mason**, ILWU, and **Mike Gagner**, Wallenius Wilhelmsen Lines.

From left, in Seattle, are **Peter Phillips** of Phillips Publishing, and **Don** and **Brooke Stabbert** of Salmon Bay Marine Center.

ALL TOGETHER NOW!

Foss mariners practiced synchronized swimming recently in Long Beach during survival suit training held in conjunction with the Responsible Carrier Program (RCP). From the front are Capt. ***Scott Culver*** *(back to camera), Engineer* ***Jim Slivkoff****, Able-Bodied Seaman* ***Craig Rowe*** *and Tankerman* ***Daniel Zufferey****. Foss held the classes at the Long Beach Airport Holiday Inn, with instructors from Fremont Maritime in Seattle.*

Dave Rodin

SUPPORTING MARITIME EDUCATION

Foss in July presented a check for $5,000 to Orange Coast College in Newport Beach, Calif., in support of its School of Sailing and Seamanship. Foss has been backing the maritime training program since its inception in 2008, providing funding as well as internship and training opportunities for students both ashore and on vessels. Director of Marine Operations, Pacific Division, Capt. ***Igor Loch*** *is on the program's advisory council and Foss Capt.* ***Scott Culver*** *and other Foss captains have volunteered as instructors and mentors. In the photo, from left, are* ***Mary Menninger****, Professional Mariner Program coordinator,* ***Scott McLung****, lead instructor,* ***Brad Avery****, college director of marine programs, Loch and Culver.*

MOVING A STERNWHEELER THROUGH THE GORGE

The Foss tug PJ Brix pushed the sternwheeler Columbia Gorge downriver from picturesque Cascade Locks on Tuesday, June 29. The sternwheeler, which caters to tourists, was headed to Advanced American Construction in Portland for gear repairs. Manning the tug for the 12-hour round trip from Portland were Capts. ***Guenter Eckardt*** *and* ***Bim McCoy*** *and Deckhands* ***Bob Volmer*** *and* ***Ken Aman****.*

Mike Walker

Six-Month Overhaul produces 'Nearly-New' Barge; Ramp Enables Deliveries to Remote Alaskan Areas

The *Foss* 300 derrick lowers a new ramp into position on the barge *Spruce*, owned by Olson Marine,

Van Vorwerk Photos

A major overhaul of a barge formerly owned by a Foss sister company in Hawaii produced six months of work for craftsmen at Foss Shipyard in Seattle and a vessel that will provide many years of service for an Alaskan cargo operator.

The barge is the 220-by-58-foot *Spruce*, which was the *Aukai* when it was operated by Hawaiian Tug and Barge-Young Brothers in Honolulu. The purchaser and Foss Shipyard's customer was Olson Marine of Ketchikan, Alaska. Olson, owned by **Rick Olson**, is a longtime customer of Foss and has purchased a couple of tugs from the company, including the *Duncan Foss*, to move all kinds of cargo all over Alaska.

"It was a very significant job for us," said project manager **Van Vorwerk**, noting that the barge arrived at Foss on Jan. 10 and was completed June 21. "We have established a great relationship with Olson, which allows Rick to concentrate on managing and growing his business, not traveling back and forth to Seattle. We can act on their behalf and keep them in the loop. That helps them a lot and we appreciate the trust and business."

The barge *Spruce*, its overhaul complete, is maneuvered away from Foss Shipyard.

Work on the *Spruce* included replacing about 60,000 pounds of steel, blasting and coating the entire exterior, and installing a concrete wear deck, a generator and a winch. The shipyard also fabricated a new 60-foot ramp for the barge, which will enable it to make beach landings to load and unload cargo in remote areas.

"It has 'D' ring tie-downs so they can secure a wide variety of cargo," Vorwerk said. "In addition to beach landings, they can do side loading at a pier and roll-on, roll-off cargo. This will be a great addition to Olson's growing fleet."

Monte Roy, Steel Shop foreman, was the project superintendent, and Vorwerk said Roy and the Foss craftsmen who worked with him were an integral part of the project's success.

San Nicolas Island Equipment Upgrades Underway At Foss Rainier Shipyard on the Columbia River

The equipment used by Foss to carry cargo to and from California's San Nicolas Island, where the U.S. Navy has an airstrip and operates a weapons testing and training facility, is undergoing significant upgrades.

The company is replacing the barge *PT&S 379*, which is beyond its useful service life, with the *185 C-4*, a former chip barge that is being refurbished at Foss Rainier Shipyard in Oregon. The tug *Edith Foss*, used regularly on the San Nicolas run, is being refurbished and repowered, also at Rainier.

Foss has been servicing the island for about 50 years, "carrying everything from F-18s to bulldozers to trash," said Southern California Port Engineer **Jerry Allen**, who is helping to coordinate the upgrades.

The tug and barge pick up cargo at Port Hueneme, north of Los Angeles, up to three times a month, and deliver to the island, which is the most remote of California's Channel Islands and is about 60 miles off the coast. The round trip takes about four days.

The island's cargo handling facility was completed in 2005 and at the time was called the world's first open-ocean roll-on, roll-off pier. Cargo had previously been ramped onto the beach.

Dan Cole, who is project manager for the barge upgrade, said the 185 by 50-foot barge is being re-configured to match the new pier. The barge's 16-foot-high fences that contained the wood chips it carried between Shelton and Tacoma are being trimmed to six feet on the sides and eight feet on the bow. The stern will be open.

The *Edith Foss* makes a landing at San Nicolas Island with the barge *PT&S 379*, which is being replaced.

The yard also is installing a five-inch-thick concrete deck, a low-emission generator, two mooring winches and one ramp winch. The 44 by 13-foot cargo ramp and its supporting structures will be removed from the old barge and installed on the *185 C-4*, which will be renamed Barge *SNI*. The yard also is performing topside and internal steel renewal.

Allen said the *Edith Foss*, a 73-foot, Super D Class ocean going tug, is being repowered to meet California emissions standards, including installation of new Tier 2 main engines and generators. The tug also will be painted and otherwise refurbished at the Rainier yard.

The project is expected to be finished by the end of the year.

GOLFING FOR CHARITY

The 11th Annual Towboat Invitational Golf Tournament at the Golf Club at Newcastle, near Seattle, drew about 300 participants on July 26 and raised more than $295,000 for the Heart Institute at Virginia Mason Medical Center and the Boys and Girls Club of Southwestern Oregon. The event is sponsored by Foss Maritime, Harley Marine Services, and Sause Bros., and since its inception has helped raise more than $1 million. In the photo, from left, are ***Denise Gould*** *of Boys & Girls Club,* ***Dick Lauer*** *of Sause Bros.,* ***Keith Barnes*** *of Harley Marine Services,* ***Michael VanDerhoef*** *of the Virginia Mason Foundation and* ***Dave Hill*** *from Foss.*

Hauling Rocket Parts is a Steady Business for Gulf Caribe

The *Delta Mariner*, known as the Foss "Rocket Ship," gets most of the publicity for company subsidiary Gulf Caribe Maritime, based in Mobile, Ala. However, a low-profile, small-but-steady piece of business, combined with the work of the *Delta Mariner*, makes Gulf Caribe the sole marine services provider for the United Launch Alliance (ULA), manufacturer of the Delta and Atlas launch vehicles.

Gulf Caribe converted the FOSS *185 P-2*, a 185-foot bunkering barge, formerly based in Seattle, into a deck barge to carry rocket parts from an Alliant Techsystems plant near Iuka, Miss., about 90 miles up the Tennessee River to the ULA plant in Decatur, Ala.

"It's pretty cut-and-dried," said Gulf Caribe Operations Manager **John Bates**. "It's a ro-ro operation with the flight hardware. We load it on the barge, lash it down, and send it up the river."

The shipments average one a month, said Gulf Caribe General Manager **Bob Pepper**. Either Pepper or Bates travel about 350 miles from Mobile to Iuka to oversee each of the cargo operations and supervise ballasting the barge for loading and discharge.

The transit to the ULA plant takes the barge through two locks. Gulf Caribe contracts with Muscle Shoals Marine and Tennessee Valley Towing for tugboat services.

Pepper said the barge was delivered to Mobile from Seattle, converted by Cooper Wilkins Machine Shop in Mobile, and then towed to Iuka via the Tennessee-Tombigbee waterway.

Gulf Caribe has been hauling the carbon fiber parts for the rockets since about the same time the *Delta Mariner* began service hauling completed common booster cores ten years ago. Before the barge conversion, the company used a chartered barge.

"It's just a nice, steady piece of business," Pepper said.

The *Foss 185 P-2* in Service on the Tennessee River.

LARRY HURTT'S 33-YEAR RESTORATION PROJECT; CAR HAS SENTIMENTAL VALUE FOR SHIPYARD FOREMAN

People these days really go for those 1960s muscle cars, according to **Larry Hurtt**, the proud owner of a 1966 Chevrolet Chevelle hard-top powered by a 383 "Stroker" that delivers about 500 horsepower.

A year out of high school in 1977, Hurtt bought the car for $600. He had been looking for a Chevelle and spotted this one in a newspaper ad. It was in fair, stock condition, he said, so he looked it over and drove it home.

"I like the body style, and now it has sentimental value for me, since I've owned it so long," said Hurtt, labor shop foreman in the Seattle Shipyard and a 23-year veteran of Foss.

Over the last few years, he installed the rebuilt engine, had the bumpers rechromed, bought new tires and replaced about 79 percent of the interior. He also sanded the body down to bare metal before painting it in a friend's garage and installing many new emblems.

He described the engine as a bored-out 350. It's called a "stroker" because the stroke of the pistons is shorter than standard for additional power.

"It's not a complete restoration, but it's about 85 percent," said Hurtt, who has the car registered as an antique and drives it sparingly. "A year ago, it was appraised for $33,500.

"I'm sure I'll keep it, unless some rich guy comes along and offers me some change," he added. "Then we might talk money."


Larry Hurt and his 1966 Chevelle hard-top.

Three Employees' Daughters Win 2010 Foss Scholarships

An award-winning violinist, a psychology major who enjoys volunteering in animal shelters and an anthropology major who excells in broadcast newswriting have been selected as winners of 2010 Foss Scholarships for children of employees.

Julia Chalker, daughter of Foss Global Services Project Coordinator **Richard Chalker**, will be a sophomore this year at the Berklee College of Music in Boston, majoring in violin and song writing. A graduate of Mercer Island (Wash.) High School, she is a recipient of the North American Tour Scholarship and played in concert with **Isaac Delgado**.

Rachelle Folk, daughter of IT Services Manager **Kimberly Schnaitman**, will be a senior this year at Central Washington University in Ellensburg, Wash. A psychology major, she volunteers for animal shelters when not working at school or playing on a co-rec soccer team. Rachel is a graduate of the International Community School in Kirkland, Wash.

Kelby Vera, daughter of El Segundo Moorings Launch Operator **Michael Vera**, will be a junior this year at Santa Monica (Calif.) College. An anthropology major, she has been recognized for excellence in broadcast newswriting and video production. She is a graduate of Mira Costa High School in Manhattan Beach, Calif.


Julia Chalker


Rachelle Folk


Kelby Vera

PEOPLE NEWS

RETIRED

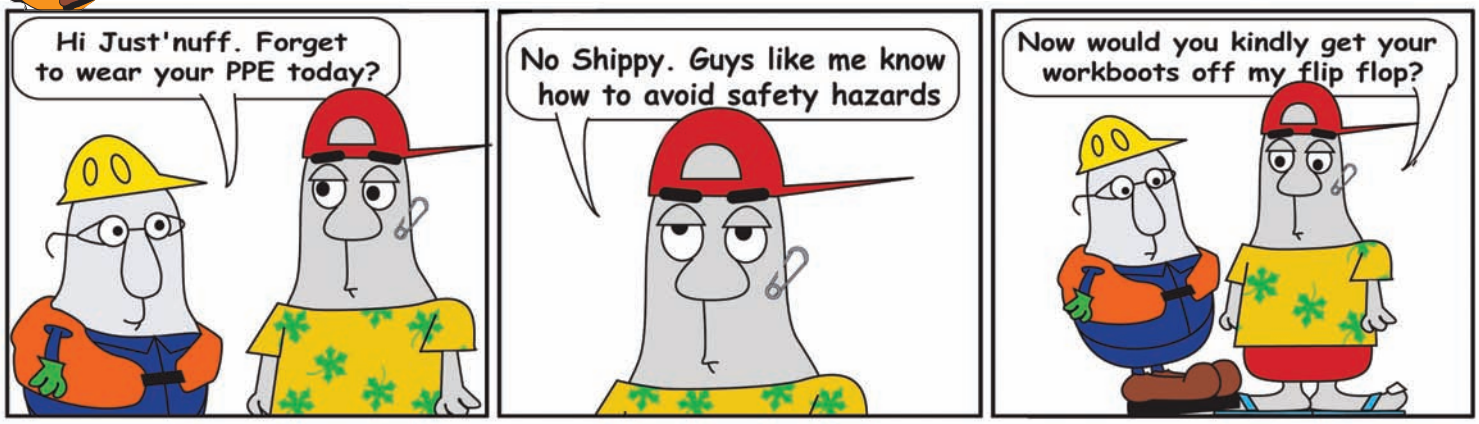
Steve Bobal
SoCal Able Seaman/Mate

James Garmoe
Marine Transportation Able Seaman

NEW EMPLOYEE

Andrew Connot
MRG Accounts Payable Manager

By Ron Costin and Brian Snelson



ARE THESE BOATS FOR REAL?

*Although they are true to the originals down to fine detail, these boats are actually radio-controlled scale models that competed in the Foss Cup competition August 21 in Bellevue, Wash. They are models of, from left, the Morgan Foss (currently based in Long Beach), Claudia Foss (no longer owned by the company), and the Thea Foss (owned by Foss parent company Saltchuk Resources.) The winner of the Foss-sponsored competition that tests model owners' piloting skills was **Doug Gunter** of Snohomish, Wash. Retired Foss Capt. **Jim Martin** was among the judges.*

Logs Brought Foss to Neah Bay in the 1920s

By Mike Skalley

The *Arthur Foss*, shown towing a log crib, had the longest uninterrupted log service on the Strait of Juan de Fuca, from 1948 – 1968.

Foss' first venture on the Northwest coast of Washington State did not occur in Neah Bay but at the Indian village of Mora, located on the Quillayute River, 40 sea miles south of Neah Bay on the Washington Coast. Foss entered into a contract with the Washington Pulp & Paper Corporation of Port Angeles, Wash., on April 9, 1924 to barge pulpwood from Mora to the WP&P Mill in Port Angeles.

Foss barges were to be loaded with 150 cords per day and towed, weather permitting, by the 240 horsepower tug, *Foss No. 21*. All the barges arriving in Port Angeles were discharged on arrival in order to expedite a quick turn back to the Quillayute. Due to marginal weather conditions on the Washington Coast, these movements were made only between May 1 and September 30 of each year. This contract lasted for six years until the pulpwood camps closed along the Quillayute River.

The actual Foss connection with Neah Bay goes back much further than the first "Neah Bay Rescue Tug" in 1999. Seventy-one years earlier, in 1929, Foss began barging chips from Neah Bay to the Washington Pulp & Paper mills in Port Angeles and Port Townsend. This was an initial three-year contract to provide three chip barges and one tug, (the 275 horsepower, *Iver Foss*) at a rate of 55 cents per unit, based on 55,000 units delivered per contract year. This equated to an annual revenue of $30,250.

To meet the needs of the ever increasing log towing and barging business on the Strait, Foss opened the Port Angeles office in 1927—with H. F. Berg as office manager, looking after the rapidly increasing volume of work. Three linehaul tugs (*Andrew Foss, Foss No. 21, Iver Foss*) and a harbor tug, the *Foss No. 9*, were the first of many Foss tugs to be assigned to Port Angeles over the next sixty years.

Not too many years later towing log cribs, and later bundled rafts became routine on the Strait of Juan de Fuca. From booming grounds in Neah Bay, Sail River, Hoko River, Pysht River and Sekiu, up to four Foss tugs at any one time were towing for several large timber customers. The tug with the longest uninterrupted log-towing service in the Straits was the 1889 built, 700 horsepower *Arthur Foss*. The *Arthur* was assigned to this service from 1948 until its well-deserved retirement in 1968. (The *Arthur Foss* is currently owned by Northwest Seaport, and is moored on Lake Union in Seattle.)

Towing logs out of Neah Bay and other locations on the Strait required accurate timing of tides and weather on the tug captain's part as westerly winds and swells combined with a west flowing tide could easily cause havoc with the cribs and bundled rafts. It was not unusual in wintertime to remain at anchor in Neah Bay for a full two-week crewing period waiting for a break in the weather.

Crown Zellerbach, a leader in the pulp and paper industry, was a major account in Foss' Juan de Fuca log towing over the years. From the 1930's Foss tugs towed their log cribs out of the Sail River and Hoko River to Port Angeles and other ports. After 1950 their booming and rafting operations moved to Neah Bay, with most of the logs destined for Port Angeles. As the heyday of log towing in the Strait began to decline, the older tugs were retired, leaving two 1960s built tugs to carry on, the *Martha Foss* and *Myrtle Foss*. Logging declined rapidly in Clallam County in the early 1980s, with most of the large timber gone and stricter environmental regulations in place. Log towing in the outer Strait was nearly history but was resurrected in Neah Bay for a short period in 1998 and 1999. Once again Foss got the call, only this time the logs were moved by barge, each of the twelve loads consisting of about 217 bundles, weighing in at 6,200 tons per load. The 4000 horsepower *Craig Foss* was assigned to the job, making the run from Neah Bay to the Boise-Cascade mill in St. Helens, Ore., in slightly over 24 hours.

That same year, Foss would once again return to Neah Bay, this time with the first Strait rescue tug, the 4,300 horsepower *Barbara Foss*.

Editor's Note: Mike Skalley is the Foss company historian and author of "Foss, Ninety Years of Towboating."

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Peter G. Kim, Total Terminals International

TURNING A SHIP TOWARD THE SEA

The tugs Wedell Foss, left, and Andrew Foss turn the containership CMA CGM Rabelais in the Seattle harbor on July 21 as the ship departs following its maiden voyage to the port, where it calls at SSA Marine's Terminal 18. The ship works in a "loop service" that serves the Pacific Northwest, Asia, and the U.S. East Coast. Capable of carrying the equivalent of 6,500 twenty-foot container units, the ship was delivered in early July by Sung Dong Shipbuilding and Marine Engineering in Korea. It is 984 feet long and 131 feet in beam. French carrier CMA CGM is the world's third largest container shipping company.